



29 January 2021

Report to: South Cambridgeshire District Council Planning Committee

Lead Officer: Joint Director of Planning and Economic Development

Application Number: S/2075/18/OL

Parish: Waterbeach

Proposal: Outline Planning Application (with all matters reserved) for development of up to 4,500 dwellings, business, retail, community, leisure and sports uses; new primary and secondary schools and sixth form centre; public open spaces including parks and ecological areas; points of access; associated drainage and other infrastructure, groundworks, landscaping and highway works

Site address: Land adjacent to Waterbeach Barracks and Airfield Site, Waterbeach, Cambridgeshire

Applicant: Mr Chris Goldsmith, RLW Estates Ltd

Recommendation: Approve, subject to section 106 agreement

Key material considerations:

Principle of development

Amount, use, indicative layout, and scale parameters

Access and transport

Housing delivery

Social and community infrastructure

Education

Environmental considerations

Financial obligations / section 106

Other material planning considerations

Planning balance

Committee Site Visit: n/a

Departure Application: No

Presenting Officer: Mike Huntington, Principal Planner

Application brought to Committee because: Large scale development of strategic importance.

Date by which decision due: 29th January 2021 (by agreement)

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Planning Conditions

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Application site plan

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Access and Movement Parameter Plan

Green Infrastructure Parameter Plan

Land Use Parameter Plan

Density and Building Heights Parameter Plan

Illustrative Masterplan

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SPD framework plan

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Glossary

Executive Summary

1. This proposal, as amended, seeks permission for development of up to 4,500 dwellings, business, retail, community, leisure and sports uses; new primary and secondary schools and sixth form centre; public open spaces including parks and ecological areas; points of access; associated drainage and other infrastructure, groundworks, landscaping and highway works.
2. The proposal is part of the strategic allocation for a new town as set out in Policy SS/6 of the adopted South Cambridgeshire Local Plan 2018. The western half of the proposed new town was subject to a separate outline planning application by Urban and Civic (U&C) for up to 6,500 dwellings which was approved in September 2019. The cumulative total for the two separate proposals adds up to a development of up to 11,000 dwellings.
3. The Council has produced and adopted a Waterbeach New Town Supplementary Planning Document (SPD) to guide the comprehensive development of this strategic site. The production of the SPD has involved engagement with key members, the local community, land promoters, technical consultees, and other stakeholders.

4. The SPD was approved by South Cambridgeshire District Council's (SCDC) Cabinet on 6 February 2019.
5. The submitted scheme, as amended, is closely aligned with the vision and key principles for the delivery of the new town as set out in the Local Plan and the SPD.
6. The submitted parameter plans include key spatial fixes, such as the location of the schools, local centres, and movement corridors, adhering to the SPD's spatial framework.
7. The development would deliver a significant number of new homes, in a sustainable location, and to assist in maintaining a long-term supply of homes in future years. The development is expected to provide 250 homes each year and will also provide at least 30% of the development as affordable homes with a 30/70 tenure split (affordable rent / intermediate) to meet local housing needs.
8. The development would also deliver a wide range of community facilities in the form of a new secondary school, primary schools, community centres and playing fields, as well as the provision of employment sites in appropriate locations.
9. The transport modelling also identifies the key destinations for new residents and the draft section 106 agreement provides for a package of measures aimed at enhancing public transport, as well as providing cycling and pedestrian routes, in order to mitigate the impacts of the development on the strategic and local road network.
10. As such it is considered that the proposal comprises sustainable development having regard to paragraph 11 of the National Planning Policy Framework. Approval is therefore recommended subject to necessary safeguarding conditions and the prior signing of a section 106 agreement.

Site Description

11. The application site area consists of approximately 230 hectares and is located immediately to the north of Waterbeach village and approximately 5 kilometres north of Cambridge. The site plan is attached at appendix A.
12. The site is currently used for the most part as arable fields. The only other current use on the site is the existing Waterbeach sewage works. The arable fields are mostly classified as grade 3a, with some land classified as grade 2 or 3b. Grade 2 is of a higher quality than grade 3. It classifies agricultural land in five categories according to versatility and suitability for growing crops.

13. Grade 1, 2 and 3 are referred to as 'Best and Most Versatile' land.
14. Grade 4 and 5 are described as poor-quality agricultural land and very poor-quality agricultural land.
15. The existing access into the site is from Bannold Drove and Cross Drove. Bannold Drove has a tarmac surface from the southern end of the site. There it connects with Bannold Road as far as the existing sewage works. Beyond this point the drove is classified as a bridleway open to all traffic (BOAT) until it connects with Cross Drove at the northern end of the site. Cross Drove is also a bridleway until it then becomes another tarmac road further east. The northern part of the site is also accessed via a concrete track from Denny Abbey Farm. The farm is located next to Denny Abbey and the Farmland Museum.
16. The site is broadly flat, mostly within the range of 1m-3m above ordnance datum (AOD). It drains through a series of open drainage ditches which connect to the Bannold Drove watercourse. This watercourse takes the treated water from the sewage works and flows both north and south from the sewage works outflow, discharging into the River Cam at Bottisham Lock to the south east of the site, and at the Cam pumping station to the north east of the site.
17. To the west of the site is the rest of the SS/6 allocation, consisting of the former Waterbeach Barracks and airfield. Cambridge Research Park (part of the Cambridge Compass Enterprise Zone) is located further north west of the site, and beyond this to the north lies the Cambridge Waste Management Park.
18. Immediately to the north west of the site lies Denny Abbey and the Farmland Museum, with the village of Chittering located further north.
19. The London - Kings Lynn Railway line forms the eastern boundary to the site, beyond which lie arable fields and the River Cam.

Relevant Planning History

Most of these planning applications refer to sites within the adjacent U&C site.

- a. S/1274/15/FL - Planning permission granted for the change of use of the existing Squash Courts, Sports Hall and Tennis Courts on the former Waterbeach Barracks site from Sui Generis to D2 and the Museum building from Sui Generis to D1 – approved.
- b. S/3247/16/VC - Removal of the time restriction condition relating to community uses (sports hall, museum building, tennis courts and squash courts) was granted. The facilities can now be used indefinitely – approved.

- c. S/1305/15/FL - Planning Permission granted for the conversion and change of use of the former Control Tower, now implemented to provide office and meeting space – approved.
- d. S/2770/16/FL – Planning permission granted for change of use of land within the Barracks Area (excluded from the Application Site) for the expansion of Waterbeach Cemetery – approved.
- e. S/3204/16/FL - Planning permission granted for the conversion of barrack blocks to be used as C2 residential accommodation for Papworth hospital staff, comprising 235 bed spaces – approved.
- f. S/0559/17/OL – U & C scheme – outline application for up to 6,500 dwellings and associated uses and infrastructure – approved.
- g. S/1476/16/E2 - Request for a Scoping Opinion under Section 13 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011
- h. S/0791/18/FL – Relocated Railway Station - approved

Site Constraints

- 20. The majority of site is within Flood Zone 1. There are small areas of the southern part of the site within Flood Zone 2. Areas to the north of the site outside the development area are in Flood Zone 2 in an area benefitting from flood defences. Flood Zone 1 is defined as land having a less than 1 in 1,000 annual probability of river flooding, shown as ‘all clear’ on the Flood Map. Flood Zone 2 is land at medium probability of river flooding, between a 1 in 100 and a 1 in 1,000 annual probability of river flooding. Please see the map in appendix D.
- 21. There are no designated heritage assets within the site. Scheduled Monuments are located within 2 kilometres of the application site. These are located at Denny Abbey (less than 0.5 kilometres to the north), the site of Waterbeach Abbey (to the south) and Car Dyke. There are five listed buildings (all Grade II) to the north and west but outside the Scheduled Denny Abbey area. There are other non-designated heritage assets within 2 kilometres of the site, including the Waterbeach Conservation Area.
- 22. For ecological protection constraints, there are no Special Protection Areas (SPAs), Special Areas of Conservation (SACs) or RAMSAR Sites within 2 kilometres of the site. Cam Washes Site of Special Scientific Interest (SSSI) lies approximately 2 kilometres north east of the site; Wicken Fen SSSI, SAC and Ramsar site is about 4.5 kilometres to the

north east and Stow Cum Quy SSSI is just over 3 kilometres to the south east of the Site.

23. Waterbeach Sewage Works is located within the site, but this will be relocated away from the development in due course.
24. Bannold Drove and Cross Drove bridleways are located within the site boundary.
25. The Cambridge to Kings Lynn railway line abuts the eastern boundary.

Who the applicant is and a description of the proposal –

26. The applicant is RLW Estates. RLW are a joint venture company specifically established to promote and deliver part of the new town at Waterbeach. It brings together local landowners together with St John's College Cambridge, The Royal London Mutual Assurance Company, and Cambridge based developer Turnstone Estates.
27. The submitted 'Planning and Delivery Statement' includes a full description of the proposed development as follows:
28. Up to 4,500 dwellings, primarily within use C3, including up to 450 units within use class C2 (care home/residential institution);
29. Up to 9,000 square metres of retail use (use classes A1/A2/A3/A4/A5);
30. Up to 24,800 square metres of B class employment space (comprising up to 22,400 square metres B1a office and up to 2400 square metres of B1c/B8 light industrial /storage and distribution);
31. Two primary schools including pre-school provision (use class D1) each on sites of up to 3 hectares (6 hectares in total), with up to 1 hectares of adjoining land safeguarded for potential expansion at each site (2 hectares in total);
32. One secondary school (use class D1) on a site of up to 8 hectares with up to 2 hectares of adjoining land safeguarded for future expansion;
33. One sixth form centre (use class D1) on a site of up to 8 hectares with up to 1.9 hectares safeguarded for future expansion;
34. Up to 2,610 square metres of community facilities, use class D1 (to include potential for multi-use community centres);
35. Up to 2,625 square metres of assembly and leisure, use class D2 (to include potential for indoor sports and leisure facilities);

36. Expansion of a relocated railway station and associated elements, including the erection of a station building, and the expansion and configuration of car and cycle parking, drop-off and bus interchange facilities;
37. Energy centre(s) (sui generis use);
38. Structural landscaping, recreational and other publicly accessible formal and informal open spaces (including parks, play areas, allotments and community orchards, playing fields, multi-use games areas and all-weather pitches, with associated floodlighting, biodiversity habitat areas);
39. Internal vehicular access roads including points of access with adjoining (former barracks) land to the west, and locally managed access from Cody Road serving the railway station and limited residential use;
40. Bus, pedestrian and cycle routes and facilities;
41. Drainage works including foul, surface water and Sustainable Drainage Schemes;
42. Service infrastructure including installation, upgrade or diversion of services and associated plant and equipment (including water, sewerage, gas, electricity, telecommunications, waste management and renewable energy networks);
43. Ground works, raising and modelling including creation of bunds and ditches;
44. Boundary features (including fences, walls, and temporary hoarding during construction); and
45. Highway works
46. The application is submitted in outline with all matters of access, appearance, landscaping, scale, and layout reserved for future determination.
47. The applicant has submitted the following plans for determination in this application (as amended, April 2019, December 2019, January 2020, and September 2020), and shown in appendix B. The list of amendments is shown in appendix E.
 - a. Application site plan
 - b. Access and Movement Parameter Plan
 - c. Green Infrastructure Parameter Plan
 - d. Land Use Parameter Plan

- e. Density and Building Heights Parameter Plan.
 - f. as well as an Illustrative Masterplan
48. The masterplan is submitted for illustrative purposes only and in this regard only identifies one way in which the scheme might eventually come forward. Officers have therefore only considered this plan insofar as it is indicative and is not a determinative layout.
49. The applicant's submitted Section 106 Heads of Terms document sets out their legal framework for potential mitigation of the impact of the development, in accordance with the legal tests set out in Regulation 122 of the Community Infrastructure Levy Regulations 2020 (as amended). The legal tests are that any section 106 obligations must be-
- a. necessary to make the development acceptable in planning terms;
 - b. directly related to the development; and
 - c. fairly and reasonably related in scale and kind to the development.

Environmental Impact Assessment

50. The development proposals have been assessed as falling within the remit of the Town and Country Planning (Environmental Impact Assessment) (EIA) Regulations 2011 (as amended) (the EIA Regulations). This is because of the characteristics, location, and potential impacts of the proposed development. The EIA process ensures that any potentially significant effects of the development are considered and, where appropriate, mitigated by measures to prevent/avoid, reduce and where possible offset.
51. The EIA Regulations require the ES to identify the 'likely significant environmental effects' of a development. The government's Planning Policy Guidance highlights that the ES should focus on the 'main' or 'significant' environmental effects only, and that the ES should be proportionate.

Scope of the ES

52. The Applicant recognises that the Proposed Development constitutes EIA development and as such a Voluntary ES has been submitted in support of the planning application. As part of the EIA process, an EIA Scoping Opinion was requested and received from SCDC on [3] November 2017. The Scoping Opinion confirmed the scope of the EIA and the EIA has

been undertaken in accordance with the comments received through the Scoping Opinion as well as the EIA regulations.

Methodology for the ES

53. The ES considers the likely significant effects of the proposed development during its construction and once it is complete and operational. The ES assesses the maximum quantum, physical extent and development principles defined for the proposal, as set out in the submitted parameter plans which are put forward for approval.

Topics covered by the ES

54. The ES assesses the following topics:
 - a. Landscape and Visual Impacts
 - b. Ecology and Nature Conservation
 - c. Archaeology and Built Heritage
 - d. Traffic and Transport
 - e. Noise and Vibration
 - f. Air Quality
 - g. Water Resources
 - h. Ground Conditions
 - i. Socio Economics
 - j. Agricultural Land Use
 - k. Cumulative Impacts
55. Regulation 26 of the EIA Regulations states that when determining an application in relation to which an environmental statement has been submitted, the relevant planning authority, the Secretary of State or an inspector, as the case may be, must—
56. examine the environmental information;
57. reach a reasoned conclusion on the significant effects of the proposed development on the environment, taking into account the examination referred to in sub-paragraph (a) and, where appropriate, their own supplementary examination;
58. integrate that conclusion into the decision as to whether planning permission or subsequent consent is to be granted; and
59. if planning permission or subsequent consent is to be granted, consider whether it is appropriate to impose monitoring measures.
60. This requirement is dealt with throughout the report.

61. The ES sets out the mitigation measures designed to address significant adverse effects of the Proposed Development on the surrounding environment.
62. Mitigation measures can be used to prevent avoid, reduce, and offset the environmental effects of a development project, and may even enhance the receiving environment. As such mitigation measures can be classified in the following way:
63. Avoidance: making changes to the design of the project to avoid adverse effects on environmental features. This is considered to be the most acceptable form of mitigation;
64. Reduction: where avoidance is not possible, adverse effects can be reduced through sensitive environmental treatments/design;
65. Compensation: where avoidance or reduction measures are not available, it may be appropriate to provide compensatory measures. It should be noted that compensatory measures do not eliminate the original adverse effect; they merely seek to offset it with a comparable positive one;
66. Remediation: where adverse effects are unavoidable, management measures can be introduced to limit their influence; and
67. Enhancement: projects can have positive effects as well as negative ones, and the project preparation stage presents an opportunity to enhance these positive features through innovative design. Mitigation measures identified by the ES will be required by planning conditions or s106 agreement, and are in appendix L.
68. ES Addendums have been submitted by the Applicants in response to requests for further information, and these were subject of further consultation. A review of the ES was also carried out by the Applicants in March 2019 to provide a status update on the assessments undertaken as part of the ES. This confirmed the robustness of the baseline information and the conclusions of the assessments presented within the ES.
69. Regulation 29 sets out the information which is required to accompany decisions for EIA developments. Having assessed the submitted Applications, officers are satisfied that the ES and other additional information provided complies with the 2011 EIA Regulations (as amended) and that sufficient environmental information has been provided to assess the environmental impacts of the development proposals.
70. The application is also accompanied by the following supporting information:
 - a. Planning and Delivery Statement

- b. Design and Access Statement (DAS)
- c. Affordable Housing Statement (within the Planning Statement)
- d. Agricultural Land Use (within the Environmental Statement – ES)
- e. Air quality assessment (within the ES)
- f. Archaeological Desk Based Assessment (within the ES)
- g. Biodiversity surveys and reports (within the ES)
- h. Employment Strategy
- i. Energy report
- j. Environment Statement
- k. Flood Risk Assessment (within the ES)
- l. Foul sewage and utilities assessment (within the ES)
- m. Geophysical survey
- n. Heritage statement (within the ES)
- o. Land contamination assessment (within the ES)
- p. Landscape details (within the DAS)
- q. Landscape and Visual Impact Assessment (within the ES)
- r. Lighting assessment (within the ES)
- s. Noise impact (within the ES)
- t. Open space assessment (within the DAS)
- u. Parking provision (within the ES)
- v. Photomontages (within DAS/ES)
- w. Section 106 Heads of Terms submission
- x. Statement of community involvement
- y. Sustainability statement
- z. Town centre uses assessment
- aa. Transport assessment
- bb. Tree survey (within the ES)
- cc. Water conservation strategy (within the ES)

Amendments to Application

- 71. Submitted amendments and additional information were received in April and December 2019, and January and September 2020, reflecting changes to the proposed development. The schedule of changes is shown in Appendix E.

Pre-application engagement

- 72. The applicant undertook pre-application discussions with both Cambridge County Council and South Cambridgeshire District Council.
- 73. Early engagement with the applicant confirmed that this site was allocated for development in the draft Local Plan.

74. The scheme was discussed at the Cambridgeshire Quality Panel prior to the formal submission of the planning application. Their detailed comments can be found later in the report, in paragraphs 384-392.

Policy, guidance and other material planning considerations

75. EIA Directives and Regulations – EIA Regulations. European Union legislation regarding environmental assessment and the planning regime remains unchanged despite the UK leaving the European Union on 31 January 2020. The government passed secondary legislation in October 2018 to ensure the continued operation of the EIA regime
76. The Conservation of Habitats and Species Regulations 2017
77. Planning and Compulsory Purchase Act 2004 (as amended)
78. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications are determined in accordance with the development plan unless material considerations indicate otherwise.
79. Community Infrastructure Levy Regulations 2010 (as amended)
80. Equalities Act 2010
81. National Policy & Guidance
82. National Planning Policy Framework 2019 (NPPF)
83. National Planning Practice Guidance
84. Development Plan Policies
85. Cambridgeshire and Peterborough Minerals and Waste Plan Core Strategy DPD, 2011 and Site-Specific Proposals DPD, 2012
86. South Cambridgeshire Local Plan 2018
87. Supplementary Planning Documents (SPD):

Affordable Housing SPD - Adopted 2010

Biodiversity SPD - Adopted 2009

Development affecting Conservation Areas SPD – Adopted 2009

Open Space in New Developments SPD - Adopted 2009

District Design Guide SPD - Adopted 2010

Flood and Water – Adopted 2016

Health Impact Assessment SPD – Adopted 2011

Landscape in New Developments SPD - Adopted 2010

Listed Building SPD – Adopted 2009

RECAP Waste Management Guide – Adopted 2012
Sustainable Design and Construction – Adopted 2020
Trees & Development Sites SPD - Adopted 2009
Waterbeach New Town SPD – Adopted 2019

Waterbeach Neighbourhood Plan

88. At the time of report writing Waterbeach Parish Council was about to submit its submission stage Neighbourhood Plan. This follows on from the 6-week pre-submission consultation that took place earlier in 2020.
89. The plan will need to be accompanied by a consultation statement setting out objections that have been received during the pre-submission stage and how the submitted version may have been amended to consider these objections. At this stage of the process, only limited weight can be given to the emerging plan.
90. Notwithstanding the limited weight that can be given to the Neighbourhood Plan at the submission stage, an assessment of where in the report the policies in the draft plan relate to this proposal can be found in appendix K.

Other material planning considerations

Use Classes order Change

91. From 1st September 2020 the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 (2020 No. 757) came into force
92. Three new use classes have been created by this change: Class E (Commercial, business and service), Class F.1 (Learning and non-residential institutions) and F.2 (Local community).
93. Class E creates a new commercial, business and service use class which subsumes retail (A1), financial and professional services (A2), restaurants and cafes (A3) and business (B1a/b/c) use classes. Uses such as gyms, nurseries/creches and health centres (previously in use classes D1 Non-residential institutions and D2 Assembly and leisure) and other uses which are suitable for a town centre area are also included in Class E. Since 1st September planning permission is not required for changes between these, what were until recently, different kinds of uses. This is because they are now grouped into the same use class and therefore will not constitute development.

94. For example a retail shop can change to a restaurant, or an office building could change to a retail supermarket without needing planning permission for a change of use (providing there are no restrictive covenants, conditions, section 106 obligations restricting the existing use).
95. The regulations also create Classes F1 and F2 which include local community, non-residential and learning uses, which are considered important to local communities and which will be protected through the planning system rather than given the additional flexibility provided to Class E uses.
96. Class F1
'Learning and non-residential institutions' such as schools, non-residential education and training centres, museums, public libraries, places of worship and law courts.
97. F2
'Local community' uses such as community halls, meeting places and recreational facilities such as swimming baths and sports facilities. This also includes small-scale shops (up to 280 square metres, located 1000 metres or more from another retail unit).
98. Uses which can have potential amenity impacts on neighbouring properties will become sui generis and any material change of use will require planning permission. This includes pubs/bars, takeaways, cinemas, concert, dance, and bingo halls.
99. Once a use has been implemented under the planning permission then it will benefit from the permitted development subject to these new use classes.

Cambridgeshire and Peterborough Combined Authority

100. There have also been changes to local Transport Policy since the planning application was submitted. The most notable changes relate to the publication by the Cambridgeshire and Peterborough Combined Authority of a Local Transport Plan. This has replaced the Cambridgeshire Local Transport Plan and Transport Strategy for Cambridge and South Cambridgeshire (TSCSC).
101. Since December 2019, the Combined Authority has been working on a Strategic Outline Business Case for dualling the A10 and improving junctions between Milton and Ely. The business case will allow the Combined Authority to start negotiations with the Department for Transport (DfT) about how the improvements can be funded and developed further.

102. As part of this project, the Combined Authority have been looking at various options to modify the A10. A recent consultation looked at seven possible options.
103. As well as work on the A10, the Combined Authority has also been working on proposals for the Cambridge Autonomous Metro (CAM). This could link the new town to Cambridge.

Consultation – Parish Councils

Cottenham Parish Council

104. Welcomes the mention of traffic calming in Cottenham and the surrounding areas. It is premature to comment further on the application until we know what is happening regarding the upgrade of the A10.
105. Concerns regarding connectivity to other villages, misinformation regarding impact upon the local highway network, access to the relocated station, increased traffic on B1049, congestion on the A10 would limit the ability of Cottenham residents to access the station, cycle route is inadequate.

Fen Ditton Parish Council

106. Major concern is increased traffic through Fen Ditton and welcome the applicant's inclusion within the ES that Fen Ditton would be included for mitigation measures.
107. Objects to the application as presented as the Parish Council considers that there is an underestimate of the assumptions made regarding traffic through Fen Ditton.
108. Welcomes the applicant's inclusion within the Environmental Statement and Transport Assessment Addendum that Fen Ditton would be included for mitigation measures.
109. Suggests that the proposed high bicycle mode share in the Travel Plan Plus (TPP) area is highly sensitive to the distance travelled and comparison should be made with the DNA cycle path from Great Shelford for the chosen uplift factor as part of any Monitor and Manage approach.

Histon and Impington Parish Council

110. No comments received.

Horningsea Parish Council

111. Housing and employment - No clear indication that 11,000 dwellings are necessary to meet the employment needs only in the north of Cambridge
112. Building density and layout - Proposals for car free residential streets are likely to be untenable.
113. Transport strategy - Until the outcome of the A10 corridor study is known, the viability of the proposed transport mitigation cannot be assessed. The cost of the A10 improvements, the timings, and the body responsible for funding is needed.
114. Impact upon Horningsea
115. Cycle route provision-
116. Cycle river crossing needs improvement
117. Cycleway improvements between Horningsea and Waterbeach are needed SECTION 106 contributions –These are needed for improvements in Horningsea and for improved linkages between the village and the proposed new town.
118. Objection –Appears to be premature, considering the local plan examination, ongoing decisions of the City Deal and the unknown outcome of the A10 study.

Landbeach Parish Council

119. Oppose on the following grounds -Premature before the local plan is adopted and the SPD is available.
120. Over development
121. Need to demonstrate real examples of proposed highways improvements.
122. The station will be further away from Landbeach
123. Transport infrastructure must happen before development occurs.

124. Two applications add up to 11,000 dwellings – this is greater than the number proposed in the local plan.

Lode Parish Council

125. No comments received.

Milton Parish Council

126. Has no recommendation, although recognises that, even though there is an aspiration for a largely car free development, it will inevitably put many additional cars onto the A10, and this will cause greater congestion.

Swaffham Bulbeck Parish Council

127. No comments received.

Swaffham Prior Parish Council

128. No comments received.

Waterbeach Parish Council

129. Comments in full:
130. Overall, the Parish Council does not consider that the information provided within the application submission adequately addresses fundamental issues of concern.
131. Moreover, currently there is no adopted local plan policy to support the development of Waterbeach new town, indeed as SCDC now have a five-year land supply which makes this a speculative application contrary to policies in the adopted (2007) local plan.
132. The application is to develop green-field land and will result in the loss of high-grade agricultural land; more-over the proposal is outside the village envelope.

133. No SPD is in place to define and coordinate the process (as required in the draft local plan).
134. No substantive outcome from the Ely to Cambridge transportation study to inform transportation assumptions and decisions made within the application. It remains the case that transportation is a critical concern of the Parish Council.
135. A lack of evidence of a consistent and coherent approach by the 2 potential developers of the strategic site.
136. Waterbeach Parish Council therefore UNANIMOUSLY recommends REFUSAL of the planning application which it considers premature in principle until the Local Plan had been approved, and an SPD prepared, consulted upon, and adopted.
137. Beyond the issues of principle and timing the Parish Council has significant concerns in respect to several impacts of the proposal as set out below.
138. However, the Parish Council discussed the application at its recent meeting and wishes to emphasise the following concerns which it has expressed consistently:

Transport infrastructure

139. There should be no development of the site until there is direct access off the A10 as there is no suitable route through the village for construction traffic.
140. The Parish Council considers that no significant development should take place until there have been improvements to the A10.
141. The Parish Council would like to see a joint travel/traffic plan between U&C and RLW to reflect what is best for the village. Currently the travel plan proposals are not considered to be adequately coordinated or consistent.
142. There is a huge emphasis on cycling within the new settlement but the reality is that in all likelihood the biggest percentage of journey will be by car users and the transport strategy needs to support all modes of transport to reflect the needs of the whole community, including the elderly and disabled.
143. The Parish Council do not feel that the location of the proposed new station and dense building on the southern tip of the site is appropriate and feel that the impact might be somewhat mitigated if the station site was further north.

Quantum of development

144. The Parish Council reiterates its concern at the quantum of development. The combined planning applications for Urban & Civic (6,500), and RLW (4,500) gives a total of 11,000 properties.

Scale and Height of Buildings

145. The Parish Council remains extremely concerned at the visual impact of the development within the fen landscape particularly in relation to the taller elements proposed. It is proposed initial development will be in the area of the new station which is right on the edge of the site with no screening to help mitigate the impact of buildings up to 30m high on the rural landscape, the walks along the river etc. and this leads to an unacceptable change in the relation of the built environment and the fenland areas.
146. Concern expressed in respect to this impact at night when the scale of the proposed development will be particularly evident.

Open space

147. The Parish Council is concerned in relation to the quantum and the location of the proposed public open spaces, there is insufficient open space adjacent to existing village and therefore little opportunity for screening of the proposed station area.
148. There is insufficient open space in the development itself as the acreage seems to be significantly focussed on the northern fringe of the site which will be at some distance from the proposed initial development area and remote to the existing residents of Waterbeach.
149. It is not appropriate to include the water attenuation area as part of the required open space (see other reservations below under drainage)

Drainage

150. The Parish Council is particularly concerned that the drainage strategy appears to rely on attenuation outside the development boundary of the SS/5 site and believes that all essential infrastructure should be accommodated within the proposed SS/5 boundary.

151. The Parish Council has concerns over the safety of the proposed open drains throughout the proposed development which may have significant water depth at times and pose a safety concern of children and other pedestrians / cyclists.
152. The Parish Council is aware that for many people in the vicinity of Long Drove their water comes from wells and bore holes and would like to see an assessment of the impact of the development on such water supplies to ensure existing inhabitants do not suffer any contamination or disruption of supply

Water

153. The Parish Council also voiced concerns in relation to water supply issues – based on the poor water pressure already experienced in the village, and the Parish Council requires SCDC to consider the following issues
General shortage of water in the area.
154. Enough water capacity for the proposed development.
155. Maximising the use of recycled water Control of existing water and supply of water to the site.
156. No significant construction until a dedicated supply (i.e. new main) has been provided for the new town.
157. Confirmation that the water pressure available will be adequate for fire hydrant.

Housing mix

158. The Parish Council believes:
159. There should be a variety of types and sizes.
160. There should be generous street open space.
161. Housing should be built to high environmental standards.
162. There should be an appropriate proportion of affordable housing, some provision of self-build plots and potentially some areas for development by community land trusts (CLT).
163. That the affordable housing provision should include a variety of sizes of house and not be concentrated on small 1 or 2 bed units.

Energy centres

164. The proposal is not clear on the siting of these, their impact or the impact of wind turbines which are also mentioned.

Public amenity

165. Currently Bannold Drove is a green track on the edge of the village. Bannold Road is well used by walkers, runners, cyclists, and families to access the River Cam and surrounding countryside and fens. Together they are the main routes from the rural edge of the village to the open countryside. Urbanisation and industrialisation of these links in the public realm will destroy this access forever and cannot be mitigated.

Border with existing development (still commonly referred to as the ‘married quarters’)

166. The screening of the edge of the development and the existing houses in the southern border of the site is inadequate, there needs to be significant green area between the existing houses and the proposed link road with access to open space which existing and new residents can enjoy and have some separation from the dense urbanisation proposed around the station quarter.

Sports ground provision

167. The Parish Council is concerned that the sports grounds are all located at the extreme northern end of the development site although construction is likely to start in the area near to the village and therefore initially it is not clear that new residents will have access to appropriate sporting facilities placing a considerable strain on the Parish’s current facilities.
168. Additional sports fields will need to be included in the southern part of the site.
169. Lighting pollution from the sports grounds may be significant and impact the nearby Denny Abbey and residents in the area.

Section 106

170. The Parish Council feels that any significant conditions for development in the future need to be crystallised in a section 106 agreement to which the Parish Council is a party rather than by conditions of an approval decision.
171. Contributions should be made to support existing facilities in the village which will be used in the initial stages until the development has provided all the education, health, community centres etc. envisaged, and these are likely to be provided in phases not all at the outset. There will be pressure on existing facilities which may need expansion to cope, especially in the initial phase.

Timeline

172. Firm indication of timing provision of specific facilities for education, health, community, sport etc. are needed linked to the trigger points of housing/business development.
173. Mitigation, such as the shuttle bus not being guaranteed long term to ensure adequate access for the existing village.
174. Provision of adequate sewerage infrastructure must be in place before any developments given the current problems with the existing pumping station when there is significant storm water.
175. The Parish Council notes there are other comments on this application from residents and bodies, such as Cambridge PFF, which express similar concerns and all these need to be considered including the need for a Crime Prevention Strategy.
176. In conclusion, Waterbeach Parish Council unanimously recommend refusal of this planning application, and believes significant additional information needs to be provided to address the issues identified and that no further application should be considered until the results of the Local Plan are known, the SPD has been finalised and consulted upon and an appropriate transport strategy has been provided.
177. A response to these detailed comments can be found in Appendix F.

Consultation - South Cambridgeshire District Council Consultee

Affordable Housing Team

178. The development is required to provide 40% affordable housing, and for a scheme of up to 4,500 dwellings, this equates to up to 1,800 units of affordable housing.
179. The policy compliant tenure mix for affordable housing in new development in South Cambridgeshire is for 70% rented and 30% intermediate housing. Intermediate housing is defined as Shared Ownership, Older Person Shared Ownership, Home Ownership for people with Long-Term disabilities, Rent to Buy and Intermediate Rent.
180. In December 2017, there were a total of 2089 applicants for rented housing registered on the housing register for South Cambridgeshire, and 2536 households on the Help to Buy Register.
181. Note that the applicant has suggested a phased development with a viability assessment undertaken for each phase. A Review Mechanism should be agreed prior to the commencement of development and applied where the viability assessment for any phase suggests that the level of affordable housing should fall below policy levels. Affordable housing needs to be delivered evenly across the development, to prevent large clusters of affordable housing being delivered in later phases.

Development Officer (Community)

182. Detailed comments, mostly relating to potential section 106 contributions and including the following –
183. Assembly and leisure space – clarification of how the required space has been calculated, and to consider the neighbouring U&C site.
184. Indoor sports – who is going to build, operate and maintain these facilities.
185. Outdoor sports – distance from sports hub / changing facilities to pitches is excessive, check distances for play areas from housing on indicative masterplan, where does floodlighting need to go.
186. Outdoor space – how will the strategic space within the development parcels (the Steads) work, how will people use these spaces.
187. Multi-purpose community facilities – how have the number and space for these facilities been calculated? Who will be responsible for these buildings and what provision has there been made for temporary ‘pop up’ facilities?

- 188. Community access – unclear as to whether the minimum space includes school space, which is unacceptable.
- 189. Maintenance and management of community facilities – a further strategy will be required that looks at the governance of the whole new town.
- 190. Community development worker – who will the Community Development Worker be responsible to?
- 191. Faith spaces – faiths who do not want to share space should be able to have some space allocated in the masterplan.
- 192. Other considerations – safety concerns regarding remote car parking areas.

Drainage Consultant

- 193. No objection. The submitted information has demonstrated that a suitable surface water drainage strategy can be delivered for the site. As the application is in outline only, the information is strategic in nature and lacks detail of how the surface water drainage strategy will be delivered across the whole of the site and lacks detail of how individual elements will come forward. This should be obtained by planning condition.
- 194. Adoption, management, and maintenance issues also require further information, and this should also be addressed by planning condition.

Ecology Officer

- 195. No objection subject to conditions. Conditions should follow a similar pattern to those agreed for Waterbeach New Town West (application reference S/0559/17/OL). Conditions should include -
- 196. Construction Ecological Management Plan (or similar)
- 197. Ecological Design Strategy or Landscape Ecological Management Plan (or similar)
- 198. Biodiversity net gain of a minimum of 10%.

Environmental Health Officer (Air Quality)

199. No objections to the proposed development based on impacts to (or from) air quality. All recommended measures set out in chapter 9 of the environment statement, the framework travel plan and the energy strategy report relating to air pollution will need to be implemented.
200. The following planning conditions are recommended –
201. Sustainable transport measures, e.g. electric car charging points
202. Construction dust monitoring
203. Control of Combined Heat and Power (CHP) emissions
204. Sustainable public transport provisions, e.g. electric taxi rapid charge points

Environmental Health Officer (Contaminated Land)

205. No objections and agree that any potential significant effects may be mitigated using measures as proposed in the ES chapter 10.6.1.
206. Agree that most of the site is at low risk on terms of contaminated land, and this should be confirmed through appropriate ground investigation, secured through planning condition.
207. There are potential moderate risks associated with the existing sewage works, and this should be the focus for further investigation and risk assessment. There are also potential risks associated with unexploded ordnance (UXO), and it is noted that the applicant is proposing a UXO survey to be undertaken. Aerial photographs taken in the 1940s show part of the adjacent military base extending into the site.
208. Planning conditions (including a UXO condition) will be required to ensure that should any contamination be identified, then appropriate schemes for remediation are agreed in writing.

