

APPENDIX B

Draft Waterbeach New Town Supplementary Planning Document (SPD)

Schedule of changes to the SPD

2.5 Inherited Assets

Rename section 2.5 to 'The Historic Environment'.

Add reference in section 2.5 to the Denny Abbey Refectory listed at Grade I and to the barn just to the north of Denny Abbey listed at Grade II.

2.6 Surrounding Context

Amend Figure 11 as follows:

- Delete 'Scheduled ancient monuments' from the key and replace with 'Scheduled Monument'.
- Add the Grade II listed gate piers to the map.

4.2 Key Structural Elements (fixes)

Page 42: 'Education' line 2 – add the words 'in time to meet evidence of need' after the word 'facilities'.

Figure 24 page 54 'Greenways and corridors' – Amend to ensure that the Fen edge / rail corridor edge marking does not extend over the new railway station and its close surrounds (to be consistent with the spatial framework diagram).

Figure 19 'Access movement and connectivity' – Amend to show the principal greenways as green lines and not red at present.

'Primary Movement and Access' - Amend the primary route network shown on the Spatial Framework Diagram and other figures such as Figure 18, to show a primary movement route running in a loop about 100 metres to 400 metres within the outer edge of built development.

Page 45 paragraph 1 line 4 – delete reference to 'framework plan' replace with 'spatial framework diagram'.

Page 45 paragraph 2 delete and replace with:

'The two primary routes will create a loop around the new town and connect directly to the relocated railway station on the eastern side of the town. In the early stages of the new town a north – south primary route will form a junction at the town centre but will later be closed to north-south vehicular traffic (except for public transport) to prioritise cycling and walking within the new town. The southern arm of this junction will provide the public transport / pedestrian / cycle connection to Waterbeach village'.

Page 45 paragraph 3 – delete 'access' replace with 'primary route'.

Page 45 paragraph 5 line 1 – delete "street" replace with 'primary route'.

Page 45 paragraph 5 lines 6 and 7 – delete 'are attractive for walking, cycling and public transport, and'. Line 8 - add at the end of the sentence 'via the loop primary route'.

Page 46 first full paragraph – add at the end of the paragraph ‘To restrict through vehicle movements to sustainable modes only as the town centre develops movements north through/around the town centre will be restricted to public transport, cycle and pedestrian movements only. The timing of this change to be determined in accordance with a transport management scheme at key phase approval for the town centre development’.

Page 46 second full paragraph – at the end of the first sentence add ‘particularly to the new railway station’.

Page 46 third full paragraph – add a new sentence at the end of the paragraph: ‘This network should serve residential areas and serve to restrict easy vehicular movements from one area to another except via the loop primary route’.

Page 46 walking and cycling first paragraph line 3 – add the words ‘and linking’ after ‘serving’.

Page 46 walking and cycling second paragraph – add new bullet point 4: ‘Waterbeach relocated railway station to the town centre, Waterbeach lake and the Cambridge Research Park’.

Page 47 add a new paragraph and heading after ‘The Bounds’ as follows: ‘*Public rights of way (PRoW)*: The development of the new town provides an opportunity to connect and enhance the existing rights of way network that has been hindered by the presence of restricted MOD land for many decades. Providing improved non-motorised user (NMU) infrastructure also encourages healthy lifestyles, in line with national and local policies on health and well-being. The development should not only protect existing NMU highways (footpaths, bridleways, cycle ways etc.) but should enhance them where possible. This should include an aspiration to not only improve NMU movement (including pedestrians, equestrians and cyclists) within the urban area and also to facilitate easy and convenient access into the countryside. The PRoW network should become an integral part of the development and enhanced, directional signage will need to be incorporated into the development to ensure that future residents are aware of the network available. This could also include the installation of interpretation boards (which can link to wildlife and biodiversity aims) and sufficient inclusion within resident travel plans’.