Environmental Health Officer (Noise, Dust and Odour)

209. No objections subject to comments below –

Construction noise

210. Recommended conditions: agreement of a site-wide phasing plan and Construction Environmental Management Plan (CEMP) for any site-wide infrastructure and for individual development parcels at reserved matters stage

Noise impact of the Fen Line Railway and primary routes through the site

211. Consideration of mitigation, layout, orientation of sensitive rooms etc., will need to be taken, especially on the properties on the eastern boundary of the proposed development adjacent to / facing the Fen Line railway.

Off-site traffic noise impact on local roads

212. The effect of increased vehicle movements on the A10 and Horningsea Road will need to be considered in relation to possible increased noise levels.

Operational noise impact – non-residential uses

213. Whilst detailed design information with regards to the layout and composition of the proposed development (with regard to non-residential mixed use classes) is not available at the outline stage, particular consideration needs to be given towards the prevention of nuisance that may be caused by incompatible land uses, such as commercial and residential properties being in close proximity.

Odour

214. The application is close to the existing Wastewater Recycling centre (WRC) although it is known that this will be relocated in due course.

Lighting

215. Post completion lighting levels from external lighting such as highway and public area lighting have the potential to cause nuisance to the amenity of existing and proposed residential areas. This is usually a detailed design issue and can be addressed by planning condition.

Environmental Health Officer (Public Health)

216. No objections. The submitted Health Impact Assessment (HIA) has been assessed as a grade B, when reviewed against the HIA Supplementary Planning Document that states that only HIAs graded A or B are acceptable.
217. The report does not describe the timescales and activities of the construction phase of the development to accurately assess the longer-term impacts of the prolonged construction of the new town. The long build out phase could last a 'life-time' for older residents and those with poor mental health or other long-term conditions. A firm commitment to measure, monitor and mitigate for noise must be undertaken.

218. The public health profile has been comprehensively covered, but the report does not include the future profile of the population and would like to see a commitment to a healthy food environment.
219. Reference has not been made in the report of the negative impacts on mental health to all population groups resulting from living in an unestablished community. This is an important element of the New Housing Development and the Built Environment Joint Strategic Needs Assessment (JSNA). The JSNA seeks to ensure that new developments are 'healthy communities'. This means communities that for example provide adequate green space to promote physical activity with the subsequent benefits of reducing obesity and promoting mental health.
220. The language in the recommendations is non-committal, and the developer should draw up a firm list of commitments to mitigate for those negative impacts highlighted in the report.
221. A condition is recommended to require that all reserved matters applications will be accompanied by a HIA Conformity Checklist, having regard to the aims of achieving the WELL Community Standard.

Environmental Health Officer (Waste)

222. No objection. To ensure waste is adequately considered at the outline stage and any following reserved matters applications, a condition is recommended requiring that a Waste Management & Minimisation Strategy is submitted.

Landscape Officer

223. No objection. Comments relating to the following points –
224. Green infrastructure – indicative dimensions are needed for the droves and suggest additional east-west ecological corridors are provided.
225. Steads / linked neighbourhood concept – the hierarchy, character and use of the open space within each stead needs to be established.
226. Station quarter – will there be meaningful open space within the station quarter, and what will the sociable streets concept be like in this high-density area, and how will the central spine function?
227. Fensteads – how will the connecting and surrounding droves be influenced by water and soft landscaping, how much of the fenland character will be imported into the fen stead open space, and how does water work within the fen steads?

- 228. Fenland parks – how will the landscape transition work
- 229. Amendments have been made to the Design and Access statement and Design Principles that satisfactorily address concerns or will be addressed at design code stage.

Sustainability Consultant

- 230. The general approach to sustainability and sustainable design and construction and meeting baseline policy requirements is supported, subject to planning conditions. It is recognised that the timescales for this development are significant and that what might constitute excellence now will change over time. To ensure continued excellence, condition wording is recommended to secure the review of the targets and objectives set out in the Sustainability Strategy after the completion of each phase.

Urban Design Officer

- 231. No objection. The vision forms a strong response to the qualities of the Fen landscape and is welcomed. Elements however need further consideration. These include –
- 232. Co-ordination of the interface and links with the neighbouring U&C site
- 233. Reducing the bulk of the station quarter
- 234. The lower density edges look very thin, and the impact of the buildings immediately behind this edge needs to be considered.
- 235. Would the steeds still work if the peripheral car parking idea is not followed through?
- 236. What will stop the droves from becoming wider wind-swept places with fast moving traffic?
- 237. Who will look after the open space within the steeds?
- 238. Amendments have been made to the Design and Access statement and Design Principles that satisfactorily address these concerns or will be addressed at design code stage.

Shared Waste Service

239. Need clarity on whether underground bins are being considered and need to provide clarity on how the developer will deal with organic waste.

Consultation – External

Anglian Water

240. No objections subject to conditions requiring the submission of a wastewater strategy, a phasing strategy that would ensure a build out of the development in accordance with the delivery of appropriate infrastructure, and a scheme for on-site foul water drainage works.

British Horse Society

241. Objection. Minimal facilities are included within the current application.
242. Amendments have been made to the Parameter Plans, Design and Access statement and Design Principles that address these concerns.

Cambridgeshire County Council:

243. Broadly support the principle, as a key component of the broader growth agenda for Cambridgeshire. However, this is subject to appropriate and necessary planning conditions and agreements to ensure that the impacts of the development are adequately mitigated. More detailed comments are set out below –
244. **Archaeology** – Further information regarding the character, extent, and significance of heritage assets of archaeological importance within the application area is required to inform a planning decision. Disagree with the conclusion that there is a low risk of potential effects on known heritage assets of low sensitivity within the site. It is therefore recommended that the site is subject to field evaluation through trial trenching.
245. **Education** – The development will require on site provision for 8 forms of entry (FE) of primary school capacity with the potential for 1FE additional capacity on each school site, should it be required. The development will also require 7.5 FE of secondary provision, with the potential for a further 2 FE of secondary expansion, should additional capacity be required. Post 16 age group and Special Educational Needs (SEN) provision have also been identified, as necessary. The location of the secondary school as

identified in the indicative masterplan is not ideal, as it is not located centrally within the development.

246. However, it is understood that there are other master planning reasons for its location. Any school sites will need to be offered unencumbered by any site constraints such as drainage ditches and will need to be level. In higher density areas, it will be important at detailed design stage to ensure that any school sites are not overlooked by adjacent residential development. It is also suggested in the Environmental Statement that predicted noise in the outdoor areas for the schools will be over the maximum permitted standard of more than 50Db, and further information will be required over where the source of this external noise will come from.
247. Objection until further information is provided in relation to the predicted noise issue.
248. **Energy** – The planning application proposes an energy centre. The County Council recommends further guidance is sought regarding the potential source of fuel for the energy centre.
249. **Lead Local Flood and Water Authority** – No objection, subject to conditions requiring the submission of a site wide surface water drainage strategy followed up by more detailed strategies to accompany relevant reserved matters schemes, details of any maintenance and management regimes, and any temporary drainage measures that may be required.
250. **Libraries and Lifetime Learning** – Require section 106 contributions towards the delivery of a new library within a shared community facility.
251. **Public Health** – Recommendations contained within the HIA are appropriate, but they should be incorporated within planning conditions or design codes where suitable.
252. **Rights of way** – request for improvements to the rights of way network, with the development providing a green infrastructure scheme setting out what mitigations and enhancements the development proposes both on and off site.
253. **Sand and Gravel** - Policy CS26 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy seeks to prevent the sterilisation of valuable mineral resources. The applicant acknowledges that part of the site is located within a defined Mineral Safeguarding Area (MSA). MSAs do not preclude other forms of development taking place but do indicate the potential presence of mineral reserves. A condition is suggested that will be designed to ensure that there is a sustainable use of any minerals extracted during the construction phase of the development.
254. **Transport Assessment**- In principle, a first phase for the RLW development with an associated mitigation package that complements the

U&C site is possible. Technical matters will need to be resolved before the County Council are able to approve the evidence and agree to the mitigation package that will be required. Issues that need to be resolved are –

255. Railway station delivery model – clarification of how the station will be delivered along with a park and ride facility that will cater for the full demand of the existing station.
256. Planning officer comment – Technical matters have now been agreed. The mechanism for the delivery of the railway station has not yet been agreed. However, a planning condition will require the railway station to be completed and open or the Cambridge Autonomous Metro or the GCP High Quality Public Transport Corridor before there are any occupations on the RLW site. The interim park and ride provision for 250 vehicles will be required by the occupation of 200 dwellings.
257. Full development – the application proposals exceed the assumed 2031 growth accounted for in the A10 Study by over 1,000 dwellings. The applicant is asked to clarify whether the strategic transport solution will be able to cater for the additional growth beyond that envisaged.
258. Planning officer comment – the applicant will be limited to 800 dwellings before further strategic transport interventions beyond that listed above are required, under a monitor and manage approach to the development that limited the western half of the development to 1600 dwellings.
259. Information relating to the A10 through the U&C site.
260. Planning officer comment – the Links Protocol established on the U&C site and referred to elsewhere in the report will establish how the site is accessed off the A10.
261. Rail based park and ride – the applicant is required to commit to an enhanced park and ride facility for 250 vehicles in the first phase, and to detail how it will be accessed, e.g. will some be accessed off Cody Road?
262. Planning officer comment – see comment above, the park and ride facility will be accessed off the A10, and not through the village.
263. The applicant is required to investigate the potential for a first phase public transport strategy to complement the U&C proposals, and the applicant is asked to detail how their part of the site could enable a Cambridge Autonomous Metro (CAM) route linking to the railway station.
264. Planning officer comment – the transport assessment has been amended to indicate passive provision for the CAM to connect to the adjacent U&C site and to terminate at the railway station.

265. An indicative and non-exhaustive early phase mitigation package has been provided by the Highways Authority, and this includes matters that can be provided either through planning conditions or a section 106 agreement. The phase 1 mitigation package will enable approximately 800 dwellings to be built, with any future phases requiring further joint transport assessments that will need to refer to strategic A10 solutions that will be delivered by either the Greater Cambridgeshire Partnership or the Combined Authority Mayor. The developer will be required to contribute, secured by section 106 agreement, towards the strategic solutions that will enable future phases to be unlocked.
266. Planning officer comment – see section 106 and viability discussions later in the report to see what is in the first phase mitigation package.
267. **Waste Management** - No objection. Policy CS28 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy seeks to encourage waste minimisation, re-use, and resource recovery, and requires waste audit and management strategies to be prepared for large development schemes. Appendix 4.1 – 4.3 of the Environment Statement looks at this issue, and this is welcomed. Support in principle, subject to a detailed waste management and minimisation plan to be secured by planning condition.

Cambridge Water

268. No comments received.

Cambridgeshire Fire & Rescue Service

269. No objection. Requests that adequate provision be made for fire hydrants.

Cambridge Past, Present and Future

270. Sympathetic to the principle of development, and generally supportive of the idea of a new town but have some concerns.
271. The application is less developed than the U&C proposal, it is difficult to understand the impact of the proposed development on the natural and built environment.
272. In addition, the overall masterplan does not appear to be integrated.

273. Cambridge PPF would have also preferred to look at other issues, including innovative construction options, restricting cars to electric and hybrid vehicles and build out rates

Campaign to Protect Rural England

274. Object. Believes that the site needs to be treated as a whole and not in two parts.

Environment Agency

Flood risk management

275. No objection to the flood risk management design, subject to the achievement of the s106 agreement for a management plan to maintain and adopt on-site flood defences.
276. The EA will need to be satisfied in post committee discussions to secure the following terms through legal agreement.
- a. A sustainable source of inspection and maintenance funding in perpetuity,
 - b. That all flood management assets will be on public or community owned land such as highways and public open space. Such assets should not be situated within private curtilages such as gardens or employment sites where asset protection, inspection, maintenance and renewal could be impractical;
 - c. Submission of full details of flood management assets including GIS location shapefiles, design and construction details, including cross sectional plans, all embankment or control structure crest heights [AoDN] and channel depths. This land and asset ownership information and whole life maintenance/renewal plans will be provided and added to a Council or Environment Agency asset register [‘Third Party Asset Register’] to help assure future inspection and maintenance.

Site Specific Information / Comments

277. The existing legacy flood defences to the east of the railway define the main risk of flooding to the site. Flood risk arises from the existing embankments holding the water levels artificially high during high flows to prevent mostly surrounding farmland and buildings from flooding. A significant breach in the flood bank could allow a large volume and higher head of water to be concentrated on that part of the floodplain, resulting in

some land (such as the site) to flood that would not have flooded if there were no defences at all along that stretch of the River Cam.

278. The probability of failure of the flood defences cannot be calculated, but it is widely accepted as being very low in any given year. Nevertheless, the impact of a breach can be greater than an undefended flood due to the concentrations of flows, greater depths, and less warning. Therefore, the risk (made up of probability and impact) can be comparable.
279. The EA notes objections from a landowner to the south of the site concerned about the potential flood impacts on property and other potential development sites with a breach in flood defences. The submitted flood risk assessment shows a 'worst case breach' scenario modelled and mapped on figure 9 of the FRA Technical Note addendum. This shows some increases in breach flooding depths to the south and east of the site.
280. The applicant has indicated that widening the Bannold Drain and other flood pathways would direct breach waters to the north and away from other landowners. At this outline stage it may not be possible to assess in detail the impact of channeling flood water away from other landowners without such site features having been designed yet. Reserved Matters or discharge of conditions applications would need to demonstrate such detail at later stages were the development to be granted outline planning permission.
281. Planning conditions will be required to deal with flood risk from a Cam breach scenario and site wide surface water, flood, and water management strategy.

Previous use of land adjacent to the site, Groundwater and Contaminated Land review

282. The previous use of the land adjacent to the proposed development site as an airfield presents a high risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive in this location because the proposed development site is located upon a secondary aquifer with drainage features, and in proximity to the River Cam.
283. The application's Phase 1 Assessment demonstrates that it will be possible to manage the risk posed to controlled waters by this development. This issue can be addressed by a planning conditions including requiring the submission of a remediation strategy amongst other protections in line with paragraph 178 of the NPPF, together with further planning conditions dealing with circumstances where contamination not previously identified is found to be present, and restrictions on piling which could provide risks to potable supplies.

Environment Management / Pollution prevention

284. The proposed development poses risks to surface water courses during construction and any ongoing discharges to water courses. Other conditions requiring a scheme for surface water pollution prevention, a scheme to treat and remove suspended solids from surface water run-off and excavation dewatering during construction works, and a scheme to require restoration and enhancement of water bodies to prevent deterioration and promote recovery of water bodies will also be necessary.

Water resources

285. The development lies within the area traditionally supplied by Cambridge Water Company. The EA notes that the applicant has already approached the water company and RLW write in the Utilities Statement that Cambridge Water Company can supply the development (as it has a statutory obligation to) but reinforcement works will be required. Cambridge Water Company published their draft Water Resource Management Plan in March.
286. There are wider sustainability issues in the catchment linked to the risk of deterioration of Water Framework Directive targets. The EA supports the measures mentioned in the Water Strategy document to reduce water usage in the proposed new homes. The code for sustainable homes has been withdrawn by government and the onus is now on local planning authorities to consider their own existing plan policies on housing standards.
287. The EA recommends a design target for a maximum consumption of 110 litres per person per day. Reference could be made to South Cambridgeshire Water Cycle Study and adopted local plan to achieve this. Reserved Matters applications should demonstrate the consideration and, where appropriate use of on-site integrated rainwater harvesting [surface water collection and re-use] as is reflected in the recommended surface water drainage conditions above.
288. New development should not detrimentally affect local water features (including streams, ponds, lakes, ditches or drains) this includes both licensed and unlicensed abstractions. There is an abstraction within the proposed development site and several on the periphery. Any impacts to these licenses should be considered in discharging conditions on groundwater, and through control of piling, ground excavations and de-watering.
289. Under the terms of the Water Resources Act 1991, an Abstraction License may be required from the Environment Agency for the abstraction of water from any inland water or underground strata for example for dust suppression or de-watering purposes - see further informatives at the bottom of this letter. License decisions are dependent on water resource availability and may not be granted, especially for consumptive dewatering.

290. Water voles were found to be present on many of the watercourses forming the ditch network across the site in the surveys carried out. The potential impact of the proposed development on water vole and their habitat must be assessed, and appropriate mitigation measures in place prior to the commencement of works. The proposed development will be acceptable if a planning condition is included requiring a scheme to be agreed to ensure that the water vole population found on site is protected.

Dewatering informative

291. Any small scale dewatering in the course of building or engineering works which is greater than 20 cubic metres per day and does not meet the conditions of the groundwater abstraction exemption under Regulation 5 of the Water Abstraction and Impounding (Exemptions) Regulations 2017 will require an abstraction licence from the Environment Agency.

East Cambridgeshire District Council

292. Objection with regards to transport. The applicant has failed to consider the impact of developments proposed at North Ely on the A10.

English Heritage Trust

293. Objection. Direct and negative impact on the historical and heritage significance of the site, and the security and commercial operation of Denny Abbey and the associated Farmland Museum. Concerns can be summarised as follows –
294. Proximity of development to the Abbey.
295. the northern boundary of the proposed development area and the detailed landscaping and layout of the proposed buffer zone.
296. Introducing improved access across the buffer zone could bring benefits for improved visitor access, but together with the increase in local population could bring security concerns which the site is presently ill equipped to deal with.
297. Access to Denny Abbey site from the A10 is not ideal.
298. Any adverse impact on visitor numbers caused by the damage to the historical setting, access problems or security problems could affect the ongoing financial viability of the site.

Farmland Museum

299. Although much emphasis is made of the importance of protecting the setting of the Scheduled Monument (SM) of Denny Abbey, the SM extends beyond the Grade 1 listed Abbey and Nun's refectory and the Farmland Museum.
300. Less emphasis is laid on the important role that the Abbey and Museum can contribute to helping residents understand the area, and the community cohesion and wellbeing that can be strengthened through volunteering activities and the use of the site for events and activities.
301. Links to Denny Abbey, the Abbey buildings and the Farmland Museum should not only be 'explored' as set out in the application but actively 'established', if possible be using the line of historic routes to add to the sense of continuity with the past. It is very important that the site can easily be accessed on a bike, or on foot or horseback. Design principles stating 'potential' links do not actually commit to providing these links.
302. Particular care to protect views out from Denny Abbey are emphasised in the Design and Access Statement, and particular care will need to be taken to ensure that the view east from the upstairs window of the Abbey building (known as the Countess of Pembroke's Room) is protected, and that any landscape screening hides any manicured areas used for sport.

Highways England

303. No objection, subject to planning conditions.

Historic England

304. Objection. Have concerns regarding the use of the land to the north of the northern limit of built development. There should be no structures, floodlighting or car parking to the north of this line.

Internal Drainage Board

305. No objection. The Board can confirm that it is happy with the flood risk assessment for the site and pleased to see that it incorporates the Board's standard greenfield run off rate for their pumped catchment. The Board

would wish to explore further the use of stored water for irrigation of the downstream farmland.

306. Part of the board's main drain network is within the site boundary. Access for maintenance should not be restricted, and all works or structures within 9m of a main drain will require the prior consent of the Board.
307. Any new surface or foul water discharge will require the consent of the Board and given the size of the site, and this will need to be in the form of a legal agreement drawn up by the Board's solicitor.

Ministry of Housing, Communities and Local Government - National Planning Casework Unit

308. Acknowledges receipt of the environment statement and confirm that there are no comments to make.

National Trust

309. Pleased to see that consideration has been given to the potential visitor impacts at Wicken Fen SSSI and welcome the proposals for Fenland Park. The National Trust are however concerned that this will not provide enough of a basis for concluding that there will be no significant impact on land outside the SSSI and also on land outside the SSSI acquired by the National Trust as part of the Wicken Fen Vision.
310. While wider public access is part of the Trust's long-term ambition for the vision area this will require careful management and a precautionary approach should be adopted in relation to the potential growth in visitor numbers as set out in the ES. Also concerned that the ES has not fully addressed the biodiversity impacts of the development and propose a monitoring condition on the impact of potential visitor numbers and to consider whether to make provision for potential remedial action.
311. Concerned that there is currently insufficient strategic policy guidance available to ensure that the proposals make appropriate provision for green infrastructure, including a contribution to off-site provision. The Wicken Fen vision area is expected to provide further access opportunities in the future, and elements of this vision could be linked to the delivery of the wider green infrastructure offer, delivered as part of the development package. Disappointed that there is no provision made for off-site green infrastructure, and this is not consistent with the objectives of the Cambridgeshire Green Infrastructure Strategy and with the 'Developing with Nature Toolkit', recently launched by the Natural Cambridgeshire Local Nature Partnership (LNP).

Natural England

312. Natural England welcomes the applicant's further amendments including proposals to implement access management measures at the Cam Washes SSSI. We also support proposals for long-term monitoring of access levels, subject to agreement of a robust approach and inclusion of relevant parts of Wicken Fen internationally designated site.
313. However, we believe further amendments should be made to the proposed on-site green infrastructure network. This should be more closely aligned with SPD and Natural England guidance to ensure recreational pressure impacts to the designated sites are minimised as far as possible. This will provide additional connectivity and biodiversity net gain opportunities.
314. Welcomes the amendments to the proposals to deliver an improved biodiversity and green infrastructure network, but advise that –
- a) delivery of strategic informal open space that meets Natural England standards; and
 - b) a commitment to undertake long term monitoring of recreational pressure impacts to the designated sites and identification of a package of remedial action measures to be implemented if required.
315. Without this information, Natural England may need to object to the application.

Planning officer comment –

316. Amendments have been made by the applicant in the submitted 'Fenland Experience' document, showing new leisure routes that future residents will be able to use. While welcoming this document, it is not considered that this goes far enough. Planning conditions and section 106 agreements to improve existing routes and potentially create new ones, as well as improved signage to show residents how to get to these different routes will ensure a more robust approach to addressing this issue.
317. Long term monitoring of the use of this wider footpath network by future residents of the new town will be the responsibility of the community development officer, reflected in their job description to be agreed as part of the section 106 agreement.

NHS England and Cambridgeshire and Peterborough CCG

318. Acknowledges that the planning application includes a Health Impact Assessment and a draft section 106 Heads of Terms which recognises that mitigation will be required to address the primary healthcare impacts arising from the proposed development.
319. The existing GP practice does not have the capacity to accommodate the additional growth resulting from the proposed development.
320. Initial calculations show that a fully completed development of 11,000 dwellings will need a building of about 1,810 square metres for primary care services. This figure may increase if it is shown that significant space is needed in Waterbeach for health and social care services wider than core GP services. To refine this calculation and provide a reasonable estimate of when the facility will be required, this will need a housing trajectory and associated population forecasts. The NHS is willing to discuss co-location as part of a mixed-use building.

Police Designing Out Crime Officer

321. No objections – would wish to be consulted as the project progresses regarding community safety and vulnerability to crime.

Smarter Cambridge Transport

322. Supports the relocation of the railway station.

Sport England

323. Offers support for this application in broad terms as there is a commitment to ensuring that the proposals will satisfy demand for indoor and outdoor sport as well as encouraging informal recreation and physical activity. The facility provision broadly meets Planning Policy 3 of Sport England's objectives.
324. The absence of an objection is subject to conditions relating to the development of a sports facility strategy, community use agreement, site survey and pitch implementation plan.

Waterbeach Cycling Campaign

325. Broadly supports the concept of a new town and see it as an opportunity for exemplar development which promotes walking and cycling as primary modes of transport.
326. Support the principle of 'fensteads' and 'sociable streets', but have some specific concerns / objections which are detailed below –
327. Object to the current piecemeal approach to development by the two developers.
328. Object to any traffic being brought through the village to access the development site. None of the new dwellings must be accessed from the village.
329. Object to primary schools being located on primary roads, as this will promote a culture of being driven to school.
330. Guiding principles should be changed, so that for any given trip within the new town, taking the trip by walking or cycling should be quicker than taking the car. The internal street network should be designed so that direct straight routes are only possible by walking and cycling.
331. Cycle routes should be direct and segregated from footpaths.
332. Supportive of high-density development around the railway station, as this can lead to high demand for public transport and reducing car use.
333. The development would provide a good opportunity to provide a pedestrian / cycle crossing across the river and would complete National Cycle Route 11, which currently has a gap at Waterbeach.

Wildlife Trust

334. Pleased to see that a revised Biodiversity Impact Assessment Calculator has been submitted. We can confirm we have discussed the detail of the calculations with the applicant's ecologist and are now satisfied that the calculator demonstrates that a net gain of just over 10% is achievable.
335. While this is in line with the Defra consultation on biodiversity net gain, it falls short of what we believe will be required from major developments in Cambridgeshire, if they are to contribute sufficiently to help achieve the "Doubling Nature" vision being adopted by Cambridgeshire local authorities. A 10% net gain is well within the margins of error of a relatively blunt biodiversity metric calculation tool and could be easily lost at the reserved matters stages. The Wildlife trust therefore believes that a New Town should be aiming for at least a 20% biodiversity net gain.

336. With regards to habitats and species impacts, we are pleased to see that the updates to the Environmental Statement now specifies the mechanism for securing off-site enhancements for farmland birds, and refers to provision of connectivity for hedgehogs (e.g. raised fence panels). We would however still like to see a clear commitment to identify those habitats and species groups that will specifically benefit from this development and for all necessary measures to be included in future Landscape and Ecology Management Plans.
337. The Wildlife Trust also objected to the original application on the basis of a lack of provision of sufficient strategic natural greenspace (in line with the Waterbeach SPD), to guarantee avoiding impacts on nearby designated nature conservation sites, and to provide an on-site destination site worthy of a New Town. Following the SPD, and the suggestions for improvements made in our previous submission would also help the development to achieve a significantly greater biodiversity net gain (of at least 20%).
338. We gave detailed reasons in support of our strategic natural greenspace objection in our previous submission (dated 30th May 2019). Until the detailed issues we raised under these headings have been fully addressed, the Wildlife Trust maintains our objection to the current application.
339. We do however remain committed to working with the applicant, their representatives, South Cambs District Council, and other stakeholders to ensure that Waterbeach New Town is an exemplar in delivering biodiversity net gain and provision of strategic natural green space.

Consultation - Third Party Representations

340. Representations have been received from residents in the village and others, including representations from another landowner promoting their site for development. These comments have been grouped under the following themes and can be summarised as follows –

Local plan and SPD process

341. The application is speculative and premature given the on-going local plan and SDP process;

Transport – Highway Impacts

- 342. Has not considered the impact of the proposed incinerator and other smaller scale developments that have been approved;
- 343. There should be no construction traffic through the village;
- 344. No traffic from the development should go through the village and Cody Road should be used for cycling and pedestrians only;
- 345. Improvements to A10 need to be carried out before development else it would lead to increased traffic and congestion;
- 346. Where is the evidence base regarding assumptions on car and cycle use?
- 347. Lack of belief people would use public transport and bicycles over cars;
- 348. Modal shift unlikely; and
- 349. Not reasonable to assume that people will walk and cycle everywhere. People still need their cars. Most people will use their cars for access to supermarkets etc.

Transport – Train Station

- 350. Access to the station via the village is inappropriate;
- 351. People from the south side of the village that currently walk to the station will now drive to the relocated station;
- 352. Should be two stations, with new station located further north;
- 353. Station will promote commuting; and
- 354. More clarity is needed regarding the shuttle service to the new railway station.

Transport – Walking & Cycling

- 355. ‘Stead’ design creates islands of traffic calming but does not discourage rat running or anti-social driving between steads. Primary motor traffic should go around the entire development;
- 356. Concern that ‘stead’ design is highly permeable for cars; and
- 357. Bannold Drove – ancient existing access route linking Bannold Drove and Cross Drove severed

Building Heights

- 358. High rise buildings are inappropriate, out of character with nearby settlements, will dominate views out across the fen landscape, have a negative impact on the character of the village and will overwhelm the village; and
- 359. Density and scale of the station quarter is not appropriate and not in keeping with the area.

Indicative masterplan

- 360. Separation between the village and the new town is needed. The farmland forms part of the village identity
- 361. Setting of Denny Abbey – the land outside the settlement boundary is being used for sports facilities, will affect the setting of the abbey;
- 362. Open space – this is located outside of the settlement;
- 363. Effects on the amenity of residents in neighbouring development;
- 364. Should not be developed until after the brownfield site is developed;
- 365. Overdevelopment of a scale not in keeping with the area and the smaller villages and towns in the fens; and
- 366. Primary schools should not be located on the primary streets.

Flooding & Drainage

- 367. Drainage and flooding impacts both to south and north of the development, including the effects on the potential for development on other sites; and
- 368. Impact upon wells and bore holes.

Green Spaces & Ecology

- 369. Development will have a negative effect on species and habitats;
- 370. Loss of high-grade agricultural land;

- 371. Proposals need to provide a greater amount of bat and bird boxes – in accordance with para 3.77 of the SCDC biodiversity SPD; and
- 372. Hard to justify development on greenfield site.

Energy

- 373. What are the energy centres?

Housing

- 374. There should be a broad mix of housing types.

Sports & Open Space

- 375. Open space – this is located outside of the development site

Education

- 376. Primary schools should not be located on the primary streets

Equestrian Access

- 377. No provision / consideration for bridleways for existing equestrian community; and
- 378. Protection and provision of safe access is a must to avoid the equine community losing rights to ride & enjoy countryside.

Social Integration/Aspects

- 379. Development will erode character and heritage of village due to scale and lack of distinction and separation.

Comprehensive Development

- 380. No evidence of cooperation between developers; and
- 381. Piecemeal approach without coherent masterplan.

Other Issues

- 382. Level of consultation needs to be improved and more consultation is needed.
- 383. These issues are assessed either in the body of the report or in appendix G.

Cambridgeshire Quality Panel

- 384. Prior to the submission of the application, the masterplan was considered by the Cambridgeshire Quality Panel on 13th December 2017.
- 385. The Panel were very supportive of the approach to the masterplan concept, but also made comments in relation to the following themes –
- 386. Encouraged that the rail station process was moving along and encouraged by the proposed early delivery of this key infrastructure.
- 387. Support the link between the station and the town centre but would like to see how it will be activated from the start. Concerns over the character of this route at different stages in the likely long-term development period. Suggested looking at the development in 5-year intervals to ascertain how the movement corridor would function as a place.
- 388. Agrees with the approach to using the existing landscape and movement patterns to structure the masterplan into ‘fensteads’.
- 389. Supports the ‘fenstead’ idea in terms of place making, community cohesion and sustainable travel choices, but will need to be careful with technical issues around vehicle speeds along straight roads, and how each fen stead block interfaces with other fen stead blocks
- 390. The masterplan should try harder to achieve a more gradual transition along the northern edge. The water-logged ecological landscape to the north of the site could be brought further south into the northern end of Bannold Drove. Officer comment – amendments have been made to address this issue.
- 391. Further clarity is required on the implications of higher densities on the height, footprint, and massing of buildings on the townscape. While taller buildings may be appropriate in certain locations such as the station area

and the town centre, a variation of scale and height is required to create an interesting skyline that does not create a wall of development along the edges. The application should have a strategy to deal with strategically placed tall buildings.

392. Planning Officer comment – amendments have been made to the Design Principles document to address this issue.

Planning Assessment

393. The main issue to consider in assessing this application is whether this development is sustainable development, having considered and assessed the economic, environmental, and social elements of this proposal, as well as assessing the comments of consultees and the wider public.
394. With that in mind the matters for further discussion are listed below.

Section 1. The principle of development

395. The South Cambridgeshire Local Plan plays a key role in establishing the number of jobs and homes to meet the objectively assessed needs of the District for the period up to 2031.
396. It is important to provide for appropriate levels of employment so that the Cambridge area can continue to develop as part of one of the largest clusters of research and development activity in Europe. This means providing housing in the right locations to support the local economy and provide for its housing needs.
397. It must do this whilst maintaining the quality of life for residents in existing and new communities, as well as maintaining the quality of the natural and built environment.
398. It must also continue to provide an attractive rural hinterland and setting for the historic city of Cambridge. Those parts closer to Cambridge will still be protected by the Cambridge Green Belt.
399. Overall, the Local Plan identifies the need for 19,500 new homes in the District to be built by 2031. The strategy for implementing this need includes a strategic scale allocation (in policy SS/6) for a new town north of Waterbeach of approx. 8,000-9,000 new homes.
400. Policy SS/6 states that the final number of dwellings at the new town will be determined through a design-led approach and spatial framework

diagram included in the Waterbeach New Town Supplementary Planning Document (SPD). This SPD was adopted by the District Council's Cabinet on 6th February 2019.

401. The key objectives for Policy SS/6 include:
402. The creation of a sustainable and vibrant new community with its own distinctive local identity founded on best practice urban design principles,
403. Maintaining the identity of Waterbeach as a village close to the new town with appropriate integration of suitable links,
404. Delivering an example of excellence in sustainable development and healthier living including high quality public transport links to Cambridge, a relocated railway station and high modal share of travel by means other than the car,
405. Designing the northern edge of the new town to have an appropriate relationship with Denny Abbey listed building and scheduled monument,
406. Establishing an appropriate relationship and interaction with Waterbeach village and Cambridge Research Park
407. An appropriate mix of uses,
408. Measures to address landscape, townscape and setting of heritage assets in the surrounding area, and deliver a high-quality new development
409. The delivery of a significant network of green infrastructure
410. Significant improvements in public transport
411. Measures to promote cycling and walking from the start of development
412. Highway improvements including access onto the A10, additional capacity to meet the forecast road traffic generation of the new town and measures to mitigate traffic on surrounding villages,
413. Seeking opportunities to exceed sustainable design and construction,
414. Meeting infrastructure requirements including arrangements for foul and surface water disposal,
415. Measures to assist community development,
416. Site wide investigation and assessment of land contamination and other issues resulting from former land uses to ensure the land is suitable for the proposed end use,

417. Being in accordance with the spatial framework diagram set out in the SPD to ensure comprehensive development of the site, and establishing suitable mechanisms to deliver the infrastructure in a timely and efficient way,
418. Making satisfactory arrangements to ensure appropriate engagement and consultation with local people and stakeholders,
419. In summary, the vision for the new town, as set out in Section 3 of the SPD, is for an innovative, forward looking, sustainable and healthy new town set within a rich landscape setting. The aspiration is for a place that is –
- a. Independent
 - b. Distinctive
 - c. Well-connected
 - d. Healthy and safe
 - e. Vibrant
 - f. Attractive and modern
 - g. Inclusive
 - h. Sustainable and resilient
 - i. Prosperous
420. The SPD sets out further guidance and detail on the implementation of Policy SS/6 and this will be discussed throughout the report and in the assessment of the application.
421. There were objections to the application on the basis that it was considered to be speculative development contrary to the adopted 2007 Local Plan, considered premature to determine in advance of the adoption of the new Local Plan and the SPD, and that as the land is currently in use as high grade agricultural land outside the village envelope, then it should not be considered for development.
422. When the application was submitted, the new Local Plan and the SPD had not yet been adopted, and the application is indeed located outside the village envelope. However, since then the Local Plan and the SPD have now been adopted with the site now allocated for development. The policies in the Local Plan can now be given full weight when determining the application.

Conclusion

423. The proposed development of this allocated site will play a key role in delivering housing and economic growth in the Greater Cambridge area during the current Local Plan period. It will enable strategic housing development to take place as set out in policy SS/6 of the Local Plan.
424. The allocation of this site for development means that the application proposals are, subject to specific policy criteria being met (and other material considerations satisfied), acceptable in principle. The proposed development is therefore in accordance with South Cambridgeshire Local Plan policy SS/6 and SS/3, the Waterbeach New Town SPD and the NPPF.

Section 2. Amount, land use and parameters

2 (a) Amount

425. Local plan policy SS/6 allocates the site for development of approximately 8,000 – 9,000 dwellings. It also states that the final number of dwellings will be determined through a design-led approach. The two planning applications for the site have a cumulative figure of up to 11,000 dwellings. Concern has been expressed that the number of dwellings is significantly greater than the figure established in the policy. Policy SS/6 however does not set a limit on the number of dwellings that can be accommodated within the development site, it gives an approximate number with the final number determined through the planning application process.
426. This eastern part of the site is proposing up to 4,500 dwellings. This includes up to 450 care home / residential institution dwellings. This is alongside the necessary infrastructure and other services, such as schools, community centres and open space.
427. The amended DAS (p172-176) shows how the site has been tested for an overall capacity as well as an indicative capacity plan for each development parcel. This uses a possible range of dwelling numbers and types, taking best practice town planning and urban design principles into account. This confirms that up to 4,500 dwellings can be appropriately developed on the site. This is subject to discharge of planning conditions to deal with issues such as drainage, detail within appropriate design codes and reserved matters planning applications.
428. In addition to up to 4,500 homes, the submitted Development Specification includes a range of commercial, community and employment

uses. The Local Plan identifies a target of 22,000 additional jobs for South Cambridgeshire between 2011 and 2031. Waterbeach New Town is included as an employment location to support these additional job targets. It is also recognised that the new town will not be self-sufficient in jobs. This is because of the location of the research park and other business parks and industrial estates close by, as well as the proximity of Cambridge.

429. The SPD advises that the new town will provide a significant amount of employment land. This will include an appropriate mix of offices, light industrial and research and development. These will be in appropriate locations focused upon the new town centre, the rail station district, and other local centres. The proposed scheme includes (notwithstanding recent changes to the Use Classes Order) up to 9,000 square metres of retail uses (A1-A5 use), and up to 24,000 square metres of B class employment space. This is to meet this objective, and the accompanying strategies for employment and economic development are assessed later in this report.
430. The proposed development also includes land for education. It will also provide up to 2,610 square metres of community uses (D1 Use), up to 2,625 square metres of assembly and leisure facilities (D2 use), and open space, landscaping, access roads and associated infrastructure.
431. In conclusion, the amount of development is considered to positively contribute to the objective of Policy SS/6 to achieve a range of uses appropriate to the new town and to support a sustainable and vibrant new community.

2 (b) Movement

432. Policy SS/6 states that the new town will be founded on a comprehensive movement network for the whole town. The policy states that the network will connect key locations including the town centre and the railway station and encouraging the use of sustainable modes of travel. SS/6 requires the development to make significant improvements to public transport, provide measures to promote cycling and walking, and provide off site highway improvements.
433. The proposal, as demonstrated on the movement parameter plan, provides primary highway connections to the neighbouring U&C site in three key locations. It delivers a road that closely follows the perimeter of the site. These primary connections will link to the proposed northern and southern roundabout access points onto the A10. The southern access point onto the A10 will provide the most direct connection to the proposed railway station for users from outside the new town.

434. The submitted Parameter Plans comply with the SPD's spatial framework plan (see appendix B). Primary routes are located towards the perimeter of the new town. This is to facilitate a more cycle/pedestrian friendly centre. The routes are aligned with the approximate locations of the primary routes as shown indicatively on the U&C approved parameter plan. The precise locations of these primary connections with the neighbouring U&C site are not fixed. The connections will be fixed at an appropriate time when work commences on designing any phase that borders the interface between the two sites. This will be secured by planning conditions.
435. The proposal also provides for many direct cycle and footpath routes throughout the site. These will connect to both the adjacent U&C site as well as the existing village. Bannold Drove and Cross Drove will be retained as bridleways with upgraded surfaces. These will provide a significant leisure resource for equestrians, cyclists, and other users, located right in the heart of the development. Access will be needed to the drove by IDB vehicles to maintain the ditches on either side of the drove. Other bridleways will be created along the perimeter of the site.
436. Pages 154 to 157 of the Design and Access Statement set out the approach to access and movement within the site. This draws on the details contained within the Travel plan and the Transport Assessment. The approach incorporates the following broad measures to reduce private car trips and promote sustainable travel modes:
- a) provision for non-motorised transport, and providing a great walking and cycling environment,
 - b) internalisation: designing out the need to travel, using the 'Fenstead' and 'Sociable Streets' design concepts,
 - c) a new railway station and park and ride facility to take existing traffic off the A10,
 - d) higher density development close to the railway station and local facilities.
437. The plan shown on page 159 of the DAS shows an indicative multi-user movement network. This includes routes that can be used by those with disabilities. This demonstrates the priority to design for sustainable movement across the new town. A further commitment to provide enhanced facilities for equestrians is described on page 146 of the DAS. These principles will be secured as part of the planning permission.
438. Measures to secure multi-user routes through the site will be secured within design codes for each site.
439. Further detailed consideration of transport and highway impacts are considered later in this report (Section 3 'Access and Transport'). Overall,

subject to conditions, the proposed movement network is considered to accord with the objectives of Policy SS/6 and the new town SPD.

440. Concern has been expressed over the location of the proposed railway station and that the dense building form at the southern tip of the site is not appropriate and its impact would be mitigated if the station were located further north. The planning application for the relocated station now has planning permission. It is considered that the location is in the most appropriate location and this has been identified in the SPD framework plan. It is located as close as possible to the existing village. This is for the benefit of and ease of access for the residents of the village.
441. NPPF paragraphs 122 (c) and 123 (a) require “significant uplifts in residential density in areas that are well served by public transport, unless it can be shown that there are strong reasons why this would be inappropriate, while taking into account the availability and capacity of infrastructure and the scope to promote sustainable travel modes that limit future car use”. It is not considered that there are strong reasons why high density would not be inappropriate in this location. The proposal for high density development in this location would be well served by public transport. This location will have the scope to promote sustainable travel modes within the new town.
442. Further discussion relating to the policy requirements for significant improvements to public transport, providing measures to promote cycling and walking, and providing off site highway improvements, can be found in the section 106 section.
443. In conclusion, the transport and movement proposals are considered to positively contribute to the Policy SS/6 objectives of being founded on a comprehensive movement network.

2 (c) Land uses

444. Policy SS/6 requires all built development to be provided within the Major Development Site (MDS) boundary. SS/6 [7] states that land outside the MDS can provide other associated uses and mitigation including drainage, habitat compensation and open space. Strategic landscaping within and beyond the MDS is required to deliver high quality environs. It will be required to provide an appropriate screening of the new town in views from Denny Abbey, to protect the historic significance of the Abbey. The new town development will also need to ensure that the identity of Waterbeach as a village is maintained.
445. Policy SS/6 requires a range of uses appropriate to a new town. This includes dwellings of different sizes and types, including affordable housing and employment to meet the needs of the town and support the

economy. Shops, services, and leisure uses should be established along with other town centre uses that do not significantly impact on the viability of surrounding centres and Cambridge. The town centre should be supported by local centres. This is to ensure that services and facilities are easily accessible to residents. It will include community services and facilities, health, and education. Open space, sports and leisure facilities should be integrated into the site. Provision for the design of waste and recycling management facilities will also be required.

446. The Spatial Framework Diagram in the SPD (page 36) establishes the broad structure for development of the new town and the disposition of key uses, consistent with the Local Plan policy requirements. In particular, the policy requirement is to contain built development south of the Major Development Site boundary.
447. The framework plan incorporates several structuring elements and fixes. It is however an indicative diagram. This means that the alignment of the routes and the precise locations of buildings will be determined through the more detailed planning application process.
448. The Land Use Parameter Plan and Illustrative Masterplan identify the different land uses across the Site. Whilst most of the site will be in residential use, the development also includes land for education (including a new secondary school to the north with associated playing fields including community sports provision), two mixed use local centres, landscaping, access roads and associated infrastructure. Areas of public open space are also located throughout the site, including strategic open space and allotments.
449. The distribution of uses and their interrelations, along with the mix of uses proposed, is considered to positively contribute to Local Plan policy SS/6 objectives of achieving a range of uses appropriate to the area, and supporting a vibrant, high quality and distinctive new town.
450. The Parameter Plans accord with the MDS boundary. They provide an appropriate screening of the new town from views from Denny Abbey. The location of the Station Quarter and Bannold Drove local centres are as identified in the spatial framework diagram in the SPD. This is also reinforced through design principles SQ10, SS6 and BC1. These principles are located on pages 201-203 of the Design and Access Statement.
451. These two centres will act as community hubs and focal points for their areas. They are located at key points in the movement network. The station quarter will be the location for the secondary retail and commercial use for the whole of the new town. The Bannold Drove centre will have other complementary uses. These are based around a community centre, a secondary and a primary school.

452. The delivery of the employment uses will be facilitated through a strategy to be agreed by planning condition.
453. In conclusion, the proposed mix of uses is considered to positively contribute to the objectives of Policy SS/6. It achieves a range of uses appropriate to the new town and to support a sustainable and vibrant new community.

2 (d) Landscape Approach

454. The SPD (page 58) advises that development proposals should draw on the exceptional historical landscape context of the site. This includes the retention and enhancement of local topographic features, hedgerows, tree belts, droves, and watercourses. It goes on to say that these features should form the basis of a strong landscape framework.
455. In terms of landscaped edge treatments, the SPD (page 61) advises that the application site should include a strategic landscape area to the north of the site.
456. The applicant has submitted a Landscape and Visual Impact Assessment (LVIA) within the Environmental Statement. The LVIA judges that the major effects and impacts of the proposal will be significant on the landscape and on visual impact.
457. The assessment defines the existing landscape and visual baseline environments; assesses their sensitivity to change; describes the key landscape and visual related aspects of the Proposed Development; describes the nature of the anticipated change upon both the landscape and visual environments; assesses the magnitude and significance of the changes before new planting has become established, and once planting has matured.
458. For the purposes of the LVIA the baseline environment includes all consented but not yet built development in the immediate vicinity of the site along with the adjacent Waterbeach New Town West development.
459. The Proposed Development is supported by a comprehensive landscape strategy, which seeks to retain and enhance existing landscape features and create structural landscape planting along the northern and eastern boundaries of the Site as well as providing significant new areas of accessible open space.
460. Key elements of the Proposed Development include a landscape bund and tree planting along the eastern boundary of the site adjacent to the King's Lynn Railway Line and locating open spaces, substantial tree belts and a new park, referred to as 'Fenland Park' at the northern boundary of the Site to mark the transition into adjacent areas of rural landscape.

461. This will integrate the development within the landscape, contribute to the screening and filtering of views to the proposed development whilst improving biodiversity and creating opportunities for outdoor recreation. The LVIA has influenced the overall landscape strategy for the project, and much of the proposed landscape and visual mitigation is embedded into design of the proposed development. This is accepted.
462. The submitted Design and Access Statement (DAS), Green Infrastructure Strategy and Parameter Plans specify the applicant's proposals for strategic landscaping within the site, and these are supported. As well as the strong design ethos based around the 'Fenstead' concept, it includes the following main components:
- a) Fenland parks, including Denny Fields, Joist Fen and Cross Drove Gardens
 - b) Fenstead Park
 - c) Drovers
 - d) Midload Causeway
 - e) Station Approach Park
 - f) Bannold Drove
 - g) Open space within the Fensteads
463. These components are explored in further detail below.

Fenland Parks

464. The Fenland Parks will play an important role in respecting the setting of Denny Abbey, and they follow the principles set out in Policy SS/6 [7]. This policy allows for other associated land uses to be provided beyond the Major Development Site (MDS) defined in the Local Plan proposals map. This area beyond the MDS can and will include sports pitches and informal open space.
465. Denny Fields are proposed to consist of an area of informal open space. It will provide an area of transition between the raised ground around Denny Abbey and the wet peat fen to the east that once fringed the River Cam.
466. Joist Fen is proposed to be defined by permanently wet ponds with extensive reed beds and habitat. It will be accessible by walkers who will be able to access the perimeter of the fen.

467. Cross Drove gardens are proposed to consist of community orchards, gardens, and allotments.

Fenstead Parks

468. The proposed Fenstead Parks are planned to provide large areas of open space amongst the residential areas that can also be used to incorporate small scale sports provision. They will also include areas of wetland planting and tree planting. This will reflect the character of the wider fenland landscape.

Droves

469. The proposed droves will be provided between the Fensteads. They will incorporate drainage channels and structural landscaping to reflect the existing pattern of agricultural fields and drains on the site. They may also serve as routes for vehicles or for non-motorised users.

Midload Causeway

470. The proposed Midload Causeway will follow part of the eastern boundary of the site and will provide an elevated route for non-motorised users. It will provide part of the circular recreational route for the new town.

Station Approach Park

471. This will be planned as a linear park within the heart of the high-density station quarter. It will provide areas of open space and play as well as providing the main east – west movement corridor between the town centre and the station for non-motorised users.

Other open space within the steads

472. By proposing to remove a large majority of vehicles from inside the steads, this will allow for significant amounts of open space to be provided within each stead. Each area of open space could potentially have its own unique identity.

Relationship with Denny Abbey and the northern parkland setting

473. Concern has been expressed that the proposals do not adequately protect the setting of Denny Abbey.
474. However, the development is in accordance with the principles set out in the SPD. Built form follows the agreed major development site boundary set out in the Local Plan allocation. The landscape treatment will offer filtered views rather than as a solid planting belt, in a similar way that the landscaped treatment for the northern edge to the adjacent U&C site, which is closer to the Abbey, has been designed.
475. The Sports Access Strategy will provide more detail regarding how the playing fields will be managed in this area. There will be a requirement secured by legal agreement or planning condition to ensure that none of these pitches will be floodlit.
476. Section 106 contributions have been proposed to provide some mitigation for English Heritage to help manage the potentially increased visitor numbers to the Abbey from the new town.

Relationship of site with the adjacent U&C site – open space

477. Representations to the application have raised concern over the quantum and location of the proposed open space. These concerns say that there is insufficient open space adjacent to the existing village, and that there is insufficient open space around the station quarter.
478. The calculation of the amount of open space required by Local Plan Policy and the amount proposed in the development is described on page 141 of the Design and Access Statement. The amount proposed exceeds that required by Local Plan policies.
479. The principle of the location of open space within the development site has been established both in Policy SS/6 and the SPD. This allows for large areas of open space to be located north of the Major Development Area.
480. Strategic open space also is also proposed to be located within the Steads and within the Fenstead Parks. These are identified indicatively as green circles on the green infrastructure parameter plans. It is considered that when combining these two types of strategic open space there is enough well-located open space within the proposed development.
481. The station approach park will provide an area of open space in the higher density station area. If some of this open space is then subsequently used

as a corridor for the Cambridge Autonomous Metro, then other open space is the station quarter area will be required to compensate.

482. As the development is built out, the phasing of open space provision will be secured by appropriate planning condition and / or legal agreement.
483. There will be several areas of open space that can be easily accessed from the existing village. There will be open space within the station area. The adjacent U&C site has a significant area of open space proposed on its southern edge adjacent to the burial ground and near to Stirling House. Also, the large 'Snake Pit' area of open space will be located relatively close to the northern part of the existing village.
484. Looking at the whole of the new town development comprehensively, it is considered that there will be areas of open space well-located and arranged in various locations around the new town.
485. It can also be confirmed that any land required for water attenuation will not be included in any usable open space calculations.

Conclusion

486. In conclusion, the proposals conform to the principles of the SPD of maintaining the exceptional landscape context of the site through the retention, enhancement and incorporation of key landscape features particularly connected to the drainage of the site. Edge treatments also accord with the principles in the SPD. The proposed network of fen steads, droves, and drainage ditches with shallow banks, has been designed to reflect the fen edge landscape character, with strong lines and framed views out towards the wider landscape. Joist Fen will be created as a new fen, with all its ecological, landscape and leisure benefits.

2 (e) Scale

487. Policy SS/6 states that the creation of a new town in this location is to be of high quality, responding to local character but also with its own identity. It will be founded on best practice urban design principles, drawing on the traditions of fen-edge market towns, which encourages the high-quality traditions and innovation that are characteristic of the Cambridge Sub-Region.
488. Several representations to the application have raised concerns over the height and massing of the proposed development and the potential harm this will have on the fenland landscape and local character.

489. The SPD (page 70) comments that the proposal is for a new town, not a village, and must look and feel differently from the village. It will create denser urban character in appropriate locations. These will include at the station quarter within this application, and the town centre and lakeside area on the adjacent U&C application. This denser urban character can be achieved by increasing the number of terraced type dwellings, but a greater variety of approach will be needed. Higher densities can also be achieved by increasing the storey heights of buildings in appropriate locations. By adding such variety of density and height to the townscape in such a way, this helps to create the idea of what makes a town, incorporating best practice urban design principles.
490. It is important that this development has its own distinctive character separate from the adjacent village of Waterbeach. The SPD draws useful comparisons with the new town under construction at Northstowe, approximately 6 miles to the west of the application site. The town centre at Northstowe will be mainly 4-5 storeys to ridge height with some 6 storey elements and with a limited number of lower 3 storey elements to add variety. This is useful guidance to follow for the development of the new town at Waterbeach.
491. As such the appropriate scale in higher density locations here could be up to 6 storeys with one individual fine-grained building up to 8 storeys in height within the station quarter. This is shown in Figure 30 of the SPD ('Indicative density and storey heights'). The adjacent U&C part of the new town, which was approved at planning committee in 2019, included buildings of a similar scale to that proposed on this application.
492. The SPD advises that to enable further articulation of the wider townscape, particularly in the town centre and station quarter, the opportunity exists for a limited number of fine-grained towers 'popping up' above the rest of the townscape. Design principles SW9, SQ3 and SQ4 provide focussed guidance on how such buildings could be designed. This would be similar to the approved plans on the adjacent western part of the new town.
493. The EIA process identified the need to create a more gradual transition in storey heights between the built areas of development and the adjacent village, along with the wider fen landscape to the north and to the east.
494. The Building Heights Parameter Plan identifies the maximum building heights permitted across the site. Heights are expressed as a maximum, which allows for flexibility for the detailed design to be progressed pursuant to the permissions. Proposed building heights were considered as part of the pre-application dialogue with officers and have been designed to ensure the potential of the site is maximised whilst respecting the character and visual appearance of the site and the surrounding area.
495. The amended DAS (pages 172-175) and the amended Parameter Plan show the design intent to position taller buildings in appropriate locations

where such scale can be justified for place making purposes. The proposed 'heat map' on pages 174 and 175 of the amended DAS demonstrates one possible outcome of working within the proposed scheme height parameters.

- 496. Heights of up to a maximum of 4 storeys are shown on the amended Parameter Plan to the western boundary adjoining the neighbouring U&C site. These taller heights would allow scope for higher densities around the town centre and the primary east- west route connections through the whole of the new town. Lower maximum 2 storey heights are shown on the northern and southern boundaries to respect the setting of Denny Abbey and the existing village of Waterbeach.
- 497. The submitted parameter plans indicate the maximum height of these buildings in metres above the existing ground level.
- 498. In conclusion, development of this height and scale is justified and based on the above assessment it is considered that there will not be a significantly harmful impact on the fen edge character of the immediate area.

2 (f) Density

- 499. The objective of Local Plan Policy H/8 is for new settlements to be developed at higher densities when compared to rural villages. The aim is for a density of 40 dwellings per hectare (dph). This is to ensure the most efficient use of land in sustainable locations. The policy goes on to state that local character, the scale of development, and other circumstances can justify development at lower and higher densities than 40dph.
- 500. The SPD (page 71) gives indications of where lower and higher densities should be located on the site. For the eastern half of the proposed new town, this generally means the highest densities should be found around the station district.
- 501. The proposed development provides an overall residential density of approximately 45dph, which is in accordance with both the Local Plan and the SPD. The new town will require a much broader range of house types and densities than is usually found in the villages of South Cambridgeshire. Most of the site would have densities ranging from between 35 and 60dph, with potential highest densities of up to 100dph at the station quarter, a similar range to that planned for the centre of Northstowe, and with lower densities at the northern edge closest to Denny Abbey.
- 502. The lower densities will be sympathetic to the setting of Denny Abbey. Higher densities would help to support vibrant local centres and ensure that there is more activity along the key movement corridors within the

development. The part of the site closest to the existing village (close to Abbey Place and Capper Road) will also be required to be developed at a density commensurate with the character of the built form in that part of the village. These adjacent dwellings were originally developed as military housing to support the barracks.

503. The plan on page 176 of the amended DAS describes how the densities and scale parameters described on the previous pages translate into a possible approximate number of dwellings within each stead area.
504. Reference is made elsewhere to NPPF paragraphs 122 (c) and 123 (a). This part of the NPPF require developments to provide for significant uplifts in residential density in areas that are well served by public transport. This takes the availability and capacity of infrastructure and the scope to promote sustainable travel modes that limit future car use into account.
505. Concern has been expressed that the proposed density of the development will affect the character of the fen landscape, especially viewed from the riverbank to the east, and specifically with a reference to the impact of lighting in the night-time. However, the fen landscape is predominantly viewed away from the proposed development, as defined by the Landscape Character Assessment. It is viewed towards Wicken Fen and towards the north and the west. Viewpoints from Long Drove and the riverbank looking west towards the site are not looking at a purely fen landscape, but towards the fen edge and the claylands. The backdrop is of a former military base with large hangars and other buildings, together with the railway line and its electrification infrastructure in the immediate foreground.
506. The LVIA addresses the visual effects of the proposed development on the Fen Edge and Fenland Landscape Character Areas. It concludes that beyond the immediate surroundings of the site to the North and the East, visibility diminishes with distance resulting from the layering effect of established vegetation screening and filtering of views. This is accepted.
507. It goes on to say that the greatest effects will be relatively localised and restricted to those visual receptors within or immediately adjacent to the site.
508. Permanent adverse visual effects would be experienced by people using the rights of way and including residents within areas of the village adjacent to the site. The proposed development will be seen in the context of the wider development of the new town and the village. The LVIA states that visual effects from the east of the site as far as the riverbank will be moderate to slight, and the permanent effects are judged to be neutral.
509. The landscape as currently experienced by walking through Bannold Drove will be affected by the development. The drove however will remain as an attractive and important leisure route through the heart of the new

town. Water features on either side of the drove will reflect the site's existing immediate character. The drove will be improved from a muddy path to an improved well drained surface, to be shared by walkers, cyclists and horse riders, and will enable residents to access the wider fen landscape to the north and to the east. Views towards the east from the drove will be framed by the introduction of view corridors following the route of the drainage ditches.

510. The development will be designed to allow long views out from within the town towards the wider fen and fen edge landscape. Long views towards Ely Cathedral to the north and towards the East Anglian Heights beyond Newmarket to the east will be experienced.

Conclusion

511. It is considered that the proposed development contributes positively to the quality of the landscape in accordance with Policy SS/6 of the Local Plan. Bannold Drove provides a high quality non-motorised spine to this eastern part of the town. It connects the wider countryside both to the town and the existing village to the south.

2 (g) Phasing

512. At this stage in the planning process, an indicative 25-year construction programme is proposed. For EIA purposes, it is anticipated that the first phase of Proposed Development will commence in the south of the site. Development will be initially focussed about the relocated railway station and closest to the Town Centre located in the adjacent U&C scheme. Following the completion of the link between the Town Centre and the relocated Railway Station, construction will gradually continue in a northerly direction. The surface water attenuation area within Joist Fen, along with ecological measures will be provided in parallel with the construction sequence. The amended DAS (pages 186-194) shows an indicative approach to the phasing of the development.
513. The sequence of development will be required to follow the submission of a phasing scheme, secured by a planning condition. Any agreed phasing scheme will be required to take the delivery of the relocated railway station and the relocation of the existing sewage works into account.
514. Once a phasing scheme has been agreed, each phase of development will be required to agree the location, boundary, uses and quantum of development for that phase. This would trigger section 106 obligations and be followed up with phase wide strategies and codes. This will be followed by reserved matters applications. The Local Planning Authority would also need to agree the following elements for each phase:

515. Delivery plan including - housing needs and affordable housing statement (including accessible housing and elderly care), school delivery programme, open space programme, sports and community facilities, infrastructure and services plan and a detailed transport mitigation scheme);
- a) Travel plan;
 - b) Design code;
 - c) Construction and Environmental Management Plan (CEMP);
 - d) Archaeological Written Scheme of Investigation (WSI);
 - e) Ground conditions report (Phase 2 investigations);
 - f) Sustainability Statement;
 - g) Waste Management Plan (RECAP);
 - h) Ecological Management Plan;

Conclusion

516. A phased approach is accepted and would enable and facilitate planned infrastructure and comprehensive development at each phase of the development, in accordance with Policy SS/6 [16]. Each phase would represent a level of planning approval that would enable outline application strategies to be updated and refined. This will reflect best practice and new technologies throughout the development of the new town. It would also allow further consultation and engagement with local people and stakeholders at important stages in the planning process.

Section 3. Access and Transport

3 (a) The Environmental Statement

517. Chapter 5 of the Environmental Statement provides an assessment of the effects of the Proposed Development on Traffic and Transport, in the context of national planning policy and guidance, local planning policy, legislation and consultation with statutory and non-statutory consultees.
518. The assessment has considered the following types of impacts within the study area:
- a) Pedestrian severance;
 - b) Pedestrian delay;
 - c) Pedestrian amenity;
 - d) Fear and Intimidation;
 - e) Congestion and driver delay;
 - f) Accidents and safety; and
 - g) Hazardous Loads.

519. The assessment has identified that there will be an increase in HGV traffic visiting the Site during the construction period. HGV movements will be principally associated with the delivery of plant and materials, and the removal of construction waste. In addition, construction personnel and visitors to the Site will also generate car and van movements as they arrive and depart.
520. Vehicle trip generation for the residential and non-residential parts of the proposed development has been derived from a combination of traffic surveys, traffic models and the Trip Rate Information Computer System (TRICS). The trip rates have been discussed with Cambridgeshire County Council along with the levels of trip internalisations as evidence shows that as a settlement grows in terms of population supported by local employment and non-residential key facilities, the opportunity for containment of trips within the development is likely to significantly increase. For the purposes of the assessment, reduced external vehicle trip rates on the wider transport network have been applied.
521. The modelling has shown that there will be a reduction in peak hour traffic flows on some of the roads modelled because of the introduction of the rail park and ride facility onsite.
522. The applicant has proposed a range of mitigation measures, including ways to encourage sustainable travel, a network of pedestrian and cycle routes which will be linked to greenspaces and recreational routes, traffic calming measures and appropriate crossing facilities and new onsite park and ride facilities.
523. In addition, a Framework Travel Plan will be implemented to encourage greater travel to and from the site by non-car modes and will form an integral part of the proposed development. During construction, a Construction Environmental Management Plan (CEMP) will be put in place to mitigate construction traffic effects.
524. Following the implementation of mitigation measures, the pedestrian, cycle, and public transport networks will be largely unaffected by construction activities at the site as construction access would be routed via the A10.
525. Once the proposed development has been built out there will be moderate to major beneficial effects for users of rail/bus services along with pedestrians and cyclists travelling within, to and from the site. Car drivers using the local road network will experience minor to moderate effects associated with an increase in driver delay and risk of accidents associated with more vehicles using the network.

3 (b) Local plan policy

526. Local Plan Policy SS/6 [11] requires that the new town has a comprehensive movement network. This network will connect key locations, including the town centre and the relocated railway station to encourage the use of sustainable modes of travel. This movement network will include the following:

Significant improvements in public transport, including:

527. The relocation of Waterbeach station with appropriate access arrangements by all modes to serve the village and the new town. The relocated station has been granted planning approval.
528. The provision of a Park and Ride site adjacent to the station to intercept traffic from the north of Waterbeach, served by a new segregated bus link to Cambridge. The applicant has proposed such a facility, and the submitted transport assessment proposes the provision for a segregated bus link.

Measures to promote cycling and walking, from the start of the development, including:

529. The provision of a network of attractive, direct, safe, and convenient walking and cycling routes linking homes to public transport and the main areas of activity such as the town centre, schools, and employment areas. The applicant's parameter plans, and indicative masterplan show this provision.
530. The provision of direct, segregated high quality pedestrian and cycle links to north Cambridge, the surrounding villages and to nearby existing facilities such as the Cambridge Research Park. The applicant's parameter plans, indicative masterplan, and the adjacent U&C scheme enable these links to be provided.
531. A 'Smarter Choices' package including residential, school and workplace travel planning. This will be secured by s106 agreement.
532. The integration of Bannold Drove and Cross Drove bridleways to provide an attractive route for equestrian users within the development and beyond. The applicant's parameter plans, and indicative masterplan show this provision.

Highway Improvements, including:

- 533. Primary road access from the A10. This will be secured by planning condition.
- 534. Additional capacity to meet the forecast road traffic generation of the new town, particularly on the A10 and at the junction with the A14. This will be secured by the implementation of the relocated railway station, CAM metro and GCP transport corridor.
- 535. Measures to mitigate the traffic impact of the new town on surrounding villages including Waterbeach, Landbeach, Horningsea, Fen Ditton, and Milton. This will be secured by planning condition and s106 agreement.
- 536. A review of the access arrangements to Denny Abbey and the Farmland Museum. Pedestrian and cycle access will be secured by planning condition.
- 537. Planning Policy SS/6 [16c] requires that the developers of the new town also plan for essential services, facilities and infrastructure to be provided in a comprehensive manner, anticipating future needs, and establishing suitable mechanisms, to deliver infrastructure in a timely and efficient way to achieve the successful delivery of the new town, including the needs of individual phases. Essential services, facilities and infrastructure will be secured by s106 agreement.

Ely to Cambridge Transport Study

- 538. The Ely to Cambridge Transport Study (the A10 study) is a wide-ranging multi modal study. It has made recommendations on the transport schemes needed to accommodate the major development planned at the proposed New Town. Strand 2 of this report recommends financial contributions towards a package of appropriate, deliverable measures to mitigate the impact of developments on existing roads. It lists the following potential interventions:
 - a) new or improved walking and cycling routes between Waterbeach and Cambridge
 - b) a new segregated busway between Waterbeach and Cambridge
 - c) a relocated railway station
 - d) the dualling of the A10 between the proposed southern access to the new town and the Milton interchange
- 539. The developer would ultimately be required to contribute towards the strategic solutions identified by the Combined Authority and partners (Greater Cambridge Partnership and Cambridgeshire County Council) to unlock future phases, which could include contributions towards:

- a) the upgrade of the A10 between the A14 and Waterbeach
 - b) the upgrade of the A14 / 10 interchange at Milton
 - c) a public transport / mass transit corridor between Waterbeach and Cambridge
 - d) the provision of improved cycle connections to Histon, Impington, Stretham, Fen Ditton and Lode (via a new bridge over the River Cam)
 - e) a Waterbeach multi modal transport hub. At this stage there are no details agreed, though the relocation of the railway station provides an opportunity for an interchange of public transport/mass transit, rail services, on demand/bus services and potentially cars (with an option for c.1000 parking spaces at a park and ride site)
 - f) on-going monitoring of travel behaviour and vehicle flows in the study area and any additional mitigation measures required resulting from increased traffic flow.
540. The baseline position, established by the A10 Study, is that strategic intervention (beyond the early, scheme-led transport mitigation package) is necessary to deliver the capacity to accommodate journeys within the A10 corridor over the longer term. This includes those journeys arising from the proposed development. Without strategic interventions, the full development potential at Waterbeach, and more widely across north Cambridge, cannot be realised.
541. To this end, both the U&C and the RLW applications support a 'monitor and manage' approach towards strategic transport interventions through proportionate section 106 contributions. This would enable sustainable transport solutions to be put in place relative to the growth rate of the new town and will respond to pressures on the network. It would also enable the longer-term transport strategy to respond to any new technologies that may come forward and any other developments within the wider study area.
542. The A10 Study also reviews the predicted impact of these potential interventions on development travel behaviour and the performance of the surrounding road network. It suggests that the greatest benefits for the development will be seen in the upgrading of the A10 and the A10/A14 Milton interchange. This will help to reduce pressure on the A10 and on other routes.
543. To mitigate its impact upon the A10, the development must achieve a significant modal shift towards public transport, cycling, and walking. This can be achieved through the combination of innovative Travel Plan measures and direct infrastructure provision. The SPD (page 90) suggests that this could include the following:

Active Travel Improvements:

- 544. Improvements to the existing off-road walkway/cycleway adjacent to the A10, and with improved crossings – this is being addressed by the U&C scheme.
- 545. New cross connections between the two routes described above and connecting to Cottenham – this is being addressed by the U&C scheme.
- 546. A new cycleway adjacent to the rail corridor between Waterbeach and Cambridge – this is being addressed by the Waterbeach Greenway project.
- 547. Improvements to the existing National Cycle Route between the existing Waterbeach Rail Station and Cambridge.
- 548. Greenways connecting the railway station to surrounding key destinations, facilitating multi-modal trips – this is being addressed by both developments, together with the Greenway project.

Public Transport Improvements:

- 549. The provision of a new segregated busway between Waterbeach New Town and Cambridge, allowing improved and more reliable journey times. Potential provision of Park and Ride facility adjacent to the A10.

Rail Improvements:

- 550. The relocation of the railway station will serve an enlarged catchment population and improve accessibility. There is the potential to create a transport hub in this location with integration between rail, bus, walking and cycling. It could also include park and ride facilities.

Highway Improvement:

- 551. Strategic highway improvements could include –
 - a) On or off-line dualling of the A10 corridor
 - b) Upgrades to the junctions on the corridor including at Milton Interchange
 - c) Local highway improvements to mitigate development impacts at all points where capacity challenges are identified
 - d) Traffic calming and measures to discourage through-traffic in local villages

552. The SPD (p91) goes on to advise that development proposals must be accompanied by the submission of full Transport Assessments that assess the cumulative development impact of the entire site, regardless of land ownership.
553. A section 106 agreement will be used to set out the financial contributions / measures required to mitigate the impact of the development on the surrounding highway network. This needs to be read in conjunction with the financial viability assessment.

3 (c) Applicant's Transport Strategy

554. The applicant has submitted a revised Transport Assessment (TA) in response to the publication of the A10 Study and consultation responses received on the application.
555. The applicant's proposed transport strategy is based upon the following principles –
- a) The relocation of Waterbeach Railway Station with expansion capacity for 12 carriage trains and a new main station building.
 - b) A phased provision Park and Ride facility adjacent to the station (initially for 250 spaces and then up to 1000 spaces).
 - c) Passive provision for the Cambridge Autonomous Metro to run through the development.
 - d) Connection to the Waterbeach Greenways cycleway which will provide a further route to Cambridge.
 - e) Promoting the Fenstead design principle which seeks to minimise the attractiveness of private car travel, while providing attractive alternative options for other modes of transport.
 - f) A Travel Plan which aims to secure a reduction in car trip generation.
 - g) Support the growth in homeworking and opportunities for working locally.
 - h) Delivering high speed broadband infrastructure to the site.
 - i) Designing in walkable neighbourhoods to ensure that 90% of residents will be living within a 5-minute walk of a bus stop and 85% of residents living within a 15-minute walk of the relocated rail station.
 - j) Supporting the delivery of greenways.
 - k) A monitor and manage approach to highways mitigation, as used on the adjacent U&C site, at North West Cambridge and at Alconbury Weald
556. The County Council as Highway Authority have stated that the proposals have a critical dependency on -
- a) the delivery of the relocated railway station, and
 - b) a financial contribution of £45M towards future strategic measures beyond the first phase of development. The funding of both these elements would need to be fully resolved for the County Council to remove their objection.