‘Public Transport’ – Page 49 fifth paragraph line 2 add after the word ‘site’: ‘linking the railway station with the town centre and Cambridge,’.

Page 49 figure 20 – amend the figure and key to be consistent with proposed changes to the text.

4.3 Spatial Framework Diagram

An amended Spatial Framework Diagram and key is attached at the end of this schedule.

Table 8 Page 78 ‘Density and Heights’ - the last sentence of the mechanism text relating to Density and Heights should be put before the existing first sentence for clarity of meaning.

Page 51 ‘Denny Abbey Setting’ 1st bullet delete the word ‘visual’.

Page 73 ‘Strategic Walking and Cycling Connections’ (National Cycle Route 11) under ‘Mechanism(s) paragraph two line one: add the words ‘as appropriate’ after ‘sought’. So that if there is no realistic prospect of the link being delivered no contributions should be sought.

Page 53 North Park first complete paragraph first line: after the words 'sports provision', add the words 'including associated car parking'.

Page 53 North Park add a new paragraph immediately following the above as follows: 'No other car parking should be located within the SLA / North Park that is not intended to exclusively serve the needs of Denny Abbey or the Farmland Museum'.

Figure 27 key. Delete the word 'setting' after Denny Abbey, insert the words 'and Farmland Museum'.

Page 65 penultimate line, delete 'listed building' add 'listed buildings'.

5.2 Movement and Place

To meet the reasonable needs of equestrians in relation to the new town the following modifications are proposed:

Page 47 The Bounds' – add the word: ',riding' after cycling and before leisure to indicate that this circular route could in whole or in part be made suitable for all non motorised users.

Page 53 – 'North Park' – on line 9 add the word 'and' before footpaths and the words 'suitable for all non motorised users including horse riders' after cycle ways. Then add a new sentence to read 'Such provision should link up to other routes for non motorised users across the site including to the Runway Park, the Bounds and to Bannold Drove'.

Page 53 – 'Runway Park' - on line 8 add the word 'and' before footpaths and the words "suitable for all non motorised users including horse riders' after cycle ways. Then add a new sentence to read 'Such provision should link up to other routes for non motorised users across the site including to the North Park, the Bounds and to Bannold Drove'.

Page 54 – 'Greenways and corridors' – 2nd bullet. Add the words 'suitable for all non motorised users including horse riders' after routes.

Page 55 – 'Winfold Greenway' and 'Waterbeach Bounds' in both add the words 'suitable for all non motorised users including horse riders' after routes.

Page 55 'East-West corridors' – on Line 9 add a new sentence after 'will be provided' as follows: 'Some of these routes to be suitable for all non motorised users including horse riders'.

Table 8 'Strategic walking and cycling connections' page 73 – add a new second sentence under the mechanism heading as follows: 'Provision should be made for all non motorised users including horse riders'.

Section 5.2 'Movement and Place' – add a new section after 3 'Cycling' as follows:

Create an environment for equestrians

Development proposals will be required to create a network of routes suitable for all non motorised users including horse riders across the site. The routes should be constructed to a multi-user standard and include appropriate barriers, soft surfaces, mounting blocks, sight lines and safe road crossing designs'.

Table 9 page 89 add a new row beneath 3 'Create and environment for cycling' as follows:
Create an environment for equestrians

In paragraph 2 under mechanism(s) after 'infrastructure network' add the following words : 'making suitable provision for all non motorised users including horse riders'.

Section 5.3 ‘Housing, Mixed use and Community’ - To better reflect the potential benefits of a Community Land Trust for the local community delete the existing CLT text on page 91 and add a new section 10A as follows:

“Community Land Trusts

The Council is supportive, in principle, subject to viability and deliverability, to working with a Community Land Trust to support the provision of the new town, contributing to a broader mix of house types and delivery models”.

Section 6.2 ‘Infrastructure Delivery Plan’ – Page 118 retitle ‘Pedestrian and cycling infrastructure’ to ‘Non motorised user infrastructure’.