557. The County Council's E&E committee report that was published on 30th January 2019 recognised that there is the opportunity for an initial phase of development on this part of the new town, as a result of the sustainable travel mitigation package proposed by the applicant.
558. With the above elements secured, the evidence suggests that the site could be brought forward on a 'monitor and manage' basis. An initial mitigation package would satisfactorily address the development impacts of an early phase of up to 800 dwellings. This first phase of development will require either the station, the Cambridge Autonomous Metro, or the GCP High Quality Public Transport Corridor to be implemented and ready for use before the first occupation of any dwellings. Trips from the development would be monitored with a view to capping the development to accord with a phase one 'trip budget'.
559. Beyond 800 dwellings, no future phases could take place without agreement of further mitigation measures. The details of the future mitigation will be drawn from the emerging findings of the Combined Authority's Ely to Cambridge Strategic Study and agreed as part of a phase by phase TA process.
560. The assumptions used to inform the Environmental Statement are acceptable for a high level of assessment at this stage for such a long-term development. As the development is likely to take many years to deliver in a changing transport context, a mitigation strategy which is sufficiently flexible will be required. This will be able to respond appropriately to the future situation as the road network changes and development is delivered in phases. As development of the town goes on, it is likely that in the later stages the town will mature with an increased internalisation of trips.
561. The revised Transport Assessment focuses on the early years of development in the time between the ES assessment years of 2021 and 2031. The County Council have confirmed that there is no need to re-assess the 2031 scenario full development at this stage for the ES.

3 (d) The combined Transport Strategies of the two planning applications

562. RLW's strategy shows compatibility with U&C's Phase 1 transport scheme. It promotes early modal shift measures and a reduced reliance on the private car. It also promotes the early delivery of the railway station to support the uptake of sustainable travel behaviours within the new town and the wider area. This early delivery will have to be supported by U&C providing their part of the east - west primary access road and its connection to the A10 at the proposed southern roundabout. The link protocol in the U&C section 106 agreement provides the mechanism for this to happen, and this will be replicated in the RLW application. A proposed planning condition also reinforces this connection.

563. The strategy on any large-scale development with more than one land promoter is to ensure that enough measures are secured at outline stage to enable the coordination and management of the development alongside the delivery of transport infrastructure in accordance with Policy SS/6 (16c). The principle measure adopted in this instance would be the monitor and manage regime secured by planning condition and s106 agreement.
564. Development would be capped to accord with a first phase 'trip budget'. This is the total number of vehicle trips that can be satisfactorily mitigated on that phase. For both developers this requires complimentary early phase transport mitigation as discussed above. This come with a requirement to monitor trips from the site on an ongoing basis. Future mitigation would then be considered on a phase by phase basis, with no further development beyond the initial phase until the mitigation for any subsequent phase(s) is agreed.
565. The County Council have agreed a scenario that consists of the existing A10 capacity being able to allow 1600 homes to be built on the U&C site. As well as this, an additional 800 dwellings would be allowed on the RLW site, based on a conservative assessment of further headroom capacity. This additional capacity would be created from sustainable travel interventions that would induce mode shift from existing residents as the development progresses.
566. The County Council have expressed in their E&E committee report that they are confident the longer-term transport effects of the development can be effectively managed and mitigated via a flexible, yet broadly defined, package of interventions. This would be supported by monitoring and an aggressive Travel Plan which seeks to limit car travel and maximise sustainable travel opportunities.
567. The County Council have clarified that they would require additional interim Transport Assessments to be provided at each reserved matters' stage as the development is delivered in phases. This would allow the Local Planning Authority to control the delivery of homes and draw down from the fall-back measures within the proposed mitigation package as required.
568. Incentives would be in place in the section 106 agreement to consider a flex in these capped levels. This would include for instance if the implementation of sustainable travel measures surpasses any anticipated modal shift levels.
569. A Transport Steering Group will be secured through a clause in the section 106 agreement, in a similar way to the U&C section 106 agreement. This group will comprise representatives from the District Council, the County Council, developers, and relevant stakeholders (e.g. Highways England or Network Rail). It would advise on all aspects of the

transport monitoring and mitigation as development progresses. It would make recommendations to the Local Planning Authority and Highway Authority. The group will then coordinate the delivery of further transport infrastructure across the whole of the strategic site.

Railway Station and Link Road

570. Planning permission (S/1925/18/FL) has recently been granted for the relocation of the railway station. The delivery of the relocated station will be subject to an agreed funding scheme and technical approvals (e.g. Governance for Railway Investment Projects GRIP process) from Network Rail and the Department for Transport (DfT).
571. There are clear limitations on the existing railway station at Waterbeach. The opportunity exists for the two developers of the new town to work together to facilitate the delivery of the new relocated railway station at the earliest opportunity. This will help unlock the development of the RLW. This will promote a shift in transport modes across the whole of the strategic site and the existing village. It will have improved station facilities, and increased train capacity and frequency.
572. The delivery of the relocated railway station or other strategic transport intervention such as the CAM being proposed the Combined Authority or the High Quality Public Transport Corridor being proposed by the Greater Cambridge Partnership will be required to enable the first phase of the RLW development. Their delivery will be contingent upon the construction of a primary route running east to west linking to the two sites across the whole of the new town. This will connect to the new southern A10 access point. This will ensure that vehicular trips are not directed through the existing village and would also facilitate the interception of A10 traffic to a potential park & rail facility at the new station.
573. The mechanism for procuring the delivery of the link road to the station (or for any alternative public transport solution) is included in the U&C s106 and it is anticipated that the RLW s106 will replicate the provisions to secure the delivery of the entirety of the link road when required, across the two sites. The main objective of the 'link protocol' would be to ensure this east-west link road is designed, planned and built (including rights of access secured between U&C and RLW) by the time the relocated railway station is open for public use. This would be secured through the section 106 agreement. Further east-west primary routes would also need to be secured across the new town and these are included on the revised Parameter Plan. The mechanism for delivery of these links would also be secured through the section 106 agreement and planning condition.

3 (e) SECTION 106 contributions and the viability process

574. The transport section 106 projects are listed in appendix H.
575. The developer has produced a financial viability assessment (FVA) to inform the process of determining the appropriate level of section 106 financial contributions. More on this is discussed in section 9 of the report.
576. As members will recall when the adjacent U&C development was discussed at planning committee in 2019, in balancing up all the various requests and requirements for this development, it is not possible for the development to provide section 106 contributions for all the transport requests from the County Council, or to meet the strategic transport sum requested of £45,000,000. Members will recall that for the U&C scheme, the FVA concluded that only approximately £7,000,000 of the £63,000,000 request could be afforded.
577. Having regard to the viability situation, the following is proposed -
- a. The ring-fencing of the £15-17m assigned within the FVA for delivery of a station multi-storey car park / P&R and enhanced station building for flexible transport funding in the event that these facilities were not to be directly delivered by the applicant;
 - b. Directing of surplus profit generated through the proposed Viability Review Mechanism towards transport funding.
578. On this basis the applicant proposes to capture these elements through a “Transport Enhancement Fund”, which reflects a similar model that was employed within the s106 Agreement for the U&C scheme.

Conclusion

579. The technical aspects of the transport assessment for this scheme are considered acceptable, in accordance with Policy SS/6. There are significant concerns relating to financial contributions to strategic transport, and this is discussed further in section 9. The Heads of Terms are found in appendix H.

3 (f) Site Access (Construction and Post Construction)

Construction Access

580. Construction access points will be subject to the submission and approval of a Construction Environmental Management Plan. The routing of significant amounts of construction traffic through the existing village could result in unacceptable and unnecessary adverse impacts on existing amenity and highway safety. The applicant will therefore be required to enter the site completely segregated from the village. Construction access could be via:
- a) A new fourth arm off the northern roundabout
 - b) Off Denny End Road via an existing access adjacent to the Sterling House Business Centre
 - c) A new construction access, in a location to be agreed, from the A10
581. The applicant has stated in the ES that they have prepared a construction management plan, the detail of which will be required by planning condition. The ES states that the management plan will include routing agreements for construction traffic, and that construction vehicles will use the roundabout on the A10 that currently serves the Cambridge Research Park. HGVs will not be routed via either Landbeach, Horningsea, or Waterbeach village.

Site access - new development

582. Access is a reserved matter within the outline planning application. However, in accordance with the specific requirements of the Local Plan Policy SS/6 and the Waterbeach New Town SPD in the context of achievement of comprehensive development, strategic access will be taken from the A10, with two access junctions off the A10 serving the New Town as a whole.
583. As set out within the original TA, the developer would prefer to see the southern A10 access delivered sooner than the northern access to create a synergy of development with the existing village. The northern access however has planning permission and U&C are currently developing their infrastructure to serve their first phase of development. The southern access will be achieved through the implementation of the Links Protocol attached to the section 106 on the U&C approval.
584. Access to the railway station from the village, and access to a limited number of dwellings (approximately 50 dwellings on the southern side of the village station access road) can be achieved via Cody Road.
585. The applicant has proposed in its TA that up to 200 dwellings could be accessed off Cody Road in the short term, with 150 of these then being accessed off the A10 link road once the A10 is open. This is not considered to be acceptable in planning terms, as this would be

considered unacceptably harmful to the amenity of the residents of this part of the village. These 150 dwellings will be required to be accessed by vehicular traffic (and construction traffic) off the A10 from the beginning. This restriction will be confirmed by a planning condition.

586. The precise location of the southern A10 access point is not known at present but an approximate location is shown on the approved U&C Parameter Plan and in the SPD. The detail of this junction would be subject to future detailed planning approval, and the timing of its delivery will be required to coincide with the delivery of the railway station and the east - west primary access route connecting between the two.
587. The Parameter Plans also shows indicatively two other road connections between the development sites. These connections are located towards the north and central parts of the new town and are likely to be less intensively used than the southern access connection. As the precise location of the connections between both sites has not been finalised, both sets of parameter plans show an element of flexibility where these road links connect between the two sites. The detail of where the precise connection points will go will be established through appropriate phasing and design coding, and through discussion at Project Delivery Group and Transport Group meetings at the appropriate stage in the development and confirmed by Planning Condition.

Conclusion

588. Parameter plans show appropriate access points for the development, in accordance with the SPD. Although the final construction access points are yet to be agreed they would be subject to the submission and approval of a Construction Environmental Management Plan taking into account the ES, and will not be through the village.

3 (g) Travel plan

Framework Travel Plan

589. Policy SS/6 (11b) calls for measures to promote cycling and walking from the start of development. This includes the use of a 'Smarter Choices' package for residential, school and workplace travel planning to reduce car use and enhance alternative transport choices.
590. A Framework Travel Plan (FTP) has been prepared to support the delivery of sustainable travel interventions (such as a new and enhanced rail station for Waterbeach, Greenways, bus lanes and local junction

improvements) early on in the development build out, enabling non-car travel options to be taken up from the outset.

591. The primary purpose of the FTP is to promote travel choices and reduce the overall need to travel, particularly by non-sustainable means. It seeks to achieve this through a variety of measures encouraging residents, employees, and visitors to reduce their reliance on the private car and increase the use of sustainable transport options. Where car travel is unavoidable, the FTP is designed to reduce the share of single occupancy vehicle trips generated by the proposed development.
592. The Travel Plan is an evolving document which will need to be updated on a regular basis in order to take account of the latest best practice and existing conditions on the site and in the local area as the development grows. Furthermore, because travel planning is an ever-changing process influenced by changing attitudes and technology, some of the measures and initiatives may become unsuitable in the future when the site is being occupied. Other measures not initially considered may come forward as being appropriate.
593. A full Travel Plan will be produced in consultation with the County Council Transport Team. This would be secured via a section 106 agreement. The main aim of the Travel Plan will be to reduce the need to travel by car and encourage sustainable travel patterns from the opening of the development.
594. To achieve this aim, the objectives of the Travel Plan will be to:
- a) Reduce the overall need to travel, for example by facilitating home working;
 - b) Promote sustainable transport options as the main modes of travel for residents, staff, and visitors of Waterbeach New Town, especially for peak hour journeys
 - c) Reduce vehicle carbon emissions, for instance by supporting growth in electric cars and reducing travel distances by providing local facilities on site within walking and cycling distance;
 - d) Work in partnership, where possible, with neighbouring occupiers to enhance the site-wide benefits of Travel Plan measures;
 - e) Ensure all residents, staff and visitors are made aware of the Travel Plan measures;
 - f) Maintain direction and progress in travel planning through continued management and review.
595. The measures identified aim to be in line with CCC guidance for Residential and Workplace Travel Plans. However, the initiatives listed here are not exhaustive. Travel Plans by their nature are expected to evolve in response to new travel and transport issues which may arise, and as such, future changes may require a review of current measures.

596. Concern has been expressed that the travel plan is not considered to be adequately coordinated or consistent with the adjacent U&C proposals. There are clauses in the adjacent U&C approval which will be replicated on this scheme which will require the applicant to join the Project Delivery Group and the Transport Group. These groups will help to coordinate the respective travel plans.
597. Concerns have also been expressed that there is a huge emphasis on cycling and this is not based on reality, that inevitably most journeys will be by car, and that the transport strategy needs to support all modes of transport to reflect the needs of the whole community, including the elderly and disabled.
598. The development will be designed to prioritise walking and cycling for local journeys over the use of the car. This will be achieved by providing greater choice for future residents, by making it easier and more direct to walk or cycle to key destinations within the new town and elsewhere. This is not to say that the elderly and disabled are not being suitably provided for, as cars will still be able to be used, but the development has to be designed so that the car does not become the dominant mode of transport for the majority of the population. One of the ways to try to change people's habits regarding car use is to promote an innovative approach to car parking as part of the Fen Stead concept. This will be explored in more detail in the next section.
599. As well as the proposed new employment opportunities within the new town, it is located close enough to significant employment areas in Cambridge for many future residents to cycle to those destinations, should they choose to do so. The proposed new railway station will also contribute to a reduction in car-based travel, with car-based journeys no longer being the default position to many locations outside the new town. It is anticipated that this will be reinforced when the Cambridge South Railway Station opens.
600. The movement network will be designed so that elderly and disabled residents will be able to appropriately access facilities in accordance with the provisions of the Equalities Act.

Conclusion

601. Section 106 contributions will be required to ensure that an overarching travel plan coordinator is appointed prior to the first occupation of any dwelling, and that workplace travel plan coordinators are also appointed at appropriate timescales through the lifetime of the development. A condition requiring the submission of a strategy to deliver electric charging points throughout the development will be secured by planning condition.

3 (h) Approach to car parking

The Fen Stead concept and approach to car parking

602. The applicant's proposed design is for development to be made up of a series of areas called 'Fensteads' and 'Townsteads'. More detail of the design of these steads is described in the Design and Access Statement (pages 108-109). The applicant has stated that it is the intention of each of these areas to be largely car free, with a street hierarchy that will seek to predominantly restrict car access to the periphery of each area. The internal spaces within each area will then be predominantly designed for cycle and pedestrian use and to create safe areas for children to play. Car parking could be provided either in secure communal parking areas or along the landscaped periphery of each stead. Vehicle access within the stead will generally be limited to deliveries, service vehicles, and elderly / disabled access. This approach will seek to make it safer, more convenient, and more attractive to walk or cycle.
603. There is no intention to restrict car ownership, but the development will be designed so that future residents will be able to live without day to day car use should they choose to do so.
604. Car parking for shops, services and employment areas will be provided mostly in public car parks, and individual businesses will generally not be able to maintain significant numbers of on plot car parking spaces. A multi storey car park is proposed close to the relocated railway station to serve as a rail-based park 'n' ride facility.
605. The future layout and design of parking areas will be considered in more detail at the design code stage, and in the assessment of detailed reserved matters applications, and these will be required to follow the site wide design principles SW1-7 on page 199 of the amended DAS.

Conclusion

606. This innovative approach to housing development is welcomed. By proposing a design idea that creates attractive areas of green space within each stead, by promoting walking and cycling and making it easy and safe to make journeys using a wider choice of safe and easily accessible modes of transport, then this will contribute to changing people's habits relating to their travel choice.

3 (i) Other transport matters

607. Policy TI/2 states that development should protect and improve existing cycle and walking routes, including the rights of way network, and to strengthen connections between villages.
608. Concern has been addressed regarding the isolation of Chittering, and whether there would be any opportunities to link Chittering to the site and further afield to Waterbeach village.
609. Public rights of way 16 and 17 link Chittering to Cross Drove and Bannold Drove within the development site. Part of this public right of way requires upgrading to enable people to use it more effectively. Section 106 contributions have been agreed to upgrade this link north of Bannold Drove to provide a better connection and therefore greater use between Chittering and Waterbeach.

Conclusion

610. Improving these connections in this way will help to connect Chittering to facilities in the new town and to Waterbeach village.

Section 4 Employment Assessment

611. The NPPF places a clear emphasis on the importance of economic growth and delivering economic benefits as a key component of sustainable development. Policy SS/6 (8b) of the local plan echoes this. The policy requires employment provision of a quantum, type and mix to meet the needs of the town. It requires access to local jobs, to support the continued development of the economy of the Cambridge area, to be established through an Economic Development Strategy prepared in partnership with the local authority and key stakeholders.
612. The applicant has submitted an Employment Report and a Town Centre Uses Assessment.
613. The Town Centre Uses Assessment has been prepared to quantify the level of retail, and other town centre uses that the whole of the new town can sustainably support. It also includes a Retail Need Report.

Employment

614. Notwithstanding both recent changes to working habits in response to the Coronavirus pandemic, and the recent Government changes to the use

class order, the Employment Report has been produced to determine the appropriate amount of B class employment floor space on the site. It also provides an estimate of the number of jobs that will be created from other non-residential floor space and explain how skills and enterprise will be encouraged. After taking into account both the adjacent U&C site's proposals (up to 15,000 square metres of employment space) and the existing Cambridge Research Park (which has significant amounts of future capacity – 31,000 square metres of office and up to 10,000 square metres of smaller office space), the applicant has suggested that the proposed development could have the capacity to create the following amount of B class employment:

- a) 22,400 square metres of office floor space
 - b) 2,400 square metres of B1c and B8 general industrial / storage or distribution floor space
615. In total this will equate to around 1,550 job
616. Non-B class uses, such as retail, leisure, community, education, and health will be expected to yield a further 1,700 jobs.
617. The Cambridge Research Park and Stirling House employment areas adjacent to the new town have the capacity for a further 1,500 jobs.
618. The report assumes that an estimated 1,700 non-office-based jobs will be provided on the RLW part of the site. Of those, approximately 750 will be home working jobs (45% of the total, but 20% of the total employment). The other jobs will generally be in education, leisure, retail, and community-based employment. This figure has been calculated by the applicant using Homes England's Employment Density Guide, November 2015.
619. Also, an on-site jobs' brokerage scheme will be secured as part of the section 106 agreement. This would mean making premises available for the jobs' brokerage scheme, working with local partners such as Cambridge Regional College regarding vocational and work experience opportunities and creating an online procurement portal to support local businesses. It would also involve creating positive conditions for homeworking through infrastructure, work hub/s and residential design.
620. As more detailed plans are prepared, and the land use mix is refined, stakeholders will be able to work together to shape an Economic Development Strategy. This will build upon the Employment Statement and Town Centres Uses Statement submitted with the outline application. A planning condition will be recommended to agree an Economic Development Strategy, with separate section 106 provisions for the proposed jobs' brokerage scheme.

Town Centre Assessment and Retail Need Report

621. Policy SS/6 (8c and 8d) requires the new town to provide a range of uses appropriate to a new town including shops, services, leisure, and other town centre uses of an appropriate scale for a town. This should avoid significant impacts on the vitality and viability of surrounding centres, and should not compete with Cambridge as a sub-regional centre.
622. The Town Centre Uses Assessment and Retail Need Report has been prepared to establish the level of retail floor space that can be supported on the eastern half of the site. This takes the proposed town centre and other uses on the U&C western part of the site into account as well as wider afield.
623. In converting the retail spending potential of residents and workers into physical floorspace, the applicant has accounted for the propensity for shopping to be undertaken locally (in the new town) as well as at other shopping facilities in the wider area. With the dominance of Cambridge City Centre for comparison goods and leisure-based goods factored in, the applicant has applied the following trade retention assumptions:
- a) Convenience/Food Shopping - 90% retention of Waterbeach New Town generated spending
 - b) Comparison Goods Shopping – 25% retention of Waterbeach New Town generated spending
624. With these assumptions, the report shows that the RLW site should plan to provide for the following ranges of floorspace to meet its own needs.
- a) Convenience: 3,300 to 4,000 square metres gross,
 - b) Comparison: 2,850 to 3,500 square metres gross,
 - c) Other A Class: 2,850 to 3,500 square metres gross,
 - d) Total A Class: 9,000 to 11,000 square metres gross.
625. For master planning purposes, the land take for these uses would depend upon how buildings will be configured and how car parking will be arranged and managed. This will be addressed at a more detailed design code and reserved matters stage.

Impact on Waterbeach village and Cambridge city

626. The convenience offer within the village is limited to stores which meet the convenience top up needs for existing residents.

627. New convenience supermarket facilities built within the new town would 'claw back' trade currently being lost to large stores on the edge of and within Cambridge.
628. New comparison goods floor space will overwhelmingly provide more options for residents – new and existing – which will not require travel into Cambridge or beyond.
629. Any 'local' facilities will only be built out in accordance with the construction of new housing, each benefitting from locational advantages of a corresponding immediate catchment 'walk in'.
630. The closest main food store to Waterbeach is the Tesco at Milton and this store is strategically placed at the junction of the A10 / A14 to capture trade from the northern hinterland of Cambridge.
631. Main food shopping facilities at Waterbeach New Town will provide an alternative to Tesco's Milton for those living to the north of Cambridge and we would anticipate that there will be some diversion of trade away from that store.
632. In addition to A1 retail uses, the applicant is seeking to provide other A Class and D Class uses as part of the proposed district/local centre facilities. These other town centre uses would be ancillary to and support the vitality and viability of the proposed centres.
633. The types of uses anticipated are retail services such as hair salons, cafes, restaurants, take away food outlets, estate agents, commercial offices; D Class uses such as community centres, gym and fitness centres, nursery and assembly/leisure uses. These are all uses that typically form part of a local / district centre and are uses that benefit from colocation with and are complimentary to retail uses.
634. The potential for impact arising on other existing centres/locations resulting from the development of these other town centre uses is, like the retail situation, very limited. It will in any event be ameliorated by the fact that the facilities are being provided primarily to service the needs of the new population.
635. It is not considered that the development proposals will significantly affect the ongoing vitality and viability of surrounding centres, including Cambridge City Centre, in accordance with Policy SS/6(8).

Conclusion

636. The development's impacts have been considered in relation to surrounding communities and the impact on the viability and vitality of

surrounding centres. No adverse impacts have been identified that warrant any change to the development's scale or description.

637. A jobs' brokerage scheme will be secured by section 106 agreement, and an Economic Development Strategy will be conditioned or included in the Section 106 agreement (where appropriate) to fulfil the objectives of Policy SS/6.

Section 5. Housing Delivery

Introduction

638. Policy SS/6 [8a] requires the new town to include an appropriate mix of dwelling sizes and types, including affordable housing, to achieve a balanced and inclusive community.
639. The Waterbeach New Town SPD provides further guidance on housing delivery and requires developers to provide an appropriate housing delivery strategy to meet identified housing need with consideration of the following: affordable housing, older people housing and specialist accommodation, key worker housing, self/custom build plots, space standards, private rented/build-to-rent schemes and community-led housing.

5 (a) Quantum, density, and mix

640. Policy H/8 states that average housing densities will be required to achieve an average net density of 40 dwellings per hectare (dph) in urban extensions to Cambridge and in new settlements. This net density may vary from the above where justified by the character of the locality, the scale of the development, or other local circumstances.
641. Policy H/9 requires a wide choice, type and mix of housing to be provided to meet the needs of different groups in the community. An appropriate mix of market housing is set out in the policy which gives a target of at least 30% 1- or 2-bedroom homes, at least 30% 3-bedroom homes, and at least 30% 4-bedroom homes. This policy relates to any development, but on a development of this scale, this mix may not be appropriate in all locations, for example the mix in the higher density areas may be skewed towards 1- and 2-bedroom apartments and in the lower density areas to larger homes.
642. This is further developed within the SPD (table 6, page 68), with a specific section assessing how the suggested housing mix established in Section

2 of Policy H/9 and reinforced by Policy SS/6 (8a) can be achieved, and at what density.

643. The application for this part of the new town is for up to 4,500 dwellings, and it is for the applicant to demonstrate in the submitted plans and accompanying documents that this can be achieved at an appropriate density and mix. The applicant, in page 176 of the DAS, has demonstrated through capacity testing, how up to 4,500 dwellings can appropriately be delivered on the site.
644. The new town is expected to be developed at least to 40 dwellings per hectare, to make the most efficient use of land in this sustainable location. The development would exceed this density requirement across the application site (at approximately 45 dph) with opportunities for a range of both high- and low-density housing to be delivered.
645. Elsewhere in this report, reference is made to NPPF paragraphs 122 (c) and 123 (a). These paragraphs set out the government's approach to housing density and require new development to produce significant uplifts in residential density in areas that are well served by public transport. This has to consider the availability and capacity of infrastructure and the scope to promote sustainable travel modes that limit future car use.
646. Objections have been made to the application on the basis of there being too much housing when added to the 6,500 dwellings in the U&C application (totalling together 11,000 dwellings) compared to the SS/6 allocation which states the new town should deliver approximately 8-9,000 dwellings, and that the density and scale are inappropriate. However, as stated elsewhere in the report (see section 2a), the applicant has submitted evidence to satisfy officers to say that up to 4,500 dwellings can be delivered on the site together with all the necessary infrastructure and open space.
647. An indicative housing mix will be required at each phase of the development to guide reserved matters parcels. Each phase would need to have regard to the cumulative housing mix across the application site and the need for specialist accommodation such as for disabled and elderly persons in accordance with Policy H/9. A condition is recommended which will require that when each residential parcel comes forward it will need to be accompanied by a statement demonstrating how it accords with the agreed indicative housing mix and delivery strategy for that phase or, if justified, why it deviates from that mix and strategy, for example if there is a change in market conditions.

Conclusion

648. Based on the above assessment and recommended conditions, it is considered that up to 4,500 dwellings can be delivered on the site at an appropriate density and mix, together with all the necessary infrastructure and open space.

5 (b) Affordable housing

649. Local Plan Policy H/10 requires the delivery of 40% of the dwellings on any development site to be provided as affordable homes on any site of 11 dwellings or more except where it can be demonstrated to be unviable in light of changing market conditions or individual site circumstances and development costs. In such a case a revised mix of affordable house types and tenures and then a lower level of affordable housing provision may have to be negotiated. This will be subject to a viability assessment. This requirement for flexibility is set out in paragraph 2d of Policy H/10.

650. The applicant has initially proposed in its Affordable Housing Statement that its initial intention is to deliver up to 40% affordable housing, subject to viability assessment. The developer has submitted a financial viability assessment that has looked at the costs to develop the scheme. This has concluded that to deliver a policy compliant level of affordable housing would make the scheme unviable.

651. The Council's financial viability consultant (Gerald Eve) has reviewed the applicant's viability assessment / financial review of the scheme considering its development costs and suggested section 106 financial contributions. Gerald Eve have concluded that the overall development costs are such that achieving 40% affordable homes on site would render the scheme financially unviable.

652. If the scheme were to be financially viable the review by the Council's consultant suggests that 30% of affordable housing could be achieved on a tenure split of

30% affordable rent.

30% shared ownership

20% Rent to buy.

20% Discount market sale

653. This breakdown is the same as the approved U&C site.

654. Details of the financial viability assessment are included towards the end of this report in section 9 and have been published on the Council's website separately, see also appendix M.

655. SCDC has recently published its Housing Strategy. This strategy sets out the current context for housing within South Cambridgeshire, highlighting new challenges and opportunities, and identifies emerging key themes.
656. Based on the results of the financial viability review work, a revised mix of affordable housing types and tenures has been explored in line with Policy H/10 (2d). This tenure mix reflects that which has been agreed on the adjacent U&C site.
657. Due to the obvious significant costs that will be associated with the initial opening up of the site and the delivery of essential infrastructure, it is a requirement for the Local Planning Authority to have regard to the need to be appropriately flexible in its requirements for affordable housing, particularly in the early phases of large schemes.
658. It is recommended that a minimum level of affordable housing (30 %) of the first phase of development should be accepted as a necessary means to allow for the initial commencement of development and opening of the site. To further facilitate the initial commencement of development, it is also recommended that the first 300 homes of that phase are developed as private market dwellings, with the affordable housing element of the first phase of development to begin to be delivered after this.

Affordable Housing Review Mechanism

659. A review mechanism is recommended within the section 106 agreement that would guarantee a minimum of 30% affordable housing across the whole of the site with the exact level of affordable housing to be set for each later phase of development based upon an appropriate assessment of the scheme's viability at that time. This would allow for any increase in the developer's returns from the site, above an agreed level, to be shared equally between the developer and the District Council to increase the amount of affordable housing. For this eastern part of the new town, it is considered that the first call on any review mechanism uplift would be for strategic transport contribution.
660. In agreeing the size of each Phase of development, consideration will be given to how the proposed scale of development within that Phase could allow the prevailing policy target of affordable housing level to be met. Specifically, the Council would have the ability to request a reduction in the size of a proposed Phase if it considered that it would be too large and could result in appropriately fixing the level of affordable housing below the prevailing policy target for a significant proportion of the development.
661. At the beginning of each Phase of development (or at any other agreed point in the development) a viability review would be carried out, the outcome of which would be the exact level and the tenure mix of affordable housing for that Phase.

662. There is clearly an element of risk to the Council in that the future exact level of affordable housing would be tied to the future success of the development and increased returns to the developer.
663. The adjacent U&C site has been approved with a minimum of 30% affordable homes, with the tenure split as follows –30% affordable rent / 30% shared ownership / 20% Rent to buy / 20% Discount market sale, and it is proposed that the same mix is approved here.

Conclusion

664. In summary, the proposed affordable housing provision would be below the current policy target of 40%, resulting from taking the significant infrastructure costs of the project and viability considerations into account. However, a suite of affordable housing options, and a total provision of a minimum of 30% on site affordable housing, are proposed to meet varying household incomes. This will help to facilitate a more diverse and balanced community in accordance with the social objectives of sustainable development set out in paragraph 8 of the NPPF. Furthermore, a review mechanism will be structured such that in each subsequent phase of development any uplift in values or cost savings can be captured and fed back into affordable housing provision (as well as strategic transport) in accordance with Policy H/10.

5 (c) Accessible housing and internal space standards

665. Policy H/9 requires 5% of both affordable and private new homes (split evenly between the two tenures) to be built to the M4 (2) standard (accessible and adaptable dwelling standard) or any successor document. This can be addressed by way of planning condition (see recommended condition 65).
666. Policy H/12 requires that all new residential units will only be permitted if the gross internal floor areas meet or exceed the Government's Technical Housing Standards – Nationally Described Space Standard (2015) or successor document. This level of detail would not be expected at outline planning stage and would be assessed at reserved matters stage. A planning condition is recommended to ensure this standard is implemented (see recommended condition 64)

5 (d) Community-led housing

667. Policy H/9 requires a wide choice, type and mix of housing to be provided to meet the needs of different groups of the community. Guiding Principle 10 of the Waterbeach New Town SPD supports measures to broaden the mix of housing types and delivery models. It advises that the Council is supportive in principle, subject to viability and deliverability, to working with a Community Land Trust (CLT) to support the provision of housing in the new town. Future opportunities for CLT involvement can be captured at each Phased approval stage where there is a requirement for the applicant to submit a Housing Delivery Statement.

5 (e) Gypsy and Traveller provision at New Communities

668. National Planning Policy for Traveller Sites (2015) requires Councils to maintain a five-year land supply of Travellers sites, in a similar way to housing, and identify deliverable sites to meet the needs to meet identified for the first five years. The Gypsy and Traveller Accommodation Assessment (2016) identified no need for Gypsy and Traveller pitches during the plan period, taking account of existing available supply. Provision is required for Travelling Show people and Policy H/20 makes safeguards for land use in this regard.
669. Policy H/21 requires that opportunities to deliver Gypsy and Traveller sites, where need is identified, will be sought as part of large-scale new communities and significant major development sites. Future opportunities for such sites can be captured at each phase approval stage when there is a requirement for the applicant to submit a Housing Delivery Statement

5 (f) Self and custom build

670. The delivery of self-build and custom-build housing is strongly supported by national policy and offers the opportunity for residents to be involved in the design and construction of their own homes. Local Plan Policy H/9 requires strategic sites to provide plots for self and custom builders, although no specific level of provision is specified for new development sites. Given the significant role the new town will play in delivering housing over the current and following Local Plan period, the development should in theory provide the opportunity to meet a high level of the district's self and custom build.
671. Although there are no forecasts for future demand for self and custom build in South Cambridgeshire, the Council does keep a current register of those seeking self or custom build plots. A target of up to 5% self and custom build has been applied elsewhere on large strategic sites and would equate to up to a significant number of self-build homes during the lifetime of this development. Whilst this would be a relatively ambitious target given the limited delivery of self and custom build elsewhere in the

district to date, it has the potential to meet unmet demand and contribute towards the aims and objectives of Policy H/9. Therefore, a cumulative target of up to 5% across the site is recommended to be secured within the Section 106 agreement along with a mechanism for marketing self/custom build plots.

Conclusion

672. In summary, the overall quantum and density of the development is considered to make best use of a sustainable site in accordance with Policies H/8 and SS/6 as well as NPPF paragraphs 122 and 123. The proposal includes an affordable housing review mechanism, a suite of affordable housing options and a total minimum provision of 30% on-site affordable housing. This would help meet the needs of varying household incomes in the area. It would also facilitate a more diverse and balanced community and ensure a financially viable and deliverable scheme in accordance with Policies H/9 and H/10.
673. Additionally, conditions are recommended to ensure accessible homes, residential space standards, and opportunities for Gypsy and Traveller sites, self/custom build sites and community-led housing are captured at each Phase approval stage, in accordance with Policies H/9, H/12 and H/21.

Section 6. Social & Community Infrastructure

Introduction

674. Policy SS/6 [8] requires that the development will provide a range of uses appropriate to a new town, including education, community services and facilities, health, and sports and leisure facilities. Broader policies in the Local Plan require large scale major developments to provide detailed assessments and strategies for community needs, which take account of capacity and accessibility at existing facilities in the locality (Policy SC/4). Community facilities and services to be provided include:
- a) Education
 - b) Community Meeting Places
 - c) Health Facilities
 - d) Libraries
 - e) Open Space, Productive Space, Children's Play Space and Sports Facilities

- f) Commercial Facilities Important to Community Life
 - g) Provision for Faith Groups
 - h) Provision for Burials
 - i) Provision for Waste and Recycling
 - j) Community Development Workers and Early Development Collaborative Support
 - k) Public Realm / Public Art
 - l) Outdoor Performance Space
675. Such facilities should be provided in accessible locations with opportunities sought for joint provision or co-location of compatible services and facilities. The timely delivery of services and facilities will be required, including consideration of early phase requirements of the development.
676. The applicant has submitted a section 106 Heads of Terms document setting out their strategy for meeting community needs. This is reflected in the earlier SCDC Services and Facilities Study (2014). Existing community facilities and activities are also located at the barracks site including a community room/museum, sports hall, squash, and tennis courts.
677. Clearly, capacity in many facilities in the existing village would not be enough to serve the population of the new town. There is a need to introduce new facilities that will serve both the new town and the village, such as a secondary school, as well as other facilities that will serve just the new town.
678. The development proposes a schedule of new community facilities and services to meet demand. Each of these will now be examined in turn with consideration for the delivery and timing of each in accordance with the requirements of Policy SC/4.

6 (a) Education

679. The applicant and the County Council, as the local education authority, agree that the scheme will require education provision on site, and this will be secured through a section 106 obligation for land and construction costs. The provision will be broken down into the following elements:

Early years and Primary schools

680. The whole of the new town will need five x 3 form entry (3FE), with potential to expand to 4FE if necessary, primary schools with early years facilities included as part of the provision. Some early years facilities may also be provided by others in multi-use community centres or in stand-alone buildings. Two of the five primary schools will be required on this eastern part of the development, funded by the provision of land and capital cost contributions. The total funding for these schools is listed in the section 106 heads of terms part of the report.
681. The delivery and timing of the primary schools will be based on the build out rates of the development and the projected child yield, as agreed with Cambridgeshire County Council.

Secondary school

682. The whole of the new town will require two 8FE secondary schools, with room for a potential 3FE expansion at the U&C secondary school, and this will be funded by the provision of land and capital cost contributions. One of the schools will be in the northern part of this part of the development. The County Council has questioned whether the location of this secondary school is in the right location, but also understands that there may be wider master planning reasons for its location.
683. As the other secondary school is proposed to be located in the U&C application site, in a central location within the proposed town centre, the secondary school in the RLW application site is proposed to be located away from the centre of the new town, adjacent to the Bannold Drove local centre, as indicated in the framework diagram shown in page 36 of the SPD. Its playing fields will be located towards the northern edge of the built-up area, and this will further reinforce a green and open northern edge to the proposed new town.
684. The funding for this school is also listed in the section 106 heads of terms part of the report.

Sixth form centre

685. The new town will also require a separate 400 place post-sixteen age group centre, and this will be in a separate location to the two proposed secondary schools, close to the relocated railway station. It will be funded by the provision of land and a pro-rata capital cost (estimated to be approximately 40% of the total cost) contribution. The total funding is also listed in the section 106 heads of terms part of the report. The proposed timing of this facility will be subject to review in the section 106

agreement, which will be undertaken no sooner than occupation of the 2,000th dwelling and no later than 3,500 dwellings.

Special educational needs

686. Land will also be needed to be safeguarded, and a pro-rata capital cost contribution required, for a school for children with Special Educational Needs (SEN).
687. The County Council requires a pro-rata contribution towards the provision of a 110 place special needs school located within the adjacent application site. A section 106 agreement will secure the land provision for this facility and a pro-rata capital cost contribution from each developer (U&C and RLW).

Conclusion

688. The County Council is supportive of the general location of the proposed education facilities shown on the revised Parameter Plan, although the precise locations and boundaries will need to be agreed at the detailed planning stage and prior to the transfer of the sites to the County Council. In terms of construction, the current County Council standard requires BREEAM 'Very Good', which can be secured in the appropriate Phase sustainability statement.

6 (b) Community Meeting Places

689. Policy SC/6 requires that all housing developments will contribute towards the provision of indoor community facilities to meet the needs generated by the development. Contributions will be based upon a standard of 111 square metres of floor space per 1000 population. The section 106 heads of terms requires that the developer provide the land and the delivery of three multi-purpose community buildings for this part of the new town.
690. The Council has requested that land and capital funding is provided for the construction of two large multi-purpose community centres (MpCC) to be delivered to an agreed specification.

6 (c) Health facilities

691. Policy SC/4 requires that all housing developments contribute towards the provision of health facilities to meet the needs of that development.

Several concerns have been raised in relation to whether there is capacity at the existing Waterbeach GP surgery to cope with the demands of the new town. The new town will need to provide new healthcare provision both as an interim, early solution and as a permanent new facility on the site.

692. The interim health facility is proposed to be provided within either an existing or new building in Phase 1 of the adjacent U&C development. A financial contribution will be sought from this development to contribute to this interim facility, which will be required to be delivered prior to the occupation of 250 dwellings on the U&C site.
693. The NHS has stated that a new primary health facility will be required on the site to serve the whole of the new town in the long term. This will replace the interim healthcare provision in Phase 1 of the U&C site and require land within the town centre to be set aside, as well as financial contributions from both developments towards its construction. The NHS requires a facility with a footprint of 1,180 square metres, which can be built in phases to meet increased demands from the development.
694. Other healthcare facilities such as pharmacies and dental surgeries have not been sought by the NHS and would be delivered privately within the proposed town centre and/ or other local centres.

6 (d) Library

695. The County Council's library service has sought interim provision to cover the early stages of the development, with a permanent hub library (1050 square metres minimum floor size) to be provided later in a community building serving the whole site. The location, timing, contributions, and arrangements for delivering this facility will be secured through the section 106.

6 (e) Open Space, Productive Space, Children's Play Space and Sports Facilities

696. Policies SC/6 and SC/7 require all housing developments to contribute towards indoor community facilities and outdoor playing space (including children's play space, formal outdoor sports facilities) and informal open space. There is a minimum but no maximum standard for this provision. This is reinforced by the NPPF, which highlights the importance that access to open space has to the health and wellbeing of a community.
697. Concern has been expressed over the location of the proposed open space, and the potential impact the location of the facilities will have on the existing village playing fields and recreation ground.

698. The provision of open space and playing fields will be required to be delivered in phases alongside the delivery of houses. The distance from the southernmost extent of the new development to the existing recreation ground in the village is about 1.25 kilometres, using Cody Road and Back Lane. The village green and the playing fields on the existing primary school are also along that route.
699. The distance from the southern limit of the proposed development to the playing fields at the northern end of the proposed development is about 1.5km, using the Bannold Drove bridleway. Along this 1.5km route there will be many other areas of open space that can be used for informal play and other formal play, as well as the other areas of open space that are provided within the adjacent U&C site.
700. Taking these factors into account it is considered that there will be a wide range of open space provided within the site at appropriate locations within and adjacent to this site, with a limited effect on the existing facilities in the village. Also, for residents of the northern part of the existing village, these new facilities provided throughout the proposed development may be more accessible to them than the existing facilities at the southern end of the existing village.
701. The development is proposing 20 hectares of formal outdoor sports provision; 5 hectares of children's play space; 5 hectares of informal open space; and 5 hectares of allotment/community orchards space. These have been calculated in accordance with the standards set out in the Local Plan. The precise details of the open space facilities will be defined through future Phase submissions, which will include design codes and reserved matters applications. Land that will be required for surface water drainage purposes will not count towards this calculation.
702. The delivery of specific sports infrastructure and strategic open spaces will be secured through the section 106 agreement in line with the future phasing of the development. There will need to be coordination of the delivery of sports and community facilities between the two parts of the development, and this will be assisted through the Project Delivery Group - a body responsible for advising on comprehensive development between the developers of the two halves of the new town. Establishing this strategic overview will also ensure that there is no unnecessary duplication of facilities through the development of the new town.

6 (f) Commercial Facilities Important to Community Life

703. Policy SC/4 requires development to meet community needs and ensure the delivery of commercial facilities important to community life. This includes facilities such as childcare nurseries, local shops, restaurants, cafes, and public houses. These all play an important role in community life and the submitted 'Development Specification' provides for these land

uses. Such uses are only likely to come forward in response to market demand. In other large settlements in the area, land availability for childcare provision has been either limited or non-existent, leading to unsustainable travel movements away from the site and difficulty for residents in accessing childcare provision. To address this, a condition is recommended to ensure that a strategy is submitted and agreed at each Phase for the appropriate marketing of land/units for potential childcare providers.

704. Policy SS/6 (8d) requires that the development includes a town centre, supported by three local centres. This will be required to ensure that services and facilities are accessible to residents. Two of these local centres are located within the RLW part of the development, at the Station Quarter and on Bannold Drove. The town centre and local centres will be expected to provide a substantial amount of comparison and convenience / food shopping facilities for the future residents of the new town. The applicant has calculated (see the Town Centre Uses Assessment) that 90% of the generated spending on convenience / food shopping will be retained at shops in the new town, and 25% of the comparison goods shopping (see page 15 of the town centre uses assessment).
705. The precise details of the retail and other facilities will be defined through future phased submissions. This will include the use of design codes and in reserved matters applications. The delivery of facilities will be secured through a section 106 agreement in line with agreed triggers.
706. It will not be appropriate to use section 106 triggers to deliver commercial facilities. These will be delivered by commercial operators when there is enough demand.

6 (g) Provision for faith groups

707. Policy SC/4 requires developments to provide services and facilities necessary to meet the needs of different faith groups. There are no minimum standards set out in the policy, but the Council's Infrastructure Delivery Study 2015 provides a guide of 500 square metres per 3,000 dwellings, and the Development Specification comprises up to 9,000 square metres of community uses (Class D1) to include places of worship, which would easily meet the standards set out in this guide.
708. At this stage it is not known what level of faith provision is required by the new community or of what type and specification. Consequently, it is considered appropriate to allow faith uses/buildings to come forward naturally over time, as sites become available within the new town. In the interim, provision for faith groups will be made within the community centres, and this is tabled in the draft section 106 Heads of Terms. A condition is recommended to ensure that a strategy is submitted and

agreed at each Phase for the appropriate marketing of land/units for potential faith groups to meet the objectives of Policy SC/4.

6 (h) Provision for Burials

709. Policy SC/4 requires developments to include provision for burial space. Planning permission has been granted and implemented for the enlargement of the existing cemetery (ref. S/2770/16/FL) which is located adjacent to the existing barracks entrance.

6 (i) Provision for Waste and Recycling

710. Policy SC/4 requires developments to include provision for waste & recycling. This is covered separately in the environmental impacts section of this committee report titled 'Sustainable Construction and design.'

6 (j) Community Development Workers and Early Development Collaborative Support

711. Policy SS/6(14) requires the new town proposals to include measures to assist the development of a new community, such as through community development workers.
712. The submitted section 106 Heads of Terms includes a financial contribution towards a community development worker for 10 years, which has been reviewed and accepted by SCDC's community development officer. This cost is expected to be shared with the adjoining owner with relevant pro-rata provisions set out within the SECTION 106 agreements.
713. Further financial contributions will be made towards early collaborative support, as per the request of Cambridgeshire County Council. This contribution is based on evidence from other developments in the County. These show that new communities tend to have higher needs which will escalate quicker than in more established communities placing significant pressure on intensive public sector services. Much of the research into new towns have established clear links between loneliness, poor mental health, and antisocial behaviour with a lack of community cohesion and social networks at early stages of development of such places. A section 106 contribution is sought to mitigate these impacts through the funding of a variety of professionals based on the ground whose work goes beyond a traditional community development worker.
714. Depending on need this could be through the work of family workers, school liaison officers, adult learning courses, public health campaigns and commissioned services, traditional community development workers,

housing association support, faith provision, community led-support groups & GP services. These various professionals and organisations (including voluntary and community) will help the community create a mechanism to build social capital. This will in turn will lead to better mental and physical health, higher educational attainment, better chances of employment and lower crime. If the anticipated need of the Community does not transpire within 10 years of the first occupancy many elements of the funding outlined will not be required and therefore should not be drawn down.

715. Subject to the proposed section 106 contributions, the development is considered to accord with Policy SS/6 (14).

6 (k) Public Realm / Public Art

716. Policy HQ/2 states that the Council will encourage the provision or commissioning of public art that is integrated into the design of development as a means of enhancing the quality of development proposals. The provision of public art must involve the local community and could be community-led.
717. The provision of quality visual arts and crafts as part of new developments can bring social, cultural, environmental, educational, and economic benefits, both to new development and the local community. Given the aims of Policy HQ/2 and the afore-mentioned community benefits related to public art, it is considered appropriate to apply a condition seeking a public art strategy at design code stage, along with a public art delivery plan at reserved matters stage.

Governance

718. Policy SC/4 para 9.17 recognises that the dual use of sports facilities and community spaces by the local community and the school population in village colleges is a successful part of the way of life in South Cambridgeshire that should be continued in new schools. Such sharing of facilities can assist in ensuring that a wider range of services is available to a community. The section 106 Heads of Terms includes measures to seek and agree community access agreements at each of the schools to benefit community development in the new town.
719. Overall, within the new town there should be consideration given to community-led development and the management of community uses so that they can be retained for the benefit of the community in the long term, as advised by the SPD. Such provisions are recommended to be included in the section 106 agreement.

Other community issues – crime and emergency services

- 720. Concern has been raised during the consultation period in relation to how crime will be addressed in the new town and if new facilities for emergency services will be provided.
- 721. Designing out crime and creating an environment for people that is, and feels safe, is an objective of Policy HQ/1 (Design Principles). This would be addressed at detailed design stage and through design coding.
- 722. No formal request has been made from any of the emergency services (police, ambulance, or fire services) requiring new facilities at the new town, although such uses could come forward over time. A new police station is being proposed at land to the south of the new town in Milton, just over 5 km to the south of the proposed new town.

Conclusion

- 723. Subject to recommended conditions and the section 106 legal obligation, the development accords with the social and community objectives of Policy SS/6 and SC/4. It provides a range of uses appropriate to the new town, including community services and facilities, as well as measures to assist the development of the new community and the involvement of existing stakeholders.

Section 7. Environmental Considerations

7 (a) Air Quality, Dust and Odour

- 724. One of the objectives of Policy SS/5 [9f] is to ensure that the new town has no significant adverse impact on local air quality and/or mitigates as necessary with a Low Emissions Scheme. This is supported by Local Plan Policies SC/12 Air Quality and SC/14 Odour.
- 725. Appendix 9.1 of the ES provides an air quality assessment with an analysis of the likely effects of the proposed development on air quality during the construction and operational phases of the development. The potential impacts would include nuisance, loss of amenity and health impacts caused by construction dust and changes in traffic related pollution. This is reinforced in the Health Impact Assessment (HIA) submitted with the application.

Air quality (road traffic, construction traffic and energy centres)

726. The submitted Travel Plan (TP) provide a package of measures to help specifically mitigate the transport emissions impacts of the development as well as reduce car usage. This would be achieved through sustainable transport measures, incentives and supporting infrastructure discussed in the transport chapter of this committee report. This objective will be supported by an appointed Travel Plan coordinator, monitoring plan and provision of contingency measures to be agreed. Provision is also made for electric vehicle charging facilities for both residential and commercial properties across the site. The principle of these strategies is agreed by the Council's air quality officer and implementation of the proposed measures contained within the travel plan can be conditioned.
727. Emissions from the energy centre equipment would be controlled by the requirements of the Medium Combustion Plant Directive (EU 2015/2193) and appropriate stack heights would be selected to adequately disperse emissions. The exact equipment to be installed is unknown at present and would be fully assessed at detailed planning stage with relevant safeguarding conditions in relation to emissions and air quality.
728. The Council's air quality officer recommends a planning condition to set emissions limits for all proposed combined heat & power (CHPs) and boilers. This can be agreed at detailed design stage.

Dust

729. Chapter 9 of the ES explains that the main cause of unmitigated dust generation from construction sites is from demolition and vehicles using unpaved haul roads, and off-site from the suspension of dust from mud deposited on local roads by construction traffic. Given the large scale of construction on the site there is a high potential for dust emission and therefore appropriate mitigation is required through a Construction Environmental Management Plan (CEMP) condition, as agreed by the Council's environmental health officer. The air quality officer recommends construction dust monitoring to be undertaken during the construction period.
730. The CEMP would incorporate measures to limit dust and particulate matter generated during the construction of the proposed development, and therefore no significant effects on air quality are predicted. An assessment has been carried out to determine the impact of odour from the existing sewage works on the site. Although the sewage works will be relocated in due course, while it is still operational it will have an impact on the proposed development. For the impact of odour from the existing sewage works to be considered negligible or slight on highly sensitive uses such as schools and houses, development would need to be located

at least 400-500 metres away from the sewage works. The submitted HIA predicts a short-term temporary minor adverse health impact of low intensity, which will disappear once the sewage works are relocated, and this is accepted.

Conclusion

731. Based on the above assessment and recommended conditions, there are no objections to the impact of the development due to noise, dust, or odour, subject to addressing issues at later detailed design stage relating to:
- a) Construction noise – to be addressed by a site-wide phasing plan and Construction Environmental Management Plan
 - b) Noise impact of the Fen Line Railway and primary routes through the site – to be addressed through consideration of mitigation, layout, orientation of sensitive rooms etc.
 - c) Operational noise impact – non-residential uses. Whilst detailed design information with regards to the layout and composition of the proposed development (with regard to non-residential mixed-use classes) is not available at this outline stage, particular consideration needs to be given towards the prevention of nuisance that may be caused by incompatible land uses, such as commercial and residential properties being in close proximity.
 - d) Odour - The application is close to the existing Wastewater Recycling centre (WRC), however it is known that this will be relocated in due course. It is not yet known where the new WRC will be relocated, but its siting will be dependent on being located away from existing and future residential properties.

7 (b) Archaeology and Heritage

732. Chapter 5 of the ES provides an assessment of the potential impacts of the proposed development in relation to Archaeology and Cultural Heritage, in the context of national planning policy and guidance, local planning policy, legislation and consultation with statutory and non-statutory consultees.
733. The assessment has considered the potential effects of the construction and operational phases on heritage assets both within the Site and within a 1.5km Study Area from the site boundary.

734. One of the objectives of Policy SS/5 [9c and 9d] is to ensure that the new town conserves and enhances the significance of Denny Abbey, and that the development includes an assessment, conservation and enhancement of other heritage assets as appropriate to their significance.
735. Local Planning Authorities have a statutory duty under Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving a listed building, or its setting, or any features of special architectural or historical interest it possess when considering planning applications. The proposals have been assessed having regard to this duty and as further set out below.

Denny Abbey

736. There are no designated heritage assets within the application site boundary. However, Scheduled Monuments are located within 2km of the application site, at: Denny Abbey (less than 0.5 km to the north), the site of Waterbeach Abbey (to the south) and Car Dyke (immediately to the west of the U&C site). There are five listed buildings (all Grade II) to the north and west but outside the Scheduled Denny Abbey area. The Farmland Museum is located next to the Abbey. The Farmland Museum is an independent charitable museum and manages Denny Abbey on behalf of English Heritage.
737. The partial remains of two raised causeways which formed the historic access routes to Denny Abbey from the village and Cambridge are located within the site. These are symbolic of the link from the village to the Abbey.
738. There are other non-designated heritage assets within 2km of the site including the Waterbeach Conservation Area.
739. Policy SS/6 [1b] requires the SPD to set out a spatial framework having regard to maintaining an appropriate setting for Denny Abbey. The plans show the northern boundary of the built development area to reflect the SPD spatial framework, establishing an open, green buffer ('Northern Park') to the south of Denny Abbey, consistent with comments received from Historic England. Tree planting, planted within the buffer in the first available season after the commencement of works, would eventually filter views, allowing for the protection of key views towards the Abbey, whilst creating appropriate screening of views of the new town from the Abbey in accordance with SS/6 [9b and 9c].
740. Paragraph 193 of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective

of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

741. The Environmental Statement chapter 6 concludes that the distance and separation of these sites from the proposed development would rule out any significant effects from construction activities or built development. This is agreed.
742. Objections have been raised by both English Heritage and Historic England with regards to the impact of the development on the setting of Denny Abbey. English Heritage's concerns are mostly connected to mitigating the impact of increased visitor pressure from the future residents of the new town. This can be addressed by section 106 contributions for Denny Abbey. The northern limits to the built form have however been already previously agreed with Historic England through the local plan allocation process. The approved SPD indicates where the significant amount of open space is to be located.
743. When viewed to and from the setting of Denny Abbey, the visual impact of the development would be mitigated by:
- a) the distance (approximately 800 metres) between Denny Abbey and the northern development boundary; and
 - b) the provision of an extensive green buffer and tree planting to the Northern Park; and
 - c) restricted building heights (2 storey) to the northern edge of the site shown in the Parameter Plan.
744. It is considered that the proposed development will lead to less than substantial harm to the significance of Denny Abbey. The exact form and scale of development along this northern boundary of the site would be controlled through subsequent stages of the planning process, and further reinforced by design codes. On this basis, the proposal would mitigate any impact to the setting of Denny Abbey and the significant public benefits of the development (summarised at the end of this report) are considered to outweigh any harm to the setting of this heritage asset in this instance, in accordance with paragraph 196 of the NPPF.
745. Proposed playing fields will also be screened by tree planting and there will be no floodlighting.
746. The Farmland Museum has commented on the application, and has suggested that links from the development to Denny Abbey, the Abbey buildings and the Farmland Museum should not only be 'explored' as set out in the application but actively 'established', if possible be using the line of historic routes to add to the sense of continuity with the past. It is very important that the Abbey and the museum can easily be accessed on

bike, or on foot or horseback. Design principles stating 'potential' links do not actually commit to providing these links.

747. The applicant will retain the concrete track that enters the site in the NW corner from Denny Abbey Farm. This is currently used as an access for farm vehicles from the farm and could be used to access the Abbey as a public right of way. The applicant, as stated in Design Principle FP10, is prepared to provide the connections as far as the Fenland Parks with the further connections into Denny Abbey provided by others, presumably the farmer.
748. The neighbouring U&C application has retained the route of the causeway within their application site up to their boundary with the adjacent farmland to the north. The causeway continues from the boundary of the site to the Abbey, but the route north of the site boundary is not a public right of way and people will not be able to access the Abbey directly from the new town using this route.
749. The development is left with the proposal for two separate footpath accesses that lead to Denny Abbey and the Farmland Museum, neither of which make the final connection. A planning condition is proposed that requires the provision of a footpath / cycle link to connect the Abbey and the Farmland museum.
750. The Farmland Museum have also commented that particular care to protect views out from Denny Abbey are emphasised in the Design and Access Statement, and particular care will need to be taken to ensure that the view east from the upstairs window of the Abbey building (known as the Countess of Pembroke's Room) is protected, and that any landscape screening hides any manicured areas used for sport.
751. The view east from the Abbey will be protected by landscaped screening that reflects the fen edge landscape character area, as captured in Design Principle FP6.

Surrounding listed buildings, structures, and conservation areas

752. There are five listed buildings (all Grade II) to the north and west of the site (outside the Scheduled Denny Abbey area) including Landbeach Parish Church (Grade I). Listed milestones and Denny Abbey gate piers are located along the A10 and conservation areas can be found with Landbeach and Waterbeach villages.
753. As mentioned in the ES Chapter 6, most of the impacts on the above listed buildings or structures would be successfully mitigated by the location of strategic open space and limited building heights set out in the revised parameter plans, the distance and separation to the development site and/or intervening screening and planting.

754. Views of the development from the Waterbeach Conservation Area boundary to the proposed development are unlikely, given the 500 metres distance from the southernmost part of the proposal to the northernmost part of the village conservation area, with buildings comprising the newer northern part of the village situated between them. The immediate setting of the northern boundary of the village conservation area has already changed significantly given the extent of development that has already been undertaken immediately surrounding the conservation area boundary, along Denny End Road from the west, and Bannold Road to the east. It is over 900 metres from the southernmost part of the development site to the village green and it is unlikely that any part of the new town will be visible from here.
755. Impacts on any archaeological remains that are currently undiscovered may occur during the construction phase of the development.
756. A programme of archaeological evaluation will identify any yet significant undiscovered remains as well as those identified above and allow for any effects upon them to be mitigated by avoidance and preservation in situ where possible, or otherwise by excavation or recording. A written scheme of investigation will be secured by planning condition.
757. The County Council has commented that further information regarding the character, extent and significance of heritage assets of archaeological importance within the application area is required to inform a planning decision, disagrees with the conclusion that there is a low risk of potential effects on known heritage assets of low sensitivity within the site, and recommends that the site is subject to field evaluation through trial trenching.
758. The retention of open space at the main entrance to the former barracks site, together with the maximum two storey height for new buildings proposed along the southern boundary of the site backing onto the former barracks houses on Capper Road, will also maintain the identity and character of the existing village.

Existing built heritage assets on site

759. The farm building known as 'New Buildings' is the only existing building structure within the site, located along the boundary with the adjacent U&C site. The applicant has proposed to retain this building and convert it to new uses. Its retention will be secured through planning condition.

Archaeology and other heritage assets on site

760. The applicant has provided an assessment of the potential effects of the development on existing or potential other heritage assets on the site as well as a geophysical survey. These assets include the following-
761. Halls Farm (HA1) – site of a post medieval farm which may well contain below ground evidence of the former farm, which would add to the understanding of post enclosure settlement patterns.
762. Earthwork field boundaries (HA3 and HA4) – of unknown and medieval date are also located within the site. They could potentially be of high importance if they have an association with Denny Abbey.
763. Five post medieval structures identified from historic mapping (HA6-10) – if any below ground structures remain, they will have a degree of archaeological interest.
764. Paragraph 189 of the NPPF requires that on sites where development has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation. The applicant has submitted an appropriate desk-based assessment and will be required to undertake field evaluation together with a written scheme of investigation. This will be secured by planning condition. On a development of this size this will be undertaken in a phased manner. The field evaluation will be able to identify any significant undiscovered remains as well as those identified in the Environmental Statement and allow for any effects upon them to be mitigated by avoidance and preservation in situ where possible, or otherwise by excavation or recording.
765. A planning condition and section 106 agreement will also require the developer to include a programme of interpretation, public outreach and community engagement, and provide funds to ensure that any finds are permanently exhibited in a publicly accessible building in the new town.

Conclusion

766. Based on the above assessment and the submitted ES Chapter 5, together with recommended conditions, the development is considered to accord with cultural heritage objectives set out in Local Plan policies, the Waterbeach new town SPD, the Planning (Listed Buildings and Conservation Areas) Act 1990, and section 16 of the NPPF.

7 (c) Biodiversity

Introduction

767. Policy NH/4 states that development proposals will be permitted where the primary objective is to conserve or enhance biodiversity. Opportunities should be taken to achieve positive biodiversity gain through the form and design of development. Applicants will be expected to provide an adequate level of survey information and site assessment to establish the extent of biodiversity impact. Development proposals will be expected to include measures that maintain and enhance important features and appropriately incorporate them within any development of the site.
768. Alongside this, Policy NH/6 encourages proposals which create new green infrastructure and enhance the public enjoyment of it. All new developments will be required to contribute towards the enhancement of the green infrastructure network within the district.
769. Specifically, the new town is required under Policy SS/6 to provide a high degree of connectivity to existing corridors and networks. It is required to create and retain woods, hedges, and water features which would contribute to the character and amenity of the town and help preserve and enhance the setting of Denny Abbey. This will be managed to enhance its ecological value. The multifunctional value of spaces will need to be considered, for example for its amenity, landscape, biodiversity, recreation, and drainage. SS/6 also states that land outside the Major Development Site can provide other associated uses and mitigation including drainage, habitat compensation and informal open space.
770. Pages 53-57 of the SPD guide the delivery of a green infrastructure network within the new town. This will need to respond to the site's existing natural and man-made assets as well as delivering integrated benefits for biodiversity, flood prevention, climate change adaption, play, movement and health and wellbeing. Strategic landscape areas are set out in the SPD spatial framework at the following locations in the application site:
- a) North park (Denny Abbey buffer zone)
 - b) Snake Pit area
 - c) Bannold Drove
 - d) Fenland edge
771. Guidance is also contained within the SPD (page 56) on the provision of strategic green corridors. The purpose of these corridors is to connect strategic open spaces within the new town and with the surrounding countryside. These perform several functions including safeguarding and enhancing ecological corridors.

772. Chapter 6 of the Environmental Statement provides an assessment of the potential impacts of the proposed development in relation to ecology and nature conservation. The chapter presents an assessment of the impact of the proposed development on the baseline conditions of the site and the wider setting.
773. An assessment on Ecology and Nature Conservation has been undertaken in the context of national planning policy and guidance, local planning policy, UK wildlife and animal welfare legislation, and consultation with Natural England and SCDC. It follows good practice guidelines published by the Chartered Institute of Ecology and Environmental Management (CIEEM, 2016). Mitigation measures are presented and discussed to minimise the impacts of the development. This has been accepted.

Existing site biodiversity

774. To understand the existing site biodiversity, the applicant has carried out desk studies and site visits for the purpose of surveying the site. Phase 1 habitat data was collected via a survey of the site. Protected species and botanical information for the site was obtained through a series of field surveys.
775. The ecological assessments conclude that the site supports or has the potential to support several protected and notable species. These include bats, breeding birds, overwintering birds, reptiles, great crested newt, water vole, badger, brown hare, common toad, and invertebrates. Some of the fields on the site are moderately species rich, and one of the hedgerows on the site is important under the Hedgerow Regulations 1997. The hedgerows on the site provide important ecological networks. Mature trees on site also provide roosting and nesting birds and are likely to support roosting bat species. Wide grassland margins of good semi-improved grassland also exist within the site and provide habitat of value to various farmland birds and brown hare. The ditches also provide important ecological networks.
776. The ES confirms that there are no statutory designations on the application site relating to biodiversity. Such designated sites are located at Wicken Fen (SAC/SSSI and NNR), Cam Washes (SSSI), Stow Cum Quy Fen (SSSI) and Upware North Pit (SSSI). Their approximate distance to the site is as follows-
- a) Wicken Fen – 3.5 kilometres north east of site
 - b) Cam Washes – within 2 kilometres north east of site
 - c) Stow Cum Quy Fen – 3 kilometres south east of site

- d) Other non-statutory designated sites (County Wildlife Sites) are located as follows:
- e) River Cam – just over 500 metres east of the site
- f) Beach Ditch and Engine Drain – 2 kilometres to the west of the site
- g) Landbeach Pits Willow Wood – 2 kilometres to the west of the site

Impact, mitigation, and enhancement

- 777. Paragraph 170 of the NPPF requires planning decisions to minimise impacts on and provide net gains in biodiversity including the establishment of coherent ecological networks. This objective is also reflected in Local Plan Policy NH/4 Biodiversity.
- 778. The Council's ecologist is in general agreement with the amendments to the ES in relation to the cumulative impact of the development, the provision of species mitigation, updated information regarding designated sites, County Wildlife Sites and Local Nature Reserves, and also the updated information regarding the farmland bird mitigation areas.
- 779. This will be subject to planning conditions requiring a Construction Ecological Management Plan (or similar), an Ecological Design Strategy or Landscape Ecological Management Plan (or similar), and a requirement for Biodiversity Net Gain of a minimum of 10%.

Wicken Fen

- 780. The National Trust are pleased to see that consideration has been given to the potential impact of visitors to Wicken Fen and welcomes the proposals for Fenland Park. However, they are still concerned that this will not provide enough of a basis for concluding that there will be no significant impact on land acquired by the National Trust as part of its Wicken Fen Vision. They are also concerned that the development does not provide appropriate provision for offsite green infrastructure. This is reinforced by comments from Natural England, who are particularly concerned that the impact of the development on Wicken Fen and the Cam Washes SSSIs cannot be assessed without further information regarding the recreational pressure / disturbance impacts and the identification of any appropriate measure to mitigate any potential impacts.
- 781. It is approximately 10 kilometres to Wicken Fen by foot (starting from the Denny Road access lane) on official public rights of way, a route largely constrained by available crossings over the River Cam. As such, most

potential visitors from the new town will be via car. Parking availability at Wicken Fen is chargeable for non-members, as is entry. The closest available official parking for Wicken Fen to the Denny End Road access point of the application site is approximately 18 kilometres (less than 20 minutes' drive) away; since this car park is limited in size, the number of visitors will continue to be constrained by the size of this car park, as is the current situation.

782. Notwithstanding this, the National Trust submitted a planning application to East Cambridgeshire District Council in 2015 to increase the size of the car park at Wicken Fen by 38%, to 288 spaces. The justification for this was to increase visitor numbers to help generate income for the National Trust. Visitor numbers increased from 56,000 in 2014/5 to 65,000 in 2016/7. This suggests that the National Trust is happy to encourage more visitors to Wicken Fen.
783. Importantly, the proposed development, together with the U&C development, aims to meet its own recreational needs with over 40% of the land use at the application site being offered as open space, including formal and informal recreation areas. This will include lake side amenities, sports pitches, formal parks, trails, and cycle paths integrated within nature conservation corridors (e.g. the western boundary) and the northern habitat area. It is therefore highly likely that most new residents in the development will predominately use on site facilities on a regular basis, such as recreation, general exercise, and dog walking, rather than relying on Wicken Fen.
784. It is noted that the National Trust already manages surrounding access to areas sensitive to footfall and is developing a long-term plan to overcome the existing management challenge of removing visitor pressure from the SSSI to areas of lower sensitivity within the wider Fen Vision area. The National Trust is therefore dependent on attracting revenue to support further land acquisition and management, and the additional patronage from the development would support this.
785. Notwithstanding the concerns of the National Trust and Natural England, the applicant has submitted amendments to the Design and Access Statement that show on pages 144 – 145 a selection of possible recreation walking routes from within the application site that make use of the proposed open space network within the new town.
786. While welcoming these amendments, it is considered that encouraging future residents of the new town to leave the perimeter of the town and utilise an improved network of footpaths and cycleways towards the southern part of the Wicken Fen vision area would also be necessary. This would need to be accompanied by an improved network of signage and wayfinding, to be secured by planning condition / section 106 agreement. This approach has the support of the National Trust. It will fall within the remit of the community development officer job description to

monitor how new residents are using these routes. This will be secured within the section 106 agreement.

Conclusion

787. Based on the above assessment and the submitted ES Chapter 6, and subject to appropriate planning conditions and s106 agreement, the development is considered to accord with environmental objectives relating to biodiversity in accordance with section 16 of the NPPF, Local Plan Policies SS/6 and NH/4, and the Waterbeach new town SPD.

7 (d) Land contamination

788. Local Plan Policies SS/6 (15a&b) and SC/11 Contaminated Land require developers to undertake site wide investigation and assessment of land contamination to ensure that the land is suitable for the proposed end use and will not present a risk to the environment.

789. The applicant has submitted an assessment of ground conditions in Chapter 10 of the ES. These have been assessed in relation to geology and hydrogeology, together with information on potential contamination sources arising from former and existing uses of the site. The investigations have identified potential sources of contamination associated with existing land uses including the existing water recycling centre, pesticides used on the agricultural land, and ground gas associated with the presence of localised peat deposits. Off-site potential contaminant sources include the railway line (including heavy metals and hydrocarbons), the disused airfield (including hydrocarbons, volatile and semi volatile organic compounds, and unexploded ordnance).

790. Both the construction stage and post-completion stage would, if not mitigated, give rise to adverse effects ranging from minor to major level of significance. A range of mitigation measures are proposed to be implemented throughout the construction of the scheme. This includes further detailed ground investigations and risk assessment (including unexploded ordnance). It also includes the implementation of measures through Construction Environmental Management Plans (CEMPs), and the potential for the re-use of excavated minerals.

791. Post-mitigation residual impacts are judged to reduce to 'negligible' for several issues. Locally, where contamination is present in the soil and groundwater, remediation work implemented ahead of development would result in improvements to soil, groundwater, and surface water quality both on site and locally, resulting in localised beneficial effects. All remediation works can be addressed by planning condition along with the

recommendations of the Council's contamination officer regarding a site-wide strategy to deal with UXOs.