6 Sustainable Drainage

See proposed new section 5.8 to be included in the SPD after 29 ‘Sustainable Design and Construction’ (see text immediately below).

5.8 ENVIRONMENTAL SUSTAINABILITY AND CLIMATE CHANGE

29a Managing Flood Risk

The Council has adopted the Cambridgeshire Flood and Water Supplementary Planning Document (the Flood and Water SPD), and this should be considered when preparing planning applications.

Planning applications for the site will need to be accompanied by a Site Specific Flood Risk Assessment which meets the requirements of national guidance, and the Flood and Water SPD; and which in particular takes account of a sequential, risk-based approach to the location and quantum of development on site.

The significant majority of the new town site lies within flood zone 1, the lowest area of fluvial and tidal flood risk and which provides adequate space to accommodate a new town of approximately 8,000-9,000 homes. Small areas on the east and west edges of the site are in flood zone 2 and 3.

Whilst mostly located in flood zone 1, hazard modelling has shown that currently the eastern edge of the major development site could be at risk if a breach of the existing flood defences on the River Cam were to occur. This primarily impacts land to the east of the Bannold Drove track.

Breach modelling was carried out to inform a Water Cycle Study for the site in 2014, guided and endorsed by a stakeholder group comprising Anglian Water Service Ltd, Cambridgeshire County Council, Cambridge Water, the Environment Agency, South Cambridgeshire District Council and the Waterbeach Level Internal Drainage Board.

In line with the principle of the sequential approach within National Planning Policy and Guidance, and in the Flood and Water SPD, vulnerable¹ development should be avoided wherever possible in areas at risk of flooding from any source. Where this is not possible and development has to be located in areas at current or future flood risk, vulnerable development should be located in areas of lowest flood risk so as to minimise flood risk to people and property.

Where development in flood risk areas is deemed necessary, developers will need to ensure a long term solution is put in place that follows the flood risk management hierarchy in the NPPF (with accompanying practice guide) and the Cambridgeshire Flood and Water SPD. Flood control measures should be considered to:

¹ Highly vulnerable and more vulnerable land uses as defined in National Planning Policy Guidance (including new dwellings, schools, nurseries etc)

- Steer flood risk away from development without increasing risks to others, and consider opportunities to reduce flood risk overall, taking account of climate change projections;
- take account of and where possible meet green infrastructure objectives; and
- ensure that flood assets that the development relies upon have a maintenance regime indicated that can sustain them for the lifetime of the settlement whilst minimising any need for pumping.

Developers should seek opportunities to collaborate with local partners and infrastructure providers to assist with funding, design, delivery and future upkeep of flood control measures. Planning obligations may be necessary to secure and maintain infrastructure on or off-site as appropriate.

The site of the Waterbeach New Town is allocated for development in the South Cambridgeshire Local Plan adopted in September 2018. National Planning Policy requires that land be used effectively whilst safeguarding and improving the environment and ensuring safe and healthy living conditions.

Where it is not possible, consistent with wider sustainability benefits, for development to be located in areas with a lower risk of flooding, development which is vulnerable to flood risk arising from a breach of flood defences must be demonstrated to be safe for its lifetime, not increase flood risk elsewhere and have wider sustainability benefits to the community which outweigh any residual flood risk. Plans and development should also seek opportunities to reduce the causes and impacts of flooding. The Council will have regard to the objectives and criteria used within the Local Plan's Sustainability Appraisal framework in making an assessment of the wider sustainability benefits of such development.

In regard to these wider sustainability benefits, the new railway station site (with planning permission) is located within flood zone 2. The National Planning Policy and Guidance requires the effective and optimal use of land. This includes taking account of the availability and capacity of infrastructure and its scope to promote sustainable travel modes that will help limit future car use. The Council has proactively reduced flood risks around the station by relocating it to an area at lower risk than its current location.