Conclusion

792. Based on the above assessment and the submitted ES Chapter 10 the development is considered to accord with environmental objectives relating to land contamination in accordance with Local Plan Policies SS/6 and SC/11.

7 (e) Drainage and Flooding

Surface Water

793. Paragraph 163 of the NPPF advises that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere.
794. Policy SS/6 (13c) requires the new town to ensure the provision, management, and on-going maintenance of sustainable surface water drainage measures. This is to control the risk of flooding on site and which will reduce the risk of flooding to areas downstream or upstream of the development. This is reinforced in Policy CC/8 (a).
795. Policy CC/9 (d) requires that any development proposal demonstrates that there will be no increase to flood risk elsewhere. This policy also requires that opportunities to reduce flood risk elsewhere have been explored and taken where appropriate. This includes limiting the discharge of surface water (post development volume and peak rate) to natural greenfield rates or lower.
796. Policy CC/9 also states that to minimise flood risk, development will only be permitted where the sequential test and exception tests established by the NPPF demonstrate the development is acceptable (where required).
797. The SPD states that any flood mitigation should 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.
798. The SPD states that any development on the site will be required to manage the drainage of the site. For greenfield developments, the peak runoff rate from the development to any highway drain, sewer or surface water body for the 1 in 1 year rainfall event and the 1 in 100 year rainfall

event should never exceed the peak greenfield runoff rate for the same event.

799. The SPD states that the suitability of the land at risk of flooding, including land east of Bannold Drove that is 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 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.
800. The SPD also goes on to say that given that new development can reduce runoff into the IDB drainage system that currently supports local agricultural irrigation demands during the summer months, any SuDS design should also explore the opportunity for new water features to act like reservoirs to store water for abstraction during this period.
801. The site lies, for the large part, within the lowest defined flood risk area (Flood Zone 1 low probability- less than 1 in 1,000 annual risk of flooding). A small area around the proposed relocated railway station is in a higher flood risk zone (Flood Zone 2 medium probability - between 1 in 100 and 1 in 1,000 annual risk), and other areas in the northern part of the site that are not within the development area are in Flood Zone 3 high probability – which has less than a 1 in 100 annual risk. The areas within Flood Zones 2 and 3 benefit from flood defences along the River Cam (see plan in appendix D).
802. With most of the site being in flood zone 1, the sequential test only applies to a limited portion of the site, mostly around the relocated station. The sequential approach nevertheless applies to all forms of flooding, including risks from a breach in the defences which are relevant to consider.

Applying the sequential and exception tests

803. Paragraph 158 of the NPPF states, “The aim of the sequential test is to steer new development to areas with the lowest risk of flooding. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. The strategic flood risk assessment will provide the basis for applying this test. The sequential approach should be used in areas known to be at risk now or in the future from any form of flooding.” Development should be directed to areas of Flood Zone 1 wherever possible, and then sequentially to Flood Zones 2 and 3, and to areas of least flood risk within Flood Zones 2 and 3.

804. When applying the Sequential Test, a pragmatic approach on the availability of alternatives should be taken. Development of the railway station, which is in Zone 2 and already has planning permission, in this location and the sustainable benefits that this will bring to the new town means that this part of the site that is located in Zone 2 is an appropriate location for commercial lead mixed use development, in accordance with the spatial framework plan in the SPD. The principle of clustering these land uses around the station centre is an important part of place making and creating meeting and social places. The provision of some residential development in this area is also considered to improve place making here, again in accordance with the principles established in the SPD. This enables the requirements of the sequential test to be met.
805. Paragraph 160 of the NPPF sets out the requirements of meeting the Exception Test. It states that for the Test to be passed it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk. This risk is informed by a Strategic Flood Risk Assessment (FRA), and a site specific FRA must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere and, where possible, will reduce flood risk overall.
806. If and only when the Sequential Test has been passed then the Exception Test as set out in Planning Practice Guidance (PPG) should be referred to. This categorises the flood risk vulnerability of different land uses by flood zone.
807. All types of land use are appropriate in flood zone 1. All types of land use are appropriate in flood zone 2 except those described in the PPG as highly vulnerable. Highly vulnerable uses include police, ambulance and fire stations, basement dwellings, caravans for permanent use, and hazardous storage areas.
808. As such, it is considered that development and type of land use proposed is appropriate. It is also considered that the submitted FRA provides the necessary information to fulfil the Sequential and Exception Test criteria.

The Flood risk assessment

809. The submitted FRA provides more detailed information on the residual risk of flooding in relation to any potential 1% annual exceedance probability (AEP) flood or larger flood event.
810. Where flood hazards are concerned, any masterplan should take account of the consequences of flooding even in very low probability events, such as a breach event. The residual risk of flooding must be tested in case the river levels reach such extremes that the possibility of a breach to the

riverbank will occur. A breach in the west bank of the River Cam will result in the flooding of land to the west of the river and potentially parts of the proposed development that are in flood zones 1 and 2 which have low and medium probabilities of flooding.

811. The Environment Agency confirms that the probability of a breach cannot be calculated, but it is widely accepted as being very low in any given year. Nevertheless, the impact of a breach can be greater than an undefended flood due to the concentrations of flows, greater depths, and less warning. Therefore, the risk (made up of probability and impact) can be comparable.
812. The developer has modelled a breach event in its FRA. In its model, they have defined a breach event in this location as the removal of a 40metre length of embankment at a defined point along the river. This bank would be reduced to the ground level of the floodplain. This is a separate event from a fluvial flood event. A significant breach to the bank could allow a large volume of water to be concentrated in one location within the flood plain. This would result in some land flooding that would not have occurred if there was no flood defence at all along that stretch of the river.
813. The applicant has modelled a theoretical '1 in 100-year' breach event + 35% climate change allowance at a breach location known as point 99e, highlighted on figure 2 in section 2.4.3 of the Flood Risk Assessment and Surface Water Drainage Strategy of March 2019. This site has been chosen as a hypothetical 'worse case' location for the development site. In this theoretical event, the eastern part of the development site, east of Bannold Drove, would experience flooding to a depth of 0.2 metres to 0.9 metres.
814. The applicant has proposed mitigation to deal with this theoretical event with a combination of three engineering elements. After discussions with the Environment Agency, a more robust 1 in 100-year breach event + 65% climate change allowance has been taken into account, with –
- a) The formation of a bund around the proposed residential areas,
 - b) Ground raising in the southern areas around the proposed railway station,
 - c) Widening the channel for the Bannold Drove and Causeway End Drains, to assist in conveying any breach flood water away from the development.
815. The Cambridgeshire Strategic Flood Risk Assessment Report mapping shows that there are pockets of the development at "more risk" of flooding from pluvial sources. It is proposed that these are mitigated as follows:
- a) Localised ground raising
 - b) Removal of surface barriers

c) Engineering flow paths

816. This general approach has been accepted by the Environment Agency subject to conditions and s106 agreements. Appropriate management arrangements for various parts of the surface water drainage strategy are described in section 4.11 of the submitted FRA, and this will be an approved document, and will become part of the s106 agreement. It will be important to ensure that in the s106 agreement there is a clear demarcation between the various maintenance bodies and ensuring there is a consistent approach.
817. A clause in the s106 agreement will be required to ensure that any bunding, control equipment and channels widened for these purposes are maintained in perpetuity by a management company created for this purpose by the developer, as requested by, and taking account of comments from the Environment Agency. The EA will be involved in agreeing the precise wording of the relevant clause.
818. The agent acting on behalf of a landowner to the south of the site has objected to the application in terms of flood risk. They have been promoting their site through the emerging Local Plan process and have formally submitted their site as part of the 'call for sites'. Their site is located entirely within the green belt and the eastern half of the site is in flood zone 3 (high probability of flooding 1 in every 100 years).
819. The agent who has objected is concerned that the mitigation that the developer is proposing to deal with a theoretical breach scenario may increase the risk of flooding off-site on to their client's land, and is therefore not in accordance with the NPPF or the Local Plan.
820. Their objections are based on the following points –

Residual flood risk

821. Their principle objection relates to the residual flood risk due to a breach in the flood defences along the River Cam and the increase in this residual flood risk to their land due to impact of the proposed RLW development.
822. The difficulty in assessing the risk from a breach scenario is that no one knows where the exact location of a breach would occur, or the exact dimensions of a breach. The objector's site is affected by breach scenarios in other locations (see FRA sections 2.4.3 and 3.2.3).
823. Modelling from the applicant suggests that flood water levels on the objector's land to the south, as a result of the developers' proposals to protect their development, will rise by up to 50mm for the majority of the area, and with an increase of up to 100mm in some small isolated areas. It

must be remembered that this land is already in the flood plain, unlike the majority of the applicant's site (see plan in appendix D).

824. The applicant has responded to the objection. They have stated that the objector's land is already at residual risk from flooding from a breach along the River Cam whether the applicant develops their site or not, and this will not alter the flood risk and hazard category. Flood risk is however not just about the flood zone category but also refers to the probability and the impact of the event.
825. The Environment Agency have commented on the current proposals to include a combination of ground raising and embankment construction to reduce the risk of the development flooding if the River Cam defences fail. Applying the applicant's indicative development and mitigation scenario this is shown to increase the depth of flooding experienced by adjacent landowners. The applicant has committed to resolving this issue with detailed design and given the scale of the development, the Environment Agency are satisfied that this can be achieved through detailed design required by planning condition. The Environment Agency have commented that the detail of any design may result in additional areas for flood mitigation being needed by the applicant which could reduce the area of development.
826. The Environment Agency have recommended planning conditions that should be applied, should planning permission be granted. These conditions will require the applicant to submit an integrated surface water drainage water use and flood risk management strategy for approval before development commences. This would manage any potential flood water from a residual risk from a breach scenario and would be required to not increase flood risk to others, in accordance with the NPPF.

Economic Implications

827. The objector also states that the FRA fails to account for the economic implications of increased flooding on others and does not assess the long-term strategic implications of the flood extents on the future growth of Waterbeach. As the risk is considered to be a one-off unexpected event, this would affect these areas whether RLW would be able to develop their site or not, it is also considered that there would be no long-term economic implications for other landowners affected, as these areas of land are already in the flood plain.
828. The land to the south of the RLW land is also at risk of breach flooding in other breach scenarios that would not affect the RLW development site. It should also be noted that there are no historic reports of breaches of the riverbank along the River Cam here, and the flood defences are in good to fair condition.

Flood defence condition

829. The objector has expressed concern over the quality of the flood defences as it is suggested that they were last surveyed in 2002.
830. The applicant has responded to this comment by referring to Section 2.4.2 of its FRA which states that Spatial Flood Defence data was obtained from the Environment Agency open data website to verify the status of the defences. The data available was uploaded by the Environment Agency in March 2016 and suggests that the defences were in good to fair condition. Spatial Flood Defences uploaded by the Environment Agency in August 2019 have since been obtained. This data suggests that the defences remain in good to fair condition.
831. The Environment Agency have confirmed that the defences are inspected annually for condition (last inspected January 2020) and were last surveyed in 2017 where the standard of protection was confirmed as equating to the last full survey referenced in the FRA as 2002.

Site drainage

832. The objector has stated that there is no detail showing how the development site will be drained.
833. The developer has submitted details of a surface water drainage scheme, which is discussed in more detail in the next section of the report. There are no objections from the Local Lead Flood Authority or the Internal Drainage Board with regards to the surface water drainage strategy for the site, subject to appropriate planning conditions. This is covered in the next section.
834. The Environment Agency have accepted that at the outline stage it may not be possible to assess in detail the impact of channelling flood water away from land outside the application site without such site features having been designed yet. They have suggested a planning conditions requiring an integrated surface water drainage water use and flood risk management strategy to be submitted before the commencement of development. Reserved Matters and discharge of conditions applications would of course need to demonstrate more detail at the appropriate stage, were the development to be granted outline planning permission.

Conclusion

835. In assessing the submitted information and taking all comments received into account, it is considered that the appropriate approach to dealing with the residual risk of flooding from a breach scenario and the potential

impact on neighbouring landowners through the applicant's proposed mitigation is to accept the recommendations of the Environment Agency and secure the detail of a flood risk and a surface water drainage and flood risk management strategy by planning conditions, in accordance with the NPPF, policies SS/6, CC/8 and CC/9 of the Local Plan, and the Waterbeach new town SPD. This will allow the developer to formulate detailed designs that can be assessed at the appropriate time. The breach model has indicated what would need to be addressed to mitigate the impact of its flood defences on other land.

836. A s106 agreement will be required that will need to ensure that any flood mitigation measures are lifetime maintained by an appropriate management body. This will include the renewal, replacement and/or upgrade of any measures, as well as protection from their damage or removal. This requirement is described in the s106 heads of terms section of the report.

ii) Proposed surface water drainage strategy

837. Surface water runoff rates from the proposed development will be restricted to below existing runoff rates with an agreed controlled surface water discharge limited to no more than 1.1 litres per second per hectare. This will provide betterment when compared to the existing uncontrolled surface water runoff generated by the site. The Internal Drainage Board, the Local Lead Flood Authority and the Environment Agency are all content with the applicant's assessment of flood risk arising from the proposal, subject to conditions as suggested by the LLFA and the EA.

838. The applicant is proposing a surface water drainage strategy for the site based upon a sustainable drainage system (SUDS) that will contribute to the following:

- a) Water resource management
- b) Water quality control
- c) Climate change resilience
- d) Provision of green and blue infrastructure
- e) Amenity value
- f) Ecological benefits

839. The drainage strategy follows the preferred hierarchy of discharge for surface water run-off. Although initial infiltration results suggested that infiltration was not feasible to rely on as main source of discharge, surface water drainage will return to the surrounding Internal Drainage Board (IDB) water ditches which will allow slow infiltration back to the groundwater (as opposed to surface water sewers). This could then recharge the groundwater. The application of the SUDS strategy will also allow some other small-scale infiltration where possible.

840. The IDB drains will be widened with shallower sides, with the IDB retaining its rights to maintain the main ditch. This will be complemented

by strategic ponds designed to provide additional attenuation. A surface water pumping station may be required to the north eastern corner of the site.

841. Detailed storage volume calculations and the configuration of any pumped drainage systems proposed for the site will be determined at the detailed design stage. Detailed surface water drainage proposals for each phase will be dealt with at that stage, and further refined at reserved matters stage for each development parcel. Sustainable drainage systems will also need to be adopted by a body responsible for the management and maintenance of these areas. This will be secured through a s106 agreement.
842. At the construction stage, significant effects on the quality of surface water and groundwater will be avoided by measures established in Construction Environmental Management Plans (CEMPs). These will be agreed at both strategic and more detailed stages, secured by planning condition. In the longer term, these effects can be controlled through the appropriate detailed design of drainage infrastructure.
843. Concerns have been expressed by the Parish Council regarding the location of surface water attenuation areas beyond the major development boundary, to the north of the site, and believe that these areas should not be accommodated beyond that boundary. It is not however inappropriate for the flood attenuation measures to be located outside the development boundary. Furthermore, the creation of such infrastructure in the form of a new Joist Fen will add a significant ecological and leisure benefit to the wider area.
844. Other concerns have also been raised in relation to the safety of the proposed open drains throughout the proposed development which may have significant water depth at times and could pose a safety concern for children and other pedestrians and cyclists. The issue of safety is one that will be properly dealt with at detailed stage, but the design of the drainage ditches will be required to have much shallower banks and edges than the current farmland ditches have. This can also be enforced through the appropriate management of the various open spaces that will be found throughout the site.
845. Concern has been raised relating to steepness of the sides of the ditches located outside the site alongside the public highway along Bannold Drove, particularly as it would be expected that Bannold Drove would be used by an increased number of children for walking and cycling. If appropriate, low key fencing could be established alongside these ditches on highway land.
846. Other concerns have been expressed in relation to the impact of the development upon existing residents in the area who are reliant on obtaining their water from bore holes and wells. The drainage strategy follows the preferred hierarchy of discharge for surface water run-off. As stated earlier in this section, initial infiltration results suggested that infiltration was not feasible to rely on as the main source of surface water discharge. However, water will return to the surrounding ditches which

will then allow slow infiltration back to the groundwater, thereby allowing the groundwater to be recharged.

847. The Environment Statement states that it is likely that a large proportion of the surface water runoff currently discharges directly into the Bannold and Causeway End drains running through the site, which then ultimately discharges to the River Cam.
848. In order to mitigate the increase in impermeable area and the volume of surface water that will arise from the development, SuDS features will be implemented across the site to follow the existing outfall conditions into the Bannold Drove drain as far as reasonably practical. Source control features such as green roofs and permeable paving are proposed to be implemented as part of the SuDS hierarchy to help control surface water run-off at source.
849. Additional SuDS features such as swales, ponds, bio-retention areas and control features are also proposed in preference to sealed below ground storage systems, in order to both attenuate surface water runoff and limit discharge to the IDB drains to an agreed discharge rate of 1.1 litres per second per hectare. These details will be secured in appropriate planning conditions or reserved matters submissions.
850. The various elements of the surface water drainage strategy could be managed in the following ways –
851. Internal Drainage Board will continue to maintain the existing IDB network and are willing to take on additional open channels and the wetland attenuation area, subject to the agreement of a commuted sum.
852. Anglian Water will adopt SUDS providing that the system will drain more than one property and not just highway drainage, and that the system is designed in accordance with their process for SUDS adoption.
853. Cambridgeshire Highways will consider adopting filter drains and gullies that drain to swales but will generally adopt SUDS features.
854. A separate management company will take on the management of the bund around the northern section and the land raising around the southern section to protect against the breach scenario. This will be secured by a clause in the s106 agreement.

Conclusion

855. In assessing the submitted information and taking all comments received into account, it is considered that, with recommended conditions and clauses in the s106 agreement, the development is considered to accord

with the drainage objectives set out in the NPPF, policies SS/6, CC/8 and CC/9 of the Local Plan, and the Waterbeach new town SPD.

Foul Water

856. Policy SS/6 (13b) states that the development will make appropriate arrangements for foul drainage and sewage disposal.
857. The foul drainage from the proposed development is in the catchment of the Waterbeach Water Recycling Centre (WRC), which only has the capacity to treat a small amount of the foul water flows from the proposed development, and will be decommissioned in due course.
858. Anglian Water are obligated to accept the foul water from any development with the benefit of planning consent and would therefore take the necessary steps to ensure that there is sufficient treatment capacity should the Local Planning Authority grant planning permission for the development.
859. Once the existing WRC is decommissioned, new capacity will be required elsewhere. Concern has been expressed regarding the timing of the delivery of any new WRC. There have also been complaints regarding flooding from the existing WRC when there are significant storm water events. Once the new WRC has been completed and the existing WRC has been decommissioned, then issues surrounding flooding from the existing WRC will no longer be applicable.
860. For the proposed development, foul wastewater will be completely separated from surface water runoff.
861. Two foul water pumping stations are proposed to serve the New Town East development. These pumping stations will be located to align with the phased development of the site, and one will be located where the existing sewage works is located. The proposed foul water pumping stations will then pump foul water flows to a new sewage works. This will be relocated by Anglian Water as part of a wider strategic approach for providing capacity to future development in the area.
862. The EA has referred in its response to Para 177 of the NPPF which states that there must be a reasonable prospect that planned infrastructure is deliverable and that the Local Planning Authority needs to be satisfied that it has sufficient information to make a decision. They remain concerned that there is not yet a clearly defined strategy for the delivery of a new water recycling centre.
863. Anglian Water are no longer pursuing a strategy for a relocated Waterbeach WRC. They are in the process of identifying a potential site for a new wastewater treatment plant (WWTP) to replace the existing

WWTP on Cowley Road in Cambridge. They have updated their response to the application as a result.

864. The amended strategy is for the Cambridge and Waterbeach catchment wastewater flows to be combined, removing the need for a separate Waterbeach WRC. Wastewater flows from the Waterbeach catchment would be transferred by separate pumped transfer (pumping station and pipeline) from the Waterbeach catchment to the new treatment plant.
865. Anglian Water are proposing to deliver this relocation project via a Development Consent Order (DCO) from the Secretary of State for the Environment, Food and Rural Affairs. This DCO will for the construction, operation, and maintenance of a new wastewater treatment plant to replace its existing wastewater treatment plant at Cowley Road, on the outskirts of Cambridge.
866. In the event that there is either a delay to the DCO programme or that the grant of the DCO is not forthcoming, the wastewater drainage strategy for the Waterbeach catchment will be to transfer wastewater flows from a separate pumping station on the site of the existing Waterbeach WRC via a new pipeline to be treated at the Cowley Road WWTP, where Anglian Water will manage any upgrades that may be required.
867. Planning conditions relating to the delivery of the foul water infrastructure are recommended, as requested by both Anglian Water and the Environment Agency.

7 (f) Health Impact Assessment (HIA)

868. Chapter 12 of the Environmental Statement provides an assessment of the potential impacts of the proposed development in relation to population and human health.
869. Local Plan Policy SC/2 requires the submission of an HIA to consider the positive and negative impacts of development on the health of different groups in the population, to enhance the benefits and minimise any risks to health.
870. The submitted HIA has been considered and is considered acceptable. There are several issues that will require more information or recommendations were made, which can be fulfilled by measures in the section 106 or by planning condition. These include: -
871. Measures to limit emissions during construction;
872. Restricting hours of work in evenings and weekends;
873. Placing controls on construction traffic;

- 874. Provision of services for health treatment and care, education, retail and social networks;
- 875. Provide additional networks of road and green transport infrastructure;
- 876. Make provision for education, health care, road improvements, public transport, affordable housing and public open spaces;
- 877. Implement noise mitigation measures;
- 878. Implement road improvements; and
- 879. Provide bus routes through the site.
- 880. Based upon the above assessment, and subject to appropriate conditions and section 106 agreements, including a wellbeing condition, the proposed development is considered acceptable in relation to the health and wellbeing objectives set out in Local Plan Policy SC/2, the Health Impact Assessment SPD and the NPPF.

7(g) Landscape and trees

i)Landscape Impacts

- 881. Paragraph 127 of the NPPF requires developments to be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities). Proposals should also be visually attractive resulting from good architecture, layout, and appropriate and effective landscaping. This is reflected in Policy SS/6, which requires the new town to provide a high quality development responding to local character, but also with its own identity, and Policy NH/2, which states that development should respect, retain or enhance the local character and distinctiveness of the local landscape and of the individual National Character Area (NCA) in which it is located.
- 882. Chapter 4 of the ES identifies and describes the nature and significance of the effects likely to arise resulting from the proposed development on the existing landscape and visual amenity.
- 883. Natural England has divided England into 159 distinct areas referred to as National Character Areas. The application site falls within two of these: cat 3-Western Claylands and cat 8-Fenlands. The Western Claylands NCA is generally characterised as gentle undulating landscape consisting of large-scale arable farmland with open fields, sparse trimmed hedgerows

and watercourses often cleared of bankside vegetation. The northern and eastern part of the site lies within the Fenlands NCA. This is generally described as comprising expansive, flat, open, low-lying wetland landscape. Here woodland cover is sparse, notably a few small woodland blocks; and the landscape pattern is geometric / rectilinear.

884. The Landscape Visual Impact Assessment, which forms part of the ES, includes an assessment of the proposed landscape impacts. To do this it has digitally modelled those areas of the landscape that theoretically would be visually connected to the development. It also includes representative photomontages of the development from surrounding public viewpoints and illustrated 'wirelines' showing the different height parameters.
885. The site is broadly flat, mostly within 1m-3m AOD, and it is important at this point to note that the ES does not anticipate the need for significant land level raising for drainage, flood risk or other reasons.
886. Officers have given considerable thought to the extent of 4-6 storey development shown on the amended Parameter Plans and the DAS. On the one hand the taller height parameters would provide ample opportunity and flexibility for landmark buildings and higher densities to be located within the townscape and evolve with the detailed master planning and design code process.
887. The implementation of buildings within this parameter could result in undesirable design and landscape impacts with continuous tall building heights, unbroken rooflines and poor mitigation of mass and scale. To address this, pages 174 and 175 of the amended DAS show with a height 'heat map' how the parameters could influence future design proposals. The principles and concepts that would guide future design codes in mitigating mass and height in the development are reinforced in the Design Principles listed in the DAS. Design Principles SQ3, SQ6, EE4 and EE5 stipulate the following:
888. Taller buildings within the height's parameter will be located at key civic spaces to aid legibility, along the park, around the station square and along the primary street. Some lower buildings will be included along the eastern edge to allow a vertical articulation and to avoid a single height 'wall' of development in views from the east.
889. Buildings will be planned to respect the amenity of existing properties. They will include a decrease in density and building height along the southern boundary of the site. To avoid a uniform and continuous building line along the eastern edge, gaps and visual breaks will be introduced. These breaks will increase in size and / or frequency further north making a transition into a more rural context.

890. Buildings will vary in height and line along this edge to avoid a uniform and continuous built edge. A mix of 2 and 3 storey houses will be included.
891. Prominence would be given to buildings in key locations, predominantly around the station quarter where taller buildings would create visual landmarks and aid legibility. However, mostly notably, the density/height 'heat map' included within the amended DAS (see pages 174-175) demonstrates that the full complement of up to 4,500 homes would not require large areas of 4-6 storey buildings, with most of the site being 2-3 storeys in height.
892. The need to ensure the coordination of scale between the two developments as the schemes evolve is particularly important and can be carefully managed through design codes and steering groups such as the Planning Delivery Group

Conclusion

893. A condition is recommended to agree the Design Principles set out in the amended DAS to guide future design codes and reserved matters applications. In addition, it is considered reasonable to apply a pre-commencement condition to agree the details of existing and proposed site levels, land and ditch profiling, associated land drainage works and strategic landscape elements. Based upon the above assessment and the submitted ES, and subject to these conditions, the development is considered to satisfactorily mitigate its landscape impacts and provide high quality design in accordance with the objectives of Policy SS/6, the SPD and the NPPF.

ii)Tree Impacts

894. Local Plan Policy HQ/1(m), states that developments must include high quality landscaping and public spaces that integrate the development with its surroundings.
895. The DAS (p150) states that as a general principle, existing vegetation on the site will be retained, and that retained trees, hedges and ditches will be incorporated into areas of open space or alongside new streets away from building footprints.
896. The submitted tree survey provides reference and clarification on aspects of trees across the site and any necessary tree management works for the outline application. It does not guarantee that further tree removals or translocations will not be required during later stages of development. As individual phases for more detailed applications are designed, specific

Arboricultural Planning Statements would need to be submitted to support each application.

897. Unlike the adjacent U&C site, there are much fewer trees on this part of the site, and this makes those that are here much more important as features in the landscape. The Tree Survey provides good detail on existing trees at the site in order that the constraints posed are addressed from the outset and used as a design tool through the more detailed design work. Throughout the detailed design phases there must be a balance against trees to be retained throughout the site. This balance is considered satisfactory and should not lead to any long-term loss of trees, with correct mitigation and implementation of tree protection.
898. Trees to be retained would need to be proactively managed to ensure that they enhance the development and the wider environment. In the first instance it is recommended that the tree works are undertaken as specified in the associated Tree Schedule. There is a commitment from the applicant to prepare individual Arboricultural Planning Statements for each phase of planning applications as detail becomes available.

Conclusion

899. Based on the above assessment, ES, and the submitted Tree Survey, the development is considered to accord with environmental objectives and planning policies relating to the retention of existing landscape features.

7 (h) Lighting

900. The NPPF (para. 180c) states that planning policies and decisions should ensure that new development is appropriate for its location and should mitigate the impact of light pollution from artificial light on local amenity, intrinsically dark landscape, and nature conservation. This aim is reflected in Local Plan Policy SC/9 which also recognises that artificial lighting is essential for reasons of safety or security and for living, working and recreational purposes. In some cases, it can also add to the amenity of the built environment by highlighting buildings and open spaces of character.

Residential Amenity Impacts

901. The submitted lighting assessment acknowledges that the proposal would result in the introduction of significant scale of development within an area which is currently of low brightness. Lighting levels during the construction phase would be determined by health and safety requirements and

although its effects would be transitory in nature a scheme of mitigation is required and can be secured through a Construction Environmental Management Plan condition

902. At post completion stage, lighting levels from external lighting (e.g. highway, security, public area lighting) have the potential to cause nuisance to and be detrimental to the amenity of existing and proposed residential premises. For this reason, a condition will be recommended to ensure the height, type, position, and angle of glare of any final site lighting or flood lighting is agreed.

Biodiversity impacts

903. To mitigate for the confirmed presence of roosting and foraging / commuting bats within the site, detailed lighting schemes would need to be sensitively designed with ecological input. Where illumination of these features cannot practicably be avoided, light-spill onto the features themselves would need to be kept to a minimum through utilisation of directional lighting and low wattage bulbs.
904. Retained and proposed ecologically sensitive areas would need to be safeguarded from excessive light pollution by the implementation of an ecologically sensitive lighting design at each relevant detailed design stage to be secured by an Ecological Management Plan condition.

Conclusion

905. Based on the above assessment and the submitted ES, the development is considered to accord with environmental objectives relating to lighting set out in Policy SC/9 of the Local Plan and para 180c of the NPPF.

7 (i) Minerals

906. Much of the application site lies within a Minerals Safeguarding Area (MSA) and is subject to an appropriate safeguarding notification policy (Minerals and Waste Core Strategy, Policy CS26). This states that the purpose of an MSA is to make sure that mineral resources are adequately considered in all land use planning decisions. They do not automatically preclude other forms of development taking place but flag up the presence of economic minerals so that it is considered, and not unknowingly or needlessly sterilised. This aligns with national policy objectives set out in paragraph 204 of the NPPF.

907. The County Council has advised that the mineral resource is proven in this general area and it is a significant resource. Whilst this will not prevent development going ahead the County Council as Mineral Planning Authority will seek to ensure that any mineral extracted during development is put to a sustainable use and has recommended a condition to this effect requiring any Construction Environmental Management Plan to include proposals for the sustainable use of mineral extracted from the site.
908. The potential mineral 'lost' as a result of sterilisation by development of the application site would be a minute fraction of the total sand and gravel resources potentially available in the County due to the widespread presence of River Terrace Deposits and other sand and gravel bearing strata present in the County. On this basis the ES concludes that development of the site will have a negligible effect on mineral resources in Cambridgeshire; however, consideration will be given to the sustainable reuse of non-contaminated minerals excavated from the site during construction works at the application site. This will be secured by planning condition.

Conclusion

909. Based on the above assessment, the development is considered to accord with the mineral resource objectives set out in Cambridgeshire and Peterborough Minerals and Waste Core Strategy 2011 and the NPPF.

(j) Noise and Vibration

Noise

910. NPPF (para 180) advises that planning policies should aim to avoid noise giving rise to significant adverse impacts on health and quality of life resulting from new development. Reference in this regard is also given to the National Noise Policy Statement for England 2010, which sets out the long-term vision of government noise policy which is to "promote good health and a good quality of life through the effective management and control of all forms of noise within the context of government policy on sustainable development." In addition, the Environmental Noise (England) Regulations 2006 and accompanying National Noise Action Plans have the aim of avoiding, preventing, or reducing the harmful effects of environmental noise from roads, rail, aviation, and industry.
911. Local Plan Policy SC/10 has an overarching objective to ensure development is appropriate and compatible for its location regarding noise

impacts. It advises that noise sensitive developments should be located away from existing sources of significant noise unless its impact can be mitigated by planning conditions or obligations to provide an adequate protection against noise both internally and externally.

912. The applicant has included a noise and vibration assessment as part of the Environmental Statement (Chapter 11). The ES reports that most of the site is at 'low' or 'medium' risk for noise, depending on the proximity to internal roads and the railway. It also goes on to say that noise modelling has been undertaken which calculates the contribution from various noise sources and predicts sound levels at selected locations.
913. The submitted ES recommends that limited environmental noise and vibration monitoring may be required during the construction phase and this would be established and secured through the agreement of the Construction Environmental Management Plan (CEMP), which is agreed.
914. The Council's Environmental Health Officer has recommended approval subject to conditions. One of those conditions is to agree the phasing of the site, which would in any case be secured through the agreement of the applicant's proposed phasing approach. All matters relating to noise and vibration for each phase, including a CEMP, would need to be agreed and applied to each reserved matter parcel in turn.
915. A condition requiring the submission of a noise assessment to be submitted with each reserved matter application to protect new residents from road traffic and railway noise and any other alternative transport options will be required. Concurrent with any application for commercial, community, leisure or retail use (that is any uses other than individual residential premises) a noise assessment as necessary and a scheme for the insulation of the building(s) and/or associated plant / equipment or other attenuation measures, in order to minimise the level of noise emanating from the said building(s) and/or plant will also be required.

Vibration

916. The results of the applicant's vibration study indicate that vibration from the railway line was unlikely to affect future residents or cause cosmetic damage to future buildings.

Conclusion

917. Based on the above assessment and the submitted ES, subject to the implementation of the recommended conditions, the development would have an acceptable impact on health and quality of life in relation to noise and vibration in accordance with Local Plan Policy SC/10 and the NPPF.

7 (k) Sustainable Construction and Design

918. Local Plan Policy CC/1 states that planning permission will only be granted for proposals that demonstrate and embed the principles of climate change mitigation and adaptation into the development. Applicants are required to submit a Sustainability Statement to demonstrate how these principles have been embedded into the development proposal. This is reinforced by Policy SS/6 [12] which requires the application to incorporate and deliver opportunities to exceed the sustainable design and construction standards established by the Local Plan.
919. The application is supported by a Sustainability Strategy and an Energy Strategy, both produced by the applicant's consultant Mott MacDonald. The sustainability strategy is assessed below.

Building Design

920. The proposal should use layout, building orientation, design, and materials to ensure properties are not susceptible to overheating and include open space and vegetation for shading and cooling, as advised in Policy CC/1. Guiding Principle 30 of the SPD requires development to be designed and built in accordance with the energy hierarchy, which first and foremost includes reducing energy by design through consideration of building orientation and layout (for example, to promote passive heating in winter and cooling in summer), optimising opportunities for natural light; and by adopting a 'fabric-first' approach to building design.
921. The submitted site wide sustainability strategy confirms that all future reserved matters applications shall be accompanied by their own Sustainability Strategy setting out how the proposals meet the commitments and targets set out at the site-wide level. The Strategy will also set out how each reserved matters application will address the requirement for the development to deliver an example of excellence in sustainable development and healthier living having regard to issues such as energy efficiency, renewable and low carbon energy, smart energy systems, climate change adaptation (including overheating), water efficiency, an integrated approach to water management and the role of the built and natural environment in improving health and wellbeing.
922. A planning condition will require that the site-wide Sustainability Strategy and its targets will be reviewed after the completion of each key phase. The revised Strategy shall be submitted to and approved in writing by the local planning authority prior to submission of the next phase.

923. All future reserved matters applications will target certification under the most up to date BREEAM scheme available at the time of submission.
924. The Home Quality Mark (HQM) is a voluntary and consumer focused assessment and certification schemes. It is operated by BRE and is part of the BREEAM family of quality and sustainability standards. It builds best practice in the housing sector, drawing together a range of complementary quality and performance standards and combining this with the latest scientific research. All future reserved matters applications will target certification under the most up to date Home Quality Mark scheme (or equivalent) available at the time of submission. This can be secured by condition.
925. Policy CC/5 states that on developments where a show home is being provided, a sustainable show home must be provided (either separately or instead of the show home) demonstrating environmentally sustainable alternatives beyond those provided to achieve the standard agreed for the development. This can be secured by condition.

Digital Infrastructure

926. Local Plan Policy TI/10 requires new development (residential, employment and commercial) to contribute towards the provision of infrastructure suitable to enable the delivery of high-speed broadband services across the district. This is reflective of the objectives of the NPPF (paragraph 112), which encourages planning policies and decisions to support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections.
927. A planning condition is recommended that will require the site-wide implementation of broadband infrastructure and next generation mobile technology for both dwellings and commercial premises to ensure the objectives of TI/10 are met.

Energy Centre

928. Para 151 of the NPPF requires Planning Authorities to help increase the use and supply of renewable and low carbon energy and heat. It asks that opportunities are identified for development to draw its energy from decentralised, renewable, or low carbon energy supply systems, and for co-locating potential heat customers and suppliers.
929. Local Plan Policy CC/3 requires proposals for new dwellings and new non-residential buildings of 1,000 square metres or more to reduce carbon emissions by a minimum of 10% using on-site renewable energy and low

carbon technologies. The SPD also requires developers to think beyond the energy hierarchy to the role of smart energy systems. These will combine renewables, EV charging, battery storage and flexible plug and play systems to help offset some of the costs of grid reinforcement.

930. The applicant proposes a three-stage hierarchy to energy: -
- a) Using less energy
 - b) Supplying energy efficiently
 - c) Using green energy
931. The submitted Energy Strategy has a preferred option of a proposed Energy Centre with a CHP system and boilers, with the CHP system sized to meet domestic hot water demand only. The applicant has proposed this option as they say that it provides flexibility in the long term for the reasons set out below: -
932. The energy centre requires a site wide heat network to reach the base load required for optimum performance.
933. It significantly reduces the required site-wide gas capacity compared to individual boilers;
934. Sizing the CHP on hot water demand rather than total heat demand increases the system's efficiency;
935. The proposed modular approach to constructing the energy centre allows the equipment to be installed in a phased manner and;
936. The modular nature of the energy centre allows for flexibility to respond to changes in energy production at a national level.
937. It is expected that the energy centre would use a minimum space of 45 metres x 30 metres, with a height of between 2-3 storeys, and with a flue height of approximately 7 metres above the building.
938. The heat produced through the energy centre will be distributed through a heat network, and the distribution system has been optimised by placing it adjacent to the area with the highest density.
939. It had been designed to allow for a future connection from the proposed energy from waste facility at the Amey waste centre close by. As the waste centre was refused planning permission and the decision was upheld at appeal, then this can no longer be considered as part of any future proposal.

940. The energy centre will be designed with future resilience in mind and can be designed so that future changes to heat sources can be accommodated, such as electricity driven technology.
941. The third stage of the energy hierarchy is the use of renewable energy sources.
942. The renewable technology strategy can be considered both at site level or at block/building level. An example of a site level renewable technology strategy is a solar farm, whereas the equivalent strategy at block/building levels are PV panels installed for each block/building.
943. Because of the scale and duration of the development, it was considered that a block/ building strategy for renewable technology is more appropriate. This approach will ensure that each phase has more flexibility to respond to the policy requirements at the time of the application, and it can independently meet the appropriate policy and building regulation requirement as they come forward.
944. Providing cleaner energy through the CHP system ensures that the overall site CO2 emissions are lower than the Building Regulation requirements when calculated in line with the National Calculation Methodology. In addition to the reduction in CO2 emission due to the CHP, the energy strategy proposes renewable technology in the form of PV panels, which, in tandem with the CHP system, provides in excess of 10% reduction in final CO2 emissions, in line with Local Plan Policy CC/3.
945. The submitted targets and strategies set out in the Sustainability Statement would be reviewed at each Phase and would therefore enable the strategy to adapt and evolve over time with new technologies and best practice. On this basis, subject to planning conditions, the development is considered to accord with the objectives of the NPPF, Policies CC/1 and CC/3 and the new town SPD.

Transport

946. Sustainable transport options are assessed in more detail in the transport section of this committee report (section 3). The submitted Sustainability Strategy reflects the sustainable transport measures detailed in the submitted Transport Assessment, Side Wide Framework Travel Plan, which are recommended to be conditioned to meet Policy CC/1 principles regarding the promotion of sustainable transport and reduction in greenhouse gas emissions.
947. Para 110 of the NPPF states that developments should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations. A condition is proposed to require an electric car charging strategy.

Waste

948. The construction methods employed by the developer need to adhere to Policy CC/6, which requires new development to carefully manage materials already on-site (including soils), or brought to the site, to reduce the amount of waste produced and maximise the reuse or recycling of materials either onsite or locally. Any construction spoil reused within the development should take account of the landscape character and avoid the creation of features alien to the topography.
949. The applicant has submitted an outline Site Waste Management Plan (SWMP) as part of the ES. The SWMP aims to ensure that all construction waste is managed, stored, and disposed of in an appropriate manner by approved contractors in accordance with the Waste Hierarchy and all relevant legislation. It will be a live, working document, which will require updating regularly as the Development progresses.

Water

950. Policy CC/4 requires all new residential developments to achieve as a minimum water efficiency equivalent to 110 litres per person per day. Proposals for non-residential development must be accompanied by a water conservation strategy, which demonstrates a minimum water efficiency standard equivalent to the BREEAM standard for 2 credits for water use levels unless demonstrated not practicable.
951. Water conservation strategies will be required by planning condition, with detailed proposals to be submitted through the reserved matters stage design process.

7 (I) Utilities

952. Local Plan Policy TI/8 states that planning permission will only be granted for proposals that have made suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms.
953. The applicant has submitted a Utilities Statement and Foul Water Drainage Strategy Report to identify any existing utility infrastructure that may constrain development within the site boundary and to provide advice on the most suitable course of action to mitigate these constraints in a timely and cost-efficient manner.

Electricity

954. UK Power Networks (UKPN) are the electricity distribution network operator for the Waterbeach area. UKPN have advised the applicant that a new primary substation will be required on site, to be connected to the Histon Grid, with several secondary sub stations required on site.

Gas

955. Cadent have proposed that the development be supplied from a 180millimetre wide medium pressure main in Denny End Road, which is approximately 1200 metres from the site boundary. However, Cadent have advised that there is not sufficient capacity within this main for the expected demand of the development and as a result will require reinforcement works.
956. Further discussions will be held with Cadent as masterplan and energy centre proposals progress to be able to ascertain the scale and cost of the required reinforcement works as well as the optimum routing and connection point.

Potable Water

957. Concern has been expressed about water supplies to the development. Cambridge Water have advised the applicant that there is capacity to serve the proposed development from a trunk main in Fulbourn Road, Cambridge. This is approximately 12.5 kilometres from the site, with part of the route being reinforced.
958. With regards to water abstraction bore holes and the concern regarding potential impact upon water quality, planning conditions are proposed. One condition will restrict piling or other foundation designs to ensure that there is no resultant unacceptable risk to groundwater. Another condition refers to a land investigation and remediation scheme, requiring targeted ground investigation to identify areas of potential contamination, and the presence, flow direction and quality of groundwater.

Foul water

959. Anglian Water remains the statutory waste-water undertaker for the development site. As such, Anglian Water has a duty, pursuant to section 94 of the Water Industry Act 1991, to provide an effective foul water drainage strategy for the new development.

960. The existing sewage works has limited capacity in terms of hydraulic capacity and limits on its current permit allowing it to discharge into Bannold Drain. The existing works has the capacity for approximately 500 more dwellings, which is insufficient to accommodate the new town development.
961. The solution identified in the Water Cycle Strategy is for new water recycling centre to be constructed NE of Waterbeach, with a direct discharge to the River Cam. Despite the indicative findings of the Water Cycle Study, no final decision has been made as to the location of the new WRC.
962. The current, alternative solution would be to accommodate all foul water flows from the new development and the foul flows from Waterbeach village, to the existing Cambridge WRC on Milton Road, for treatment. This would be subject to the provision of any necessary associated infrastructure between it and Waterbeach and the provision of an appropriate transfer pipeline. A separate process is underway to develop proposals to relocate the Cambridge WRC.

Conclusion

963. Based on the above assessment and the submitted ES, subject to recommended conditions, the development is in accordance with the infrastructure objectives for utilities delivery, including electricity, gas, potable and wastewater set out in the Local Plan and the NPPF.

7 (m) Waste

964. The NPPF requires Local Plans to consider a wide variety of infrastructure needs including waste management, and this is reflected in Local Plan Policy TI/8. Cambridgeshire County Council is responsible for minerals and waste planning in Cambridgeshire and has confirmed that no section 106 contributions are required from the development towards strategic waste infrastructure in the region. Therefore, the main issues to consider in this instance are refuse collection and waste management.

Construction Waste

965. As the development design progresses, waste would be managed through key strategies and reports which will form part of the wider Construction Environmental Management Plan (CEMP).

966. The outline Site Waste Management Plan provides a good outline as to the overall approach to be taken for minimisation of waste, sorting, re-use, recovery, and recycling. However, there are details which cannot be provided at outline stage and therefore provision is made for Site Waste Management Plans to come forward in due course; and for completed RECAP toolkits Assessment (both of which are required by the Adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy, Policy CS28). A planning condition is recommended to secure these details as well as a separate CEMP to control issues of noise, vibration, dust, and odour sources relating to waste management.

Operational Waste

967. The Waterbeach New Town SPD (p128) requires applicants to consider innovative approaches to household waste collection and storage in the new town. The use of underground household waste storage and collection, particularly in high density areas, is an example of such an approach. It can assist directly in reducing carbon emissions by taking away the stop-start collection of traditional above ground wheelie bins. The applicant has carried out work to understand the sustainable viability and environmental impact of underground household waste storage solutions. They have done this through desk top analysis, site visits and a review of existing schemes with users and operators. One of the key differentials between those sites currently in operation and the Waterbeach development is the high-water table level that adds complexity to the design, construction, operational frequency, and management of the schemes. This work needs to be concluded before a proposal is brought forward though at present the use of underground storage is not being ruled out.
968. Section 106 contributions are required for the provision of refuse freighters and bins for the development.

Conclusion

969. Based on the above assessment and the submitted ES, the development is considered to accord with environmental objectives relating to waste set out in the relevant Local Plan policies. The provision of refuse freighters and bins to serve the development will be secured through section 106 agreement.

Section 8. Cumulative Impact

970. The EIA Regulations include the requirement to identify the full range of environmental effects that are likely to result from a development which includes a range of secondary effects including cumulative, synergistic, and inter-relationship effects. This wider range of effects is often simply grouped together under the term “cumulative environmental effects”. EIA practice recognises two major sources of cumulative effects: intra-project effects and inter-project effects.
971. Intra-project effects occur when an effect from one environmental discipline may affect another environmental discipline, for example an increase in traffic flows will also result in a change to the noise levels at a particular receptor. These are defined as impact interactions within the ES.
972. Inter-project effects occur resulting from the likely impacts of the Proposed Development interacting with the impacts of other developments in the vicinity. These are defined as cumulative effects within the ES.

Impact Interactions

973. The ES has not identified any impact interactions that would alter, either adversely or beneficially, the scale of effects as identified within each of the environmental chapters as these are effects that are considered within the main assessment. This is due to the integrated nature of the EIA process.

Cumulative Assessment

974. The ES includes an assessment of the potential effects of the proposed development in the context of other local developments and, therefore, the cumulative effects that may result from the proposed development and these other developments on the same receptor.
975. Sensitive receptors have been identified in individual chapters of the ES and these have varying degrees of sensitivity to change resulting from the proposed development. The ES has given regard to the sensitivity of the identified receptors to ensure that consideration is then given to those which are particularly sensitive to impact. The professional judgement of those undertaking the ES as well as topic specific criteria, legislation, or guidelines have been used to identify the degree of sensitivity.
976. The cumulative assessment considers existing and consented development on infrastructure projects within a 3km radius of the site. The list of cumulative developments has been agreed with the LPA.

Landscape and Visual Impact

977. The landscape and visual impact assessment considered the cumulative impact of the New Town as a whole. It is judged that cumulative construction and operational phase effects will be no greater than those assessed for the proposed development. The only exception being the areas in the vicinity of Joist Fen and to the north of the site, both of which would experience greater effects although these are not significant effects.

Archaeology and Cultural Heritage

978. The cultural heritage assessment has considered the cumulative impact and the physical effects on heritage assets within the site are not considered to result in any potential for cumulative effects with other developments as the heritage assets within the site will not experience physical affects as a result of any other developments. The only exception being a very small part of RAF Waterbeach that extends into the site, an area of Iron Age or Roman settlement and an earthwork field boundary which extends into the U&C site.
979. The effect of the proposed development on the U&C site is considered to be negligible and the cumulative effects of the proposed development in addition to the U&C site are not considered to be significant in EIA terms.
980. The area within which the Iron Age or Roman settlement and earthwork field boundary extending into the U&C site have previously been disturbed through the construction of the airfield and its associated uses. Following mitigation there are not predicted to be any construction phase effects on any heritage assets outside the site. There is therefore no potential for cumulative effects with other developments.
981. The development of the U&C site is considered to result in a minor adverse impact on the significance of the assets at Denny Abbey resulting in an effect of moderate/slight significance. Together with the overall negligible effect of the proposed development and the slight beneficial effect of the proposed development arising from restoring some of the fenland character to the east of the Abbey, the cumulative effect is considered to remain at most moderate/slight. None of the other cumulative sites identified for this assessment are predicted to result in any adverse effects on heritage assets through changes in their setting.

Ecology and Nature Conservation

982. No significant cumulative impacts are anticipated. This is due to either the small size of any habitats, their low ecological value, or the mitigation,

compensation and enhancement measures within the proposed development which will ensure that any identified impacts are properly addressed. Joist Fen and the Fenland Parks in the north of the site, which connects into U&C site, will provide a significant enhancement for not just on-site wildlife but also for wildlife in the surrounding area.

Traffic, Air Quality and Noise & Vibration

983. The traffic, air quality and noise assessments have factored the cumulative developments into the modelling parameters and have identified that no significant cumulative effects would occur.

Ground Conditions

984. The cumulative effects on agricultural land of the new town will be mitigated through compliance with guidance set out in the DEFRA Construction Code of Practice for the Sustainable Use of Soils on Construction Sites. Agricultural land is abundant within the local area and therefore any loss as result of the cumulative development is not considered to be significant.

Hydrology and Flood Risk

985. Each development site is responsible for carrying out its own Flood Risk Assessment and managing surface water run-off in accordance with either Greenfield run off rates, or betterment of existing brownfield run off rates both during the construction and operational phases. Significant cumulative effects on hydrology and flood risk are not anticipated. Mapping has shown that River Terrace Deposits are absent over a large area beneath the Waterbeach New Town West and therefore it is not anticipated that the cumulative effect of mineral loss will increase significantly. The operational cumulative effects are not considered to differ from those of the Proposed Development.

Population and Human Health

986. Cumulative impacts upon population and human health during the construction and operational period of both the new town and the cumulative development sites has been qualitatively assessed. Cumulative impacts on population and human health during the construction phase were identified as minor temporary adverse. This was principally because of disruption and reduced connectivity brought on

through additional HGV movements and in the context of an expanding urban development. However, there are also likely to be moderate temporary beneficial effects through a potential increase in construction employment.

987. A beneficial impact is anticipated due to the economic benefits arising from expansion of the Cambridge Research Park, and further opportunities to both employment and training from the relocation of the Waterbeach Railway Station. The cumulative developments will also improve the local housing stock and provide opportunities for changes of tenure.
988. Overall, no significant adverse effects on population and human health are considered to occur as a consequence of cumulative impacts upon the proposed development and the study area. Several moderate beneficial effects upon population and human health were predicted, some of which were assessed as potentially permanent in duration.

Conclusion

989. Officers have considered the cumulative impact assessment and are in agreement with the conclusions reported in the updated ES, that no significant cumulative impacts will arise.

Section 9. Financial contributions / section 106 heads of terms

990. Policy H/10 seeks the delivery of 40% affordable housing except where it can be demonstrated that the level of affordable housing sought would make the development unviable when considering changing market conditions, individual site circumstances and development costs. Where viability assessments are submitted, the NPPF (paragraph 57) requires applicants to demonstrate whether circumstances justify the need for a viability assessment at the application stage.
991. Guidance for undertaking viability assessments are also included within two documents. These are the Planning Practice Guidance (PPG), the Royal Institute of Chartered Surveyors (RICS) Guidance Notes on Financial Viability in Planning – 2012, and the subsequent Professional Statement in 2019.
992. The applicant has submitted a financial viability assessment (FVA) through its agent Carter Jonas. This has been submitted as the NPPF allows. This is on the basis that seeking a policy compliant 40% affordable housing, alongside other planning obligations, in accordance with Policy H/10 would in this instance render the scheme unviable. This takes the substantial level of required section 106 costs and the level of

infrastructure costs required to facilitate sustainable development of the site into account.

993. Gerald Eve, on behalf of the Council, has reviewed the submitted FVA. Gerald Eve agree that many of Carter Jonas' assumptions generally appear reasonable. They do have differing opinions on some inputs and assumptions however, and therefore end figures generated by testing. Gerald Eve's comments and the developers' FVA headlines can be found in the appendix.
994. Given the scale of the site, the Applicant has adopted a 'master developer' model for the development. This is where the developer obtains outline planning permission for the whole site and receives income from the sale of serviced land parcels following the installation of primary and associated infrastructure. This is often the approach for long and complex strategic sites. Gerald Eve considers this reasonable and have adopted the same approach in their analysis.
995. Section 106 negotiations have included deciding what is a section 106 cost and what is an infrastructure development cost. Certain requirements have been counted as a development cost as the developer is proposing to construct these directly to an agreed specification, rather than providing a financial contribution to SCDC for others to build. This includes sports pavilions and community centres where the obligation is on the developer to build the building to an agreed specification before handover. Other contributions, such as for health provision, will be in the form of a financial contribution.
996. The table below compares the relative approximate section 106 and infrastructure costs between the eastern (RLW) site and the western (U&C) site.

	RLW	U&C
Dwellings	4,500	6,500
Total section 106	£88,360,000	£141,100,000
section 106 cost per dwelling	£19,636	£21,708
Infrastructure	£162,000,000	£184,000,000
Infrastructure per dwelling	£36,000	£28,308
Total per dwelling	£55,636	£50,016

997. In determining the financial viability of the site, the key assumptions were the infrastructure costs, s106 requirements as highlighted above, acceptable master developer return of 20% on cost, and the benchmark land value.

998. One of the key elements that makes the development viable is adopting a notional Benchmark Land Value (BLV) to test the viability of the site. The applicant considers that an appropriate BLV should reflect £180,000 per acre based upon market evidence. Applying this value would make the scheme unviable. It has however tested the scheme at a reduced BLV of £125,000 per acre.
999. Gerald Eve are of the opinion that the BLV range should be between £100,00 to £150,000 per acre. By using a BLV of £125,000 per acre then the development would still have a deficit of £15 million and would still not be considered viable on a 'present day' basis.
1000. Gerald Eve's opinion is that, considering the nature and the scale of the site, a BLV of £100,000 per acre should be adopted. By applying this figure to scheme testing and incorporating the s106 and infrastructure costs, then the development is considered to have a small surplus of just over £300,000, making the scheme viable at 30% affordable housing.
1001. Based upon Gerald Eve's analysis, the development can afford this level of affordable housing and the s106 obligations (after negotiations) by the Applicant. It cannot afford any further contributions on a 'present day' basis as this would then make the scheme unviable to develop in line with planning policy guidance.
1002. The Applicant's offer includes a viability review mechanism, which Gerald Eve have recommended is accepted in principle, subject to detailed drafting. The review mechanism should capture additional value arising from the development over time, for example, if the developer's costs are lower, or the Gross Development Value improves. This would take place at key stages or phases of the development.
1003. Gerald Eve have also undertaken sensitivity testing which suggests that the scheme has potential to become more viable over the life of the development. One of the key sensitivity tests considers what the outturn could be in the event that there is an increase in plot values over the course of the development, as a result of placemaking, infrastructure spending and connectivity improvements. Gerald Eve's analysis showed that this could have a significant impact on what the development can offer for additional strategic transport or affordable housing.
1004. The proposed reviews will be similar in scope to those set out in the Waterbeach U&C section 106 and will be undertaken on an 'open book' basis at key stages of the development. Actual costs and values will be adopted where known to improve accuracy of the assessments. Where these are not known, estimates will be used for the remaining parts of the development. Where the scheme becomes more viable and a surplus is identified, a 50/50 split is envisaged, shared between SCDC and the Applicant. SCDC's share will be used for additional strategic transport and on-site affordable housing, capped at the 40% policy level.

SECTION 106 planning obligations

1005. The statutory tests are set out in the Community Infrastructure Levy Regulations 2010 (as amended) Regulation 122. These tests require that section 106 planning obligations must be necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition, see paragraph 54 of the NPPF 2019.
1006. The contributions are summarised in the tables below and detailed further in Appendices G and H. All contributions are to be cost indexed from the date of the consultee request or the relevant cost appraisal. It should also be noted that management, adoption, and maintenance of each of the facilities listed below and in Appendices G and H will also be sought where required, through the section 106 agreement.

Education

1007. Early years provision
1008. Two 3 Form Entry (FE) primary schools with 4FE core
1009. One 8FE secondary school with room for expansion
1010. Special Educational Need school contribution – the school will be on the U&C site
1011. A sixth form centre

Sport and Recreation

1012. Strategic open spaces and pitches
1013. Two sports pavilions
1014. Contribution towards new leisure centre

Affordable housing

1015. Minimum of 30% affordable housing with the tenure mix to follow the agreed U&C mix
1016. 30% affordable rent (this proportion protected)
1017. 30% shared ownership
1018. 20% rent to buy
1019. 20% discount market sale

Community

- 1020. Two multi-purpose community centres
- 1021. Allotments
- 1022. Interim library facility
- 1023. Contribution towards new library on the U&C site
- 1024. Community development worker
- 1025. Denny Abbey improvements

Health

- 1026. Interim health facility
- 1027. New health centre
- 1028. Early community support measures

Transport

- 1029. Monitoring – traffic monitoring equipment, purchase, installation, and maintenance
- 1030. Car Dyke Road mitigation works – junction safety and capacity improvements to the junction of Car Dyke Road and A10
- 1031. Environmental improvements to Horningsea, Milton and Waterbeach
- 1032. Improvements to bus stops in Waterbeach
- 1033. Implementation of Phase One Travel Plan in accordance with Framework Travel Plan
- 1034. On site bus shelters
- 1035. Pedestrian and cycle connections from the site to Denny Abbey
- 1036. Lining and signing improvements to Green End at bridge located at Car Dyke Farm
- 1037. Public footpaths and cycleways, including improvements to the Public Right of Way to Chittering
- 1038. Public Right of Way Improvement Plan, including to connect Waterbeach new town to the area east of the River Cam.
- 1039. Park and Ride - Provision of a park and ride car park for 200 vehicles minimum (in the short term) at the relocated railway station
- 1040. Connections to Waterbeach to Cambridge Greenway
- 1041. Parking Consultation to consider increased parking controls around the relocated Waterbeach Station and to undertake annual surveys of parking around the relocated Waterbeach Station following its opening.

Other

- 1042. Drainage – maintenance of flood mitigation infrastructure, bunds, channels, controls
- 1043. Refuse collection vehicles
- 1044. Bins
- 1045. section 106 monitoring

Strategic contribution towards transport requirements beyond phase 1

1046. The County Council has also made a request for a strategic contribution of £45 million towards strategic transport requirements beyond phase 1, to be allocated towards projects along the A10 corridor. This financial contribution could be allocated to the following projects - either A10 junctions, A10 dualling, a new cycle bridge over the River Cam, a public transport corridor between Cambridge and Waterbeach or a Transport Enhancement Fund for additional unidentified transport improvements to facilitate the ongoing development of the RLW site beyond Phase 1.
1047. The requested strategic sum of £45,000,000 however, when taken together with 30% affordable housing and the other section 106 infrastructure costs, would render the scheme financially unviable.
1048. As well as facilitating the development of the relocated railway station, the development is proposing significant transport infrastructure beyond phase 1 in the form of a 1,000 space multi storey park and ride facility next to the railway station.
1049. Having regard to the viability situation, the following is proposed –
1050. The ring-fencing of the £15-17m assigned within the FVA for delivery of a station multi-storey park and ride facility and enhanced station building for flexible transport funding in the event that these facilities were not to be directly delivered by the applicant;
1051. Directing any surplus profit generated through the proposed viability review mechanism towards strategic transport funding before going to affordable housing.
1052. On this basis the applicant proposes to capture these elements through a “Transport Enhancement Fund”, which reflects a similar model that was employed within the s106 Agreement for the U&C scheme.
1053. The proposed viability review mechanism will ensure that any financial surplus generated by the review will go towards strategic transport projects beyond the first phase of the development.
1054. As with the adjacent Urban and Civic scheme, the strategic contribution transport request must be balanced against the requirement for a significant amount of affordable housing on the site, which the s106 agreement will require to be a minimum of 30% on the site. Any financial surplus generated by the review will also go towards additional strategic transport and on-site affordable housing, capped at the 40% policy level.
1055. If through the viability reviews, the U&C scheme achieved a full policy compliant level of affordable housing on the full amount of 6,500 dwellings on its site and the RLW site achieved the minimum of 30% affordable housing on its site, then this would average out at 36% over the whole

new town development. While not being strictly policy compliant, this would be balanced against a potentially larger strategic transport contribution. The proposed affordable housing tenure mix is not fixed for the lifetime of the development. The tenure mix will be reviewed with each phase of the development.

Conclusion

- 1056. In summary, the delivery of sustainable development in this instance requires a substantial burden of infrastructure costs. Most of this infrastructure, including education, transport and community facilities cannot be reliant on existing facilities, and would be needed to mitigate the impact of the development through a section 106 agreement.
- 1057. Gerald Eve's financial viability review has demonstrated that, on the basis of present-day costs and values, these costs would render the scheme financial unviable at a policy compliant 40% level of affordable housing.
- 1058. The applicant and officers have undertaken extensive negotiations to enable a sustainable mix of affordable housing, community facilities, transport, and other infrastructure to be recommended.
- 1059. The significant shortfall in the strategic transport request could be alleviated by the provision of a transport enhancement fund, further enhanced by potential additional funds generated through the proposed viability review mechanism.
- 1060. The mitigation package summarised above and detailed in the section 106 Heads of Terms (Appendix H) is considered to meet the relevant three tests of set out in Regulation 122 of the Community Infrastructure Regulations 2010, and to ensure the delivery of sustainable development in accordance with the NPPF 2019.

Section 10. Other Material Planning Considerations

Airport safeguarding

- 1061. A planning condition will be applied relating to wildlife management to ensure the safeguarding of operations at Cambridge airport.

Archaeology

1062. The proposed development will have a negative and irreversible impact upon the surviving archaeological deposits that the site is known to contain, and, therefore, upon the significance of the heritage assets with archaeological interest. This does not present an over-riding constraint on the development providing that the applicant takes appropriate measures to record and advance the understanding of any archaeological heritage assets.
1063. This will be achieved by the investigation and recording of any archaeological deposits that may be affected by the development; the post-excavation analysis of any archive material generated and the publication of a report on the works. Included in the section 106 Heads of Terms is the provision of an appropriate scheme for the display of any artefacts that may be found on the site during any excavation.
1064. Appropriate measures to record and advance understanding of any archaeological heritage assets will be controlled by condition.

Crime prevention

1065. The requirement for a crime prevention strategy has been raised an issue that needs to be addressed in the application. Considerations relating to crime prevention will be covered by any future Design Codes and Reserved Matters applications, and these will look at detailed design issues including those relating to movement and layout.

Equalities Act

1066. The application has been assessed against the relevant sections of the Equalities Act 2010, and it is not considered that the application discriminates against people with protected characteristics specified in the Act. These protected characteristics are:
1067. Age
1068. gender reassignment
1069. being married or in a civil partnership
1070. being pregnant or on maternity leave
1071. disability
1072. race including colour, nationality, ethnic or national origin
1073. religion or belief

- 1074. sex
- 1075. sexual orientation

Section 11. Planning Balance and Conclusion

- 1076. Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004). The NPPF represents up-to-date government planning policy and is a material consideration that must be taken into account where it is relevant to a planning application. This includes the presumption in favour of sustainable development found in paragraph 11 of the NPPF, which requires approving development proposals that accord with an up-to-date development plan without delay.
- 1077. The policies in the NPPF when taken as a whole, constitute the Government's view of what sustainable development means. Section 2 of the NPPF lists the three dimensions to sustainable development; the economic, social and environment dimensions, and paragraph 8 of the NPPF says how these roles should be pursued in mutually supportive ways, and therefore to achieve sustainable development a proposed development should jointly and simultaneously deliver gains that are economic, social and environmental. These roles will now be considered in weighing up the benefits and disbenefits of the proposed development, relative to all material considerations discussed in the report.
- 1078. The regulation 26 requirements of the EIA regulations that the LPA are required to follow when determining an application were described in paragraphs 54-58 earlier the report.
- 1079. In following these requirements, the submitted environmental information has been examined and the reasoned conclusion is that the development will have impacts on the environment. However, these impacts can be mitigated, and appropriate mitigation will be in in the form of s106 contributions and planning conditions that will be able to monitor measures. Further discussion on these issues can be found in the paragraphs below.
- 1080. The three dimensions of sustainable development as defined in the NPPF are addressed in the paragraphs below -

a) **Environmental Impacts**

1081. The proposed parameters of development, and the relevant parts of the Environmental Statement, demonstrate that the site can appropriately accommodate the development, make effective use of land, and maintain the exceptional historical landscape context of the site. Whilst concern has been raised in relation to height, massing and density, the proposal is considered to align with Policy SS/6 objectives in creating a new town of high quality development responding to local character whilst also having its own identity (as guided by the new town SPD). Subject to conditions, there are sufficient safeguards to ensure commitments set out within the DAS to mitigate impacts on the setting of Denny Abbey, surrounding landscape and local character, including the identity of Waterbeach village, are followed through to detailed design.
1082. The development would also contribute to a net gain in biodiversity at the site including protection of important habitats and species. Provision is made within the recommended conditions to ensure prudent use of natural resources at the site such as sand and gravel, as well as measures to minimise waste and pollution. Mitigation and adaptation to climate change including moving to a low carbon economy would be facilitated through the proposed site-wide sustainability strategy, which will be updated at each Phase of the development to demonstrate excellence in sustainable development in accordance with Policy SS/6.
1083. Mitigation and adaptation to climate change will be facilitated through the proposed site wide sustainability strategy.
1084. The early, scheme-led transport mitigation package and Framework Travel Plan begins the process of implementing the Ely to Cambridge A10 corridor solution and prioritising sustainable travel modes in the development. This approach would support a first phase of 800 units and build the foundations of a broad-based and more sustainable transport solution for the whole corridor.
1085. Beyond the first phase, the delivery of specific infrastructure will be required to unlock future phases through a 'monitor and manage' approach. This would ensure an appropriate level of mitigation to meet actual highway conditions at the relevant future time in collaboration with the Combined Authority and Greater Cambridge Partnership. The inclusion of a review mechanism is recommended that could increase the contribution towards strategic transport projects should viability improve over time.
1086. The proposed transport strategy aligns with the adjoining U&C proposed transport strategy to facilitate comprehensive development across the strategic site. Highway safety, access, parking, and travel plan measures are also considered acceptable and accord with Policy HQ/1 and SS/6 objectives and paragraphs 110 and 111 of the NPPF.

1087. Overall, whilst moderate weight can be attached to the harm of the development to the existing landscape and local character, mitigation addresses the predicted impacts. There would be no material harm to heritage assets or to other interests that cannot be mitigated by the imposition of conditions or terms of the section 106 obligation. The environmental benefits of the scheme are considered to be very high given the provision of a net gain in biodiversity at the site, provision of sustainable travel modes and measures to mitigate and adapt to climate change. As such, significant weight can be attached to the environmental benefits of the scheme.

b) Economic Impacts

1088. National Planning Policy places a clear emphasis on the importance of economic growth and delivering economic benefits as a key component of sustainable development. The proposed development would generate a sustainable level of job creation at the site both during construction and at occupation stage. It is estimated to create 800-1000 direct and indirect construction jobs per year; 2,431 on site jobs associated with non-residential uses; 2,026 on site jobs associated with residential uses; 1,591 homeworkers and 2,475 additional employment at Cambridge Research Park and Stirling House. This would further promote sustainable travel movements within the site and the surrounding area in accordance with the environmental objectives of sustainable development.

1089. The generation of skills and enterprise would be delivered through an on-site Jobs Brokerage Scheme and an Economic Development Strategy to be secured by section 106 agreement/planning condition to fulfil Policy SS/6 objectives. The development's impacts have also been considered in relation to surrounding communities and particularly the impact on the viability and vitality of surrounding centres. No adverse impacts have been identified that warrant change to the development's scale or description. As the majority of retail, services, community and employment uses will be located within the town centre and the station quarter, a Station Quarter Delivery Strategy will be secured by planning condition to ensure delivery of a sustainable and dynamic centre to the new town in accordance with the economic objectives of Policy SS/6.

1090. While the proposals would cause economic harm arising from the loss of productive agricultural land, any harm is outweighed by the other benefits generated by the development. Given the strategic importance of the new town within the wider area and the proposed level of job and skills creation it is considered that significant weight can be attached to the economic benefits of the scheme.

c) Social Impacts

1091. The proposed quantum and mix of uses is considered to positively contribute to the Policy SS/6 objectives of achieving a range of uses appropriate to the new town and supporting a sustainable and vibrant new community. The amended early phase proposals are considered to address concerns raised in relation to the integration of existing and new communities and conform to the indicative first phase of development set out in the Waterbeach New Town SPD. Subject to recommended conditions and Section 106 legal obligation, the development is found to accord with the social and community objectives of Policy SS/6 and SC/4 by providing a range of uses appropriate to the new town including community services and facilities, open space provision and measures to assist the development of a new community. Significant weight can therefore be attached to the social benefits arising from the proposal.
1092. The development would also deliver a significant quantum of housing to meet the district's housing needs during the Local Plan period and beyond to which significant weight can be attached. It includes a minimum affordable housing provision of 30% on site, which has been subject to financial viability testing and includes a review mechanism that could increase affordable housing provision should viability improve over time.
1093. The proposed affordable housing package comprises a suite of affordable housing options to help meet the needs of varying household incomes in the area and facilitate a more diverse and balanced community in accordance with Policies H/9 and H/10. Additionally, conditions are recommended to ensure accessible homes, residential space standards, and opportunities for Gypsy and Traveller sites, self/custom build sites and community-led housing are captured at key stage approval in accordance with Policies H/9, H/12 and H/21.
1094. The proposed development would bring significant public benefits that accord with the three strands of sustainable development set out in the NPPF. Having taken into account the provisions of the development plan, the policies in the NPPF, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval subject to planning conditions and a section 106 obligation. It is considered that the social benefits of the development are of major significance.