The suitability of the land at risk of flooding, including land east of Bannold Drove in flood zone 2 and at residual flood risk, to accommodate vulnerable land uses will need to be carefully considered through the planning application process. Such applications and their assessment will have appropriate regard to: a sequential approach being taken in accordance with the NPPF, taking opportunities to control risks and where possible, reduce flood risk overall. Proposals should secure long-term management and maintenance requirements, and take account of upper scenario future climate change and any wider sustainability benefits of development in this location.

Table 15 Summary of Principles

Add new row as follows:

Principle / Issue	Mechanism(s)	Documents/Plans	Key Policy Reference
29a Managing Flood Risk	Follow a sequential risk-based approach to the location of and the uses within the development. Development will follow a sequential approach having regard to local plan policies, and National Policy where this is more up to date. Where following	Planning applications should be supported by Site Specific Flood Risk Assessments, which meets the requirements of national policy and guidance and the Cambridgeshire Flood and Water SPD. (Environmental	SCDC Local Plan Policy CC/9 Cambridgeshire Flood and Water Supplementary Planning Document NPPF2 and NPPG

	<p>application of the sequential approach it is not possible, consistent with wider sustainability benefits for all development to be located in areas with a lower risk of flooding the development must:</p> <ul style="list-style-type: none"> • Be demonstrated via a site specific flood risk assessment to be safe and not increase flood risk elsewhere. • Contribute to the improvement and perpetual upkeep of flood defence assets it relies upon, and consider the opportunities to work with potential partners and landowners to secure betterment and climate change adaptation. • Demonstrate wider sustainability benefits to the community that outweigh the residual flood risk. 	Statements)	
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Spatial Framework Diagram

Amend the spatial framework diagram key as follows: (new text **bold and underlined**)
 All of the structural elements are added together to create an indicative overall framework plan. **Note that the location of vulnerable land uses in areas of residual flood risk will be subject to the findings of site specific flood risk assessments.**

5.8 Environmental Sustainability and Climate Change

Add a new section to Appendix 1 to include reference to the Cambridgeshire and Peterborough Minerals and Waste Development Framework (MWDF) and the RECAP Waste Management Design Guide SPD.

Guiding Principle 32 Water Stress – amend reference to ‘serious water stress’ to ‘water stress’ for consistency with Local Plan Policy CC/4: Water Efficiency.

Guiding Principle 34 – amend reference to ‘Biodiversity Management Plan’ to ‘Landscape Ecology Management Plan’.

6.2 Infrastructure Delivery Plan (IDP)

Infrastructure Delivery Plan – in the row for “Provision of foot / cycle crossing from site to Cambridge Research Park” remove reference to RLW in the “Land holding” column.

Infrastructure Delivery Plan – include a new row for the provision of arts and cultural facilities.

Heading: Arts and Culture

Description: Creation of arts and cultural capacity in the town centre area whether through co-location with another community facility or school or through the provision of a single dedicated hub.

Provider/partner: Various-dependent on occupier

Triggers: to be determined

On/off site: On-site

Land holding: Likely to be in town centre, therefore Urban and Civic

Funding: s106

Mechanism: Single access agreement if co-located in hub, or via a community access agreement

Table 15 – Principle 34 ‘Integrate and enhance biodiversity’ –include reference to the Natural Cambridgeshire Local Nature Partnership's (LNP) Developing with Nature Toolkit.

Infrastructure Delivery Plan page 120 - Amend the Waterbeach Park and Ride funding mechanism text to delete reference to ‘s106’ and add reference to ‘Direct Funding’.

Appendix 1 Local Policy Context

Update references to ‘draft’ or ‘emerging’ Local Plan to ‘adopted’ Local Plan and other factual updating including ensuring all the policy numbers are consistent with the adopted Local Plan 2018.

Appendix 2 List of Acronyms

Appendix 2

Amend the entry for “SAM Scheduled Ancient Monument” to read SM Scheduled Monument”.

Figure 11

Amend the key for Figure 11 to refer to ‘Scheduled Monument.