Overall

1095. In weighing up the planning balance, and subject to planning contributions and section 106 contributions, it is considered that: -

- 1096. The principle of development is acceptable in this location and compliant with the Development Plan and the NPPF.
- 1097. The proposed parameters of development are acceptable and demonstrate that the site can appropriately accommodate the development as described.
- 1098. The proposed development will contribute to the creation of a mixed community including affordable homes and the integration of homes, jobs, services, and facilities.
- 1099. It will promote healthy, active lifestyles through the provision of green space and sports and recreation facilities
- 1100. It will maximise opportunities for the use of public transport, walking and cycling
- 1101. It will minimise pollution
- 1102. It will manage flood risk and drainage effectively
- 1103. It will result in no significant harm to heritage assets
- 1104. It will have no significantly adverse impacts on features of landscape or ecological value and will reflect the fen edge landscape character.
- 1105. It will incorporate appropriate energy efficiency measures
- 1106. It will generate an acceptable level of waste and will promote recycling, and It will provide an appropriate level of infrastructure to meet the needs generated by the development
- 1107. It has addressed surface water drainage and the residual risk of flooding
- 1108. It will maintain the identity of Waterbeach as a village close to the new town with appropriate integration of suitable links
- 1109. It satisfies the vision for the new town as set out in the SPD

Summary Conclusion

- 1110. Having examined the proposals against other material planning considerations, none are identified that would on their own, or in combination, lead officers to consider recommending refusal of planning permission for the Application. Officers analysis, as set out in this report, triggers the '*presumption in favour of sustainable development*' set out in Paragraph 11 of the NPPF, which means approving development proposals that accord with an up to date development plan without delay.

Furthermore, the direction at Section 38 (6) of the 2004 Planning Act that the proposed development *'must be made in accordance with the development plan unless material considerations indicate otherwise'* points firmly towards the granting of planning permission in this case.

1111. Officers have carefully considered all the issues raised by the planning application, including evidence and opinions submitted on behalf of the applicants, the contributions of consultees, wider stake holders and members of the public. Having also taken into account the provisions of the development plan, the NPPF and PPG, the statutory requirements of section 66(1) and section 72(1) of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990, the proposed development is recommended for approval subject to referral to the Secretary of State, the completion of a section 106 planning agreement to secure necessary developer contributions and subject to a number of controlling and safeguarding conditions. The reasons for approval are as set out in the section above.

Recommendation

1112. Outline planning permission for the S/2075/18/OUT be GRANTED subject to:
1113. Planning conditions as set out below (including Explanatory Notes and Terms), with the final wording of any amendments to these (and to include others considered to be appropriate and necessary) to be agreed in consultation with the Chair and Vice Chair of Planning Committee prior to the issuing of planning permission; and
1114. Satisfactory completion of a Section 106 Agreement under the Town and Country Planning Act 1990 on the terms broadly referenced in Section 9 of this report, with delegated authority granted to the Joint Director of Planning and Economic Development to negotiate, secure, and complete such agreement on terms as are otherwise considered to be appropriate and necessary.
1115. This includes the Heads of Terms (HoTs) as set out in the report, and any other HOTS or the detail, including phasing and triggers, that are still under negotiation. The final wording of any significant amendments to HoTs listed in the report to be agreed in consultation with the Chair and Vice Chair of Planning Committee prior to the issuing of planning permission; and
1116. Delegated authority given to officers to set out as part of the decision notice and in accordance with the Town and Country Planning (EIA) Regulations 2017, reg. 29 'information to accompany decisions' a reasoned conclusion of the significant effects of the development on the

environment and to carry out appropriate notification under reg. 30 accordingly.

1117. Summary/progress report on the section 106 obligations to be referred to Planning Committee six months after the date of this Planning Committee.

Background Papers:

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

South Cambridgeshire Local Development Framework Supplementary Planning Documents (SPD's)

South Cambridgeshire Local Plan 2018

Planning File Reference: S/2075/18/OL

Report Author: Mike Huntington Principal Planner

Link to planning documents -

<https://applications.greatercambridgeplanning.org>

Planning application - reference number S/2075/18/OL

<https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/waterbeach-new-town-spd/>

<https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/the-adopted-development-plan/south-cambridgeshire-local-plan-2018/>

Draft Conditions

Definitions

Enabling Works means preparation works to make the Site ready for construction. Such works include (but are not exclusively limited to); site or ground clearance and preparation, surveying, environmental and hazardous substance testing and sampling, soil tests, remediation works, pegging out, tree protection, ecological survey and mitigation works, archaeological investigation, site clearance, ground improvement works, construction of boundary fencing or hoardings including for site security, demolition and removal of buildings and other structures, creation of temporary haul roads and enabling works accesses or other works or operations to enable any of these works to take place including site and ground works.

Strategic Engineering or Landscaping Elements include principal foul and surface water drainage infrastructure works, other utilities provision including protection and diversion, accesses, flood risk infrastructure works, primary roads, attenuation features, land re-profiling and raising, strategic open space and landscape works and planting (including allotments), and similar related works.

Development Parcel means a phase or part of the development excluding Enabling Works and Strategic Engineering and Landscape Elements. For instance, this would include a phase or part of the development comprising housing, employment, a local centre, a school site and/or playing fields.

Strategic Landscaping Element means

Associated Works means

Where any minor or non-material amendments to this permission may be approved by the Local Planning Authority (LPA) then any reference in any condition to 'in accordance with' shall be interpreted as meaning in accordance with any amended document, plan, scheme, statement, strategy, programme, drawing or details. Where any condition refers to the situation where the LPA may otherwise agree in writing, any approval or agreement by the LPA in these circumstances shall only be provided where they do not result in any new or materially different likely significant environmental effects compared to those assessed prior to the date of this permission.

Reserved matters

Definition of reserved matters

1. No development on any individual Development Parcel or Strategic Engineering and Landscape Element shall commence until approval of the details of the access, appearance, landscaping, layout and scale (hereinafter called the Reserved Matters) within that Development Parcel or Strategic Engineering and Landscape Element (as applicable) has been obtained from the Local Planning Authority in writing. The development shall be carried out as approved.

Reason: To ensure that all necessary details are acceptable in accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

Time limits A

2.The first application for approval of reserved matters shall be made to the Local Planning Authority no later than five years from the date of this permission.

Reason: In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

Time limits B

3.The commencement of each Development Parcel pursuant to this outline consent shall begin before the expiration of two years from the date of the last reserved matter of that parcel to be approved.

Reason To prevent the accumulation of unimplemented planning permissions and in accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

Time limits C

4.Application(s) for approval of all the reserved matters shall be made to the Local Planning Authority before the expiration of 30 years from the date of this permission.

Reason: To prevent the accumulation of unimplemented planning permissions and in accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004 and to provide a consistent approach to the development of the site alongside adjoining developments.

Approved drawings

5.List of approved drawings

The development, hereby permitted, shall be carried out in accordance with the following approved plans save for only minor variations where such variations do not deviate from this permission or are not predicted to lead to any additional or materially different significant environmental effects to those assessed in the Environmental Statement:

- 5475_001_F Planning application boundary plan
- 5475_002_R Access and movement parameter plan
- 5475_003_R Green infrastructure parameter plan
- 5475_004_R Land use parameter plan
- 5475_005_R Density and building heights parameter plan

Reason: To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

6. List of approved documents

The development hereby approved shall be carried out in accordance with the approved documents as set out below, except to the extent that those details are superseded or expanded by an approved Design Code or by any Reserved Matters approval or other approval pursuant to any condition of this planning permission.

Design and Access Statement Design Principles December 2019
Energy Statement February 2019
Fenland Experience December 2019
Flood Risk Assessment and Surface Water Drainage Strategy March 2019
Sustainability Statement March 2019
Transport Assessment December 2019

Reason: To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990, and to ensure that the details and approach are consistent with good planning, in accordance with Policy SS/6 of the South Cambridgeshire Local Plan 2018.

7. Compliance with Environmental Statement

The development shall be carried out in accordance with the mitigation measures set out in Table 14.1 of the Environmental Statement and 14.0 of the Environmental Statement (as amended March 2019).

Reason: To ensure that the development takes place in accordance with the principles and parameters contained within the Environmental Statement and as required by the EIA regulations.

8. Development limits

The proposed maximum floorspace of land uses and maximum number of homes as set out in the table below shall not be exceeded:

Use	Amount
Employment	B1a office up to 22,400 square metres
Employment square metres	B1c / B8 light industrial / storage and distribution up to 2,400
Residential C3	Up to 4,500 dwellings, of which
Residential C2	Care home / Residential institution – up to 450 dwellings

Supporting Uses: Retail (Use Classes A1, A2, A3, A4, A5) - Up to 9,000 sqm

Explanatory note – if the full complement of 450 C2 care home / residential dwellings was to be delivered then this would result in a maximum of 4,050 C3 dwellings being delivered.

Reason: To ensure that the development and associated mitigation measures takes place in accordance with the principles, parameters and assessment contained within the Application Documentation and Environmental Statement.

Reserved Matters requirements

9.Reserved Matters applications

Plans and particulars submitted for each Reserved Matters Application shall, where relevant, address and include details (a) to (q) below:

- a) A tree survey and method statement showing trees to be retained, relocated, or removed, provision of replacement trees, as appropriate, and a proposed tree protection plan including protection measures.
- b) Ecological Mitigation Measures and Biodiversity Impact Assessment calculations, including consideration of cumulative Reserved Matters approvals, to ensure a net gain in biodiversity can be achieved.
- c) Construction Method Statement and Construction Traffic Management Plan
- d) Detailed Waste Management and Minimisation Plan
- e) Existing and proposed ground levels and finished floor levels of all new dwellings, buildings, roads, paths, and parking.
- f) Detailed Foul Water Drainage Scheme
- g) Detailed Surface Water Drainage Scheme
- h) Landscape details including boundary treatments and surface materials
- i) Youth facilities and play provision including detailed design and specification of youth facilities and play provision within the Reserved Matters site and including full details of all adventure play equipment areas, including surface materials
- j) Distribution and specification of market and affordable housing including the proposed tenure mix and statement of progress of cumulative delivery across the site
- k) A sustainability conformity statement setting out how the development will achieve the sustainability targets set out at each phase approval stage.
- l) A plan showing the location of fire hydrants.
- m) Noise assessment and attenuation/insulation scheme to protect residential dwellings from traffic noise from the railway line, primary routes and any other significant infrastructure proposed,

- n) Details of the location, layout, specification and delivery of public open space, allotments and public realm including hard and soft landscaping, public art and the approach to delivery, adoption, maintenance, and management.
- o) Specific Travel Plan provisions and other transport mitigation measures for both construction and operational phases in line with the relevant approved Phase Transport Assessment and Construction and Environmental Management Strategy.
- p) External lighting impact assessment covering matters such as light spillage, hours of illumination, light levels, column heights, the levels of impact on nearby dwellings including horizontal and vertical isolux contours and methods of mitigating any adverse effects.
- q) Details of broadband and telecommunications infrastructure including provision of open access ducting for fibre optic cable and next generation mobile technology.

The development shall be carried out in accordance with the approved matters.

Reason: To ensure an appropriate level of information is contained within the Application Documentation.

10.Landscape and Design - Reserved Matters

Any Reserved Matters Application for landscaping details pursuant to this approval shall, where relevant, include detailed landscape designs and specifications for the associated Reserved Matters Area.

The details shall be accompanied by a design statement that demonstrates how the landscaping scheme accords with any emerging or approved details sought as part of the Approved Design Code for a Phase and shall include the following:

Soft Landscaping

- a) Full details of planting plans and written specifications, including details of cultivation to soils before seeding and turfing, proposals for maintenance and management associated with plant and grass establishment for a 5 year establishment and maintenance period, details of the mix, size, distribution, density of all trees, hedges and shrubs to be planted and the proposed planting season. The planting plan shall use botanic names to avoid misinterpretation. The plans should include a full schedule of plants.
- b) 1:500 plans (or at a scale otherwise agreed) with cross-sections of mounding, ponds, ditches, drains, swales and the proposed treatment of the edges and perimeters of the site.
- c) The landscape treatment of roads (primary, secondary, tertiary, and green) through the development.
- d) A specification for the establishment of trees, including within hard landscaped areas including details of space standards (target rooting

volumes for trees and distances from buildings and/or development parcels.) and tree pit details.

- e) The planting and establishment of structural landscaping to be provided in advance of all or specified parts of the site as appropriate,
- f) Full details of any existing, altered, or proposed watercourses/drainage channels, including their profiles,
- g) Full details of the location of any services and utilities relative to existing and proposed soft landscaping,
- h) Details and specification of proposed earth modelling, mounding, re-grading and/or embankment areas or changes of level across the site to be carried out including soil quantities, topsoil storage to British Standard 3882: 2015, proposed levels and contours to be formed and sections through construction to show make-up.

Hard Landscaping

- a) Full details, including cross-sections, of all bridges and culverts.
- b) The location and specification of minor artefacts and structures, including furniture, refuse or other storage units, signs, and lighting columns/brackets.
- c) 1:500 plans (or at a scale otherwise agreed) including cross sections, of roads, paths, and cycleways.
- d) Details of all hard-surfacing materials (size, type, and colour)

The landscaping within the Reserved Matters Area shall be implemented in accordance with the approved plans for implementation and replacement of landscaping.

Reason: To ensure an appropriate level of information is contained within the Application Documentation.

Quantum of Development for Phase 1

11.Phase 1

Phase one shall be limited to no more than 800 dwellings.

Reason: For the avoidance of doubt and to ensure that the quantum of development for this phase is in accordance with the approved transport assessment.

12.Phasing

No development shall commence until a Phasing Plan which accords with any relevant requirements in the section106 agreement and Transport Assessment has been submitted to and approved in writing by the Local Planning Authority.

It shall include the expected sequence of delivery of development within a Development Area, or sub area, or the provision of any other element or to any other applicable trigger point. No development shall Commence apart from Enabling Works or Associated Works or other works otherwise agreed in writing by the local planning authority until such time as the Development Area Phasing Plan has been approved in writing by the local planning authority.

The development shall be carried out in accordance with the approved Phasing Plan unless there are unforeseen events / obstacles to delivery and alternative timing for provision is agreed in writing by the Local Planning Authority. The Phasing Plan shall, by written agreement with the Local Planning Authority, be updated from time-to-time to reflect increased certainty of delivery of infrastructure.

The Site Wide Phasing Plan shall include but not be limited to the sequence of providing the following elements:

- a) A framework masterplan
- b) Residential development parcels;
- c) Local bus services;
- d) Major distributor roads/routes within the site, including timing of provision and opening of access points into the site
- e) Strategic footpaths and cycleways
- f) Community facilities including the schools and sports hubs (including pavilion and junior changing rooms, as well as other facilities such as childcare and faith uses
- g) Commercial buildings
- h) Strategic foul and surface water features and SUDS;
- i) Formal and informal public open space, town park/square, allotments, community orchard and parks, NEAPs, LEAPs and SIPs;
- j) Strategic electricity, potable water, telecommunications and gas networks;
- k) Infrastructure for the provision of fibre optic cables;
- l) Biodiversity net gain
- m) Environmental mitigation measures.

Reason: To clarify how the site is to be phased to assist with the determination of subsequent reserved matters applications and in order to ensure that infrastructure provision and environmental mitigation are provided in time to cater for the needs and impacts arising out of the development in accordance with Policy SS/6 of the South Cambridgeshire Local Plan 2018.

13.Enabling and Associated Works

No Enabling Works or Associated Works shall commence until details of the Enabling Works and Associated Works have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details. Any such details submitted to the Local Planning Authority for approval shall include plans at an appropriate scale which show the proposed works in context, both existing and as proposed.

Reason: To ensure the Site and its infrastructure can be prepared for development, in accordance with Policy TI/8 of the South Cambridgeshire Local Plan 2018.

Design Code

14.Design code

Prior to the submission of the first of the reserved matters applications for each Phase of the development, a Design Code for that Phase shall be submitted to and approved in writing by the Local Planning Authority. The Design Code shall be prepared for each Phase in accordance with the principles and parameters established in the approved Parameter Plans and the Design Principles contained within the amended Design & Access Statement (DAS) submitted with the Outline Planning Application.

It shall include both strategic and more detailed elements.

The Design Code shall explain its purpose, structure, and status; indicate who should use the document and how to use it; set out the mandatory and discretionary elements and be clear how these apply.

Where relevant the Design Code shall address the interface with adjoining areas, whether they have already been subjected to design coding or not, and indicate appropriate cross boundary design responses, both within the Application Site and across the Allocated Site (Policy SS/6 of the South Cambridgeshire Local Plan).

The Design Code shall include, as relevant to each Phase:

- a. The vision for the Phase. This should clearly articulate how the Phase contributes to the realisation of the Vision for the Site as a whole, as articulated in the DAS with emphasis upon the overall framework for movement, land use and landscape. The framework for development should be presented within the context of the Application Site and the wider area.
- b. The Design Code shall include a 'framework masterplan' that establishes the framework for development within the Phase. The 'framework masterplan' is the key plan associated with the Design Code and the

content of the plan and its associated key will guide the structure of the Design Code.

- c. A movement hierarchy for the Phase (which is to secure a legible, permeable and connected network), and the principles and extent of the highway that would potentially be offered for adoption (the extent of adoption will be agreed following Reserved Matters approval).
- d. Typical street cross-sections which will include details of tree planting, landscaping, service runs, traffic calming and on street parking.
- e. How the design of the streets and spaces will address the needs of all users and give priority to sustainable travel.
- f. Principles to guide block structure and built form including design principles to address the relationships between land use; height and mass; primary frontages; pedestrian access points; fronts and backs; threshold definition; important buildings/groupings; building materials and design features.
- g. The approach to retention, alteration, and integration of existing buildings in accordance with the relevant, approved Design Principles.
- h. Where taller buildings/structures are to be required or encouraged (at the maximum parameter height) these should be justified with reference to the approved Design Principles. The contribution of these elements to townscape and wider views should be assessed. The approach to, and scope, of this assessment should be agreed with the local planning authority.
- i. Approach to incorporation of ancillary infrastructure/buildings (such as substations, pumping stations, pipes, flues, vents, meter boxes, external letterboxes, required by statutory undertakers as part of building design) and the routing of utilities.
- j. The approach to vehicular parking across the phase including the location and layout of parking for people with disabilities and for each building type, including the approach that will be adopted to access points into, and the ventilation of any undercroft or underground parking or any separate parking structures.
- k. The approach to cycle parking for all uses and for each building type, including guidance on the distribution (resident/visitor parking and location in the development), type of rack, spacing and any secure or non-secure structures associated with the storage of cycles.
- l. The approach to the landscape framework including the integration of the existing retained landscape features and new structural planting in the key public open spaces and along the primary and secondary streets. Guidance on tree/planting specification.

- m. The provision of outdoor sports and children's play space provision including the formal playing fields and any Neighbourhood Equipped Area for Play (NEAP), Local Equipped Play Area for Play (LEAP) and Local Area of Play (LAP) with reference to the relevant open space/play space guidance and standards extant at that time
- n. The approach to the treatment of footpaths, cycleways, and bridleways through the site.
- o. The conceptual design and approach to key public spaces including the provision and integration of public art (identifying appropriate locations) and guidance on materials, signage, utilities, and any other street furniture.
- p. The conceptual design and approach to the lighting strategy and how this will be applied to different areas of the development with different lighting needs, so as to maximise energy efficiency, minimise light pollution and avoid street clutter.
- q. Details of waste and recycling provision for all building types, in accordance with RECAP principles.
- r. Measures to demonstrate how the design can maximise resource efficiency and climate change adaptation through external, passive means, such as landscape, orientation, massing, and external building features.
- s. Design features to support biodiversity and ecological enhancement aligned with the relevant Phase Ecological Management Plan.
- t. Measures to minimise opportunities for crime.
- u. Details of the proposed design review procedures and circumstances where design review will be undertaken.

Reason: To ensure high quality design and coordinated development and to facilitate continuity through cumulative phases of development in accordance with Policies SS/6 and HQ/1 of the South Cambridgeshire Local Plan 2018.

Transport

15.Transport - strategic

No dwellings shall be occupied until the approved railway station (planning ref. S/0791/18/FL or as may be varied) or the Cambridge Autonomous Metro or High Quality Public Transport Corridor, has been completed and is open for use (including stops within the application area), and the link road connecting the site to the southern junction with the A10 as shown on parameter plan 1330 GA 010002 Rev 17 in the adjacent U&C development site (planning ref. S/0559/17/OL) has also been completed and is open for use.

Reason: For the avoidance of doubt, to ensure the delivery of strategic transport interventions before the occupation of any dwellings, and to ensure that the site is accessed in an appropriate and comprehensive manner, in accordance with Policy SS/6 of the South Cambridgeshire Local Plan 2018 and the Waterbeach New Town SPD.

16. Transport - Connection with U&C site

16. The precise location of the connection point '2' with the adjacent U&C development site (planning ref. S/0559/17/OL) as shown on the Access and Movement Parameter Plan (drawing number 5475_002_R) will be determined by the Local Planning Authority following discussions with the developer of the neighbouring U&C site in Progress and Delivery Group meetings as established by the s106 agreement. This agreed approach will be reflected in appropriate Design Codes and Reserved Matters planning applications.

Reason: For the avoidance of doubt, and to enable comprehensive development of the new town, in accordance with Policy SS/6 of the South Cambridgeshire Local Plan 2018 and the Waterbeach New Town SPD.

17. Transport - Precise location of other connection points with U&C site

The precise location of all the other connection points with the adjacent U&C development site (planning ref. S/0559/17/OL) as shown on the Access and Movement Parameter Plan (drawing number 5475_002_R) will be determined by the Local Planning Authority following discussions with the developer of the neighbouring U&C site in Progress and Delivery Group meetings established by the s106 agreement. This agreed approach will be reflected in appropriate Design Codes and Reserved Matters planning applications.

Reason: For the avoidance of doubt, and to enable comprehensive development of the new town, in accordance with Policy SS/6 of the South Cambridgeshire Local Plan 2018 and the Waterbeach New Town SPD.

18.Transport – Pedestrian, cycle, and bridleway links to Bannold Drove and Cody Road

No dwellings shall be occupied a scheme to provide improved pedestrian, cycle, and bridleway links have been implemented between the development and Waterbeach village using the public highway along Bannold Drove and Cody Road. The scheme will have first been submitted to and agreed in writing by the Local Planning Authority.

The scheme will provide an upgraded pedestrian, cycle, and bridleway link along the public highway along Bannold Drive as far as Bannold Road, and the improvement of footpaths and cycleways along the public highway along Cody Road. The scheme will address how, with an increase in pedestrian and cycle usage, all users will be safely accommodated along Bannold Drove, including motorised farm vehicles and other vehicles accessing the existing sewage works. The scheme will also assess and address any issues relating to the proximity of the deep ditches that run alongside the public highway along Bannold Drove outside the site boundary.

Reason: To enable appropriate and safe non-motorised links to be provided between the new town and the village, to enable alternative means of access other than the car for future residents from the beginning of the development, in accordance with Policy SS/6 of the South Cambridgeshire Local Plan 2018 and the Waterbeach New Town SPD.

19.Transport – other pedestrian, cycle, and bridleway links within the new town

Each reserved matters application for residential development in relation to any Development Parcel, pursuant to this planning permission, shall include details of the walking, cycle and (where appropriate) equine routes for the area within that Development Parcel that will allow the occupants of that Development Parcel access as applicable to facilities in the town centre and station quarter areas.

The relevant Development Parcel shall not commence until the scheme has been approved in writing by the Local Planning Authority. No building shall be occupied within that Development Parcel until the approved scheme has been fully implemented.

Reason: To enable appropriate non-motorised links to be provided within the new town, to enable alternative means of access other than the car for future residents of the new town, in accordance with Policy SS/6 of the South Cambridgeshire Local Plan 2018 and the Waterbeach New Town SPD.

20.Public footpaths – Fenland experience

No development shall be occupied until a scheme for the implementation of the routes described in the Fenland Experience document approved in Condition 6 List

of Approved Documents has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a timetable for its implementation. The details shall be implemented in accordance with the agreed scheme.

Reason: To ensure that all footpaths, cycleways and bridleways are implemented for the wellbeing of future residents of the new town, in accordance with Policy SS/6 of the South Cambridgeshire Local Plan 2018 and the Waterbeach New Town SPD.

21.Transport – Works to Existing Public Rights of Way

No development affecting an existing public right of way within the site shall commence until a scheme detailing any amendments to any public rights of way that are affected by the development, with a schedule of timing of any temporary and/or permanent public right of way closures, diversions, stopping up or and creations has been submitted to and approved in writing by the Local Planning Authority in consultation with the County Council's Asset Information Team. The approved works shall be fully implemented in accordance with the approved scheme.

Reason: To ensure that any amendments to the public rights of way network are planned and agreed in a timely way, to enable the development to proceed smoothly, and so that relevant timelines and closures can be communicated to relevant parties.

22.Transport - Access and Occupation

No dwelling shall be occupied until any road and footway linking that building to the public highway network has been completed to binder course level.

Reason: To ensure a safe means of access to residential properties and other buildings.

23.Transport – Access from the A10 and limit on number of dwellings accessed from Cody Road

The development will only be accessed by motor vehicles from the two junctions on the A10, as shown on parameter plan 1330 GA 010002 Rev 17 in the adjacent U&C development site (planning ref. S/0559/17/OL), except for no more than 50 dwellings in the new town which can be accessed by motor vehicle from Cody Road.

Reason: For the avoidance of doubt, and to safeguard the amenity of residents of Waterbeach village, and in particular neighbouring dwellings near to and along Cody Road, in accordance with Policies SS/6 and HQ/1 of the South Cambridgeshire Local Plan 2018.

24. Transport - Parking Management Strategy

Prior to the first occupation of any buildings in respect to any Development Parcel, pursuant to this outline permission, a Parking Management Strategy for both motorised vehicles and cycles shall be submitted to and approved in writing by the Local Planning Authority.

The Strategy shall set out the approach to parking provision for the development including the station quarter and bannold centre, and the means of managing parking demand and enforcement including any Special Enforcement Area and car clubs. All Development Parcels shall be constructed in accordance with the approved Parking Management Strategy.

Reason: To ensure that there is adequate and appropriate provision of parking to take into account the needs of residents and visitors, without resulting in on street parking congestion and inappropriate parking, in accordance with Policy HQ/1 and TI/3 of the South Cambridgeshire Local Plan 2018.

25. Transport - Electric Vehicle charging

No development, other than Enabling Works, shall commence in relation to any Development Parcel until a site wide electric vehicle charging infrastructure strategy and implementation plan has been submitted to and approved in writing by the local planning authority, having regard to parking associated with various use classes and the provision of electric vehicle cabling infrastructure.

Each reserved matters application for layout in relation to any Development Parcel, shall include a statement to demonstrate compliance with the approved electric vehicle charging strategy, which will include, where relevant to the overall strategy, details of the number, location, installation, charge time and management of the electric vehicle charging points.

The approved electric vehicle cabling infrastructure and charging points shall be implemented prior to occupation and maintained in accordance with the approved strategy / plan and details.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality, in accordance with the NPPF and policy SC/12 of the South Cambridgeshire Local Plan 2018.

This is required prior to commencement as further reserved matters applications will need to incorporate the electric vehicle charging infrastructure strategy.

26. Framework Travel Plan

No dwelling shall be occupied until a Framework Travel Plan has been submitted to and agreed in writing by the Local Planning Authority. The Travel Plan shall contain a package of measures for reducing the number of vehicle trips to the site. The approved Travel Plan shall be implemented upon the development being brought into first use.

The Travel Plan shall include an action plan of the proposed measures with timescales for their implementation, details of an ongoing programme of monitoring, review and targets for reductions in car use, and details of its management and coordination. Monitoring and review shall include the submission of an annual travel plan update report for approval in writing by the Local Planning Authority which contains the results of annually repeated travel surveys and demonstrates progress towards meeting targets.

Reason: To mitigate the impact of development traffic upon the local highway network, in accordance with Policies SS/6 and TI/2 of the South Cambridgeshire Local Plan 2018.

27. Bus stops

Prior to the first occupation of any buildings in respect to any Development Parcel, pursuant to this outline permission, details relating to the location, design, specification, management, and maintenance and phasing of bus stops within the development parcel (to include a programme for their phased delivery) will have been submitted to and approved in writing by the Local Planning Authority. The implementation of the bus stops shall then be carried out in accordance with the approved details and the programme for their delivery.

Reason: To ensure that adequate public transport is provided for future residents of the site, in accordance with Policies SS/6 and TI/2 of the South Cambridgeshire Local Plan 2018.

Landscape and Biodiversity

28. Landscape Management and Maintenance Plan

Prior to or concurrent with the submission of reserved matters applications for 'Strategic Engineering Elements', 'Strategic Landscaping Elements' and 'Development Parcels', a Landscape Management and Maintenance Plan shall be submitted to and approved in writing by the local planning authority to cover the entire application site.

The Landscape Management Plan shall state the long term vision for the landscape

and shall describe the relevant landscape operations to achieve this through landscape restoration, maintenance and management before, during and after construction.

The Landscape Maintenance Plan shall specify the maintenance procedures, operations, and their frequency, and maintenance standards that will be implemented to ensure the successful establishment and longevity of all hard and soft landscape areas, before, during and after planting. The approved plan shall be fully implemented in accordance with the approved details.

Reason: To ensure adequate landscaping and appropriate maintenance in accordance with Policies SS/6 and HQ/1 of the South Cambridgeshire Local Plan 2018.

29.Tree Protection details

No development within a Development Parcel or Strategic Engineering and Landscape Element for which reserved matters approval has been granted shall take place until such time as fencing for the protection of any retained tree within, adjacent to, or which overhangs a Development Parcel or Strategic Engineering and Landscape Element, has been fully erected in accordance with the approved plans and particulars.

The fencing shall be retained intact for the full duration of the adjacent development until all equipment, materials and surplus materials have been removed from the Development Parcel or Strategic Engineering and Landscape Element.

Nothing shall be stored or placed in any fenced area in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavations be made without the written consent of the local planning authority.

Reason: In the interests of visual amenity and of safeguarding trees that are worthy of retention, in accordance with Policies SS/6 and HQ/1 of the South Cambridgeshire Local Plan 2018.

30.Replacement of dead or dying trees

All planting, seeding or turfing in the approved soft landscape details for the relevant Development Parcels shall be carried out in the first planting season following the completion of the appropriate element of development unless agreed in writing with the Local Planning Authority. All hard and soft landscape works shall be carried out in accordance with the approved details and in accordance with the relevant British Standards or codes of good practice.

Any trees, plants, turf or seeded areas which within a period of 10 years for strategic planting and 5 years from the planting date, die, are removed or become seriously

damaged or diseased, shall be replaced in the next planting season with others of a similar size and species as those originally planted.

Reason: In the interests of visual amenity, in accordance with Policies SS/6 and HQ/1 of the South Cambridgeshire Local Plan 2018.

31. Biodiversity: Ecological Design Strategy (EDS) and Landscape and Ecological Management Plan (LEMP)

No development shall commence until a site wide combined Ecological Design Strategy and Landscape and Ecological Management Plan (EDS & LEMP) that addresses ecological protection, mitigation, compensation, enhancement, restoration and management has been submitted to and approved in writing by the Local Planning Authority.

The EDS & LEMP shall include the following:

- a) Description and evaluation of features to be managed, and purpose and conservation objectives for the proposed works;
- b) Review of site potential and constraints that might influence management;
- c) Extent and location/area of proposed works on appropriate scale maps and plans, including details of how individual lots contribute to the site wide EDS and biodiversity net gain provision;
- d) Type and source of materials to be used where appropriate, e.g. native species of local provenance;
- e) Indicative timetable and appropriate triggers for implementation, demonstrating that works are aligned with the proposed phasing of development;
- f) Persons responsible for scheduling implementation of the works;
- g) Details of initial aftercare and long-term maintenance (in accordance with site wide Landscape Management plan).

The EDS and LEMP shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter.

The following list is not exhaustive but is illustrative of the measures that may be incorporated into an ecological design strategy.

- a) Retention and protection of existing habitats during construction.
- b) Habitat removal and reinstatement.
- c) Provision for wildlife corridors, linear features, and habitat connectivity.
- d) Woodland, tree, hedgerow, shrub, wetland, and wildflower planting and establishment.
- e) Proposed new landforms associated with habitat creation, e.g. water bodies and watercourses.
- f) Soil handling, movement, and management.
- g) Creation, restoration, and enhancement of semi-natural habitats.

- h) Lighting strategies for potentially sensitive receptors e.g. bats foraging along boundary hedgerows
- i) Creation of new wildlife features, e.g. bird nesting features, bat boxes and
- j) hedgehog highways within buildings and their curtilages. Specification and proposed planting.

Reason: To ensure that biodiversity is conserved and enhanced and to secure the management of ecological habitats across the site in accordance with the NPPF and Policies NH/4 and NH/5 of the South Cambridgeshire Local Plan 2018.

32. Biodiversity: Biodiversity Survey and Assessment

Any Reserved Matters application for a Development Parcel shall include a Biodiversity Survey and Assessment for that Development Parcel that demonstrates how it accords with the aims and objectives of the approved Site Wide Biodiversity Strategy. The Biodiversity Survey and Assessment shall include:

- a) Detailed design(s) and/or working method(s) and management actions to achieve stated objectives.
- b) Details of which specific ecological enhancement and/or mitigation measures are proposed.
- c) A detailed timetable for their delivery.
- d) Details of the persons, body, or organisation responsible for implementing the works.
- e) Details of initial aftercare and long-term maintenance.
- f) Details for monitoring and remedial measures.
- g) Details for disposal of any wastes arising from works.

No development shall commence within a Development Parcel apart from Enabling Works until such time as the Biodiversity Survey and Assessment for that Development Parcel has been approved in writing by the Local Planning Authority. The Biodiversity Survey and Assessment shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter.

Reason: To ensure that biodiversity is conserved and enhanced and secure the management of ecological habitats across the site in accordance with the NPPF and Policies NH/4 and NH/5 of the South Cambridgeshire Local Plan 2018.

33. Farmland Bird Mitigation

No development, site investigation, groundworks or vegetation removal, except for UXO mitigation and directly associated enabling works, shall commence until such time as a plan for farmland bird mitigation, including a timeline for the phasing of farmland bird mitigation works, has been submitted to and approved in writing by the Local Planning Authority.

Permission to commence enabling works not directly associated with UXO mitigation shall be approved in writing by the Local Planning Authority if these enabling works are to commence before a plan for farmland bird mitigation, including a timeline for the phasing of mitigation works, has been submitted to and approved in writing by the Local Planning Authority.

The approved farmland bird mitigation plan shall be implemented in accordance with the approved timeline for the phasing of farmland bird mitigation works. Any variation to the approved farmland bird mitigation plan shall be first agreed in writing by the Local Planning Authority.

Reason: To ensure adequate mitigation for farmland birds in accordance with Policy NH/4 of the South Cambridgeshire Local Plan 2018.

34. Wildlife Hazard Management Plan

Prior to the commencement of any development on a Development Parcel, apart from Enabling Works, a Wildlife Hazard Management Plan (WHMP) shall be submitted to and approved in writing by the Local Planning Authority. The content of the WHMP shall include the following:

- b. Monitoring of any temporary or permanent standing water within the Development Parcel.
- c. Sustainable urban drainage schemes (SUDS) within the Development Parcel such schemes shall comply with AOA Advice Note 3.
- d. The management of any flat/shallow pitched/green roofs on buildings within the Development Parcel which may be attractive to nesting, roosting, and “loafing” birds. The management plan shall comply with Advice Note 8 ‘Potential Bird Hazards from Building Design’ (available at www.aoa.org.uk/policycampaigns/operations-safety/). - the reinstatement of grass areas.
- e. Maintenance of planted and landscaped areas, particularly in terms of height and species of plants allowed to grow.
- f. Which waste materials can be brought on to the Development Parcel.
- g. Monitoring of waste imports. - physical arrangements for the collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste.
- h. Signs deterring people from feeding the birds.

The WHMP for a Development Parcel shall be implemented as approved from the commencement of development on that Development Parcel and shall remain in force for the life of the development on that Development Parcel.

Reason: To safeguard the operations of Cambridge Airport and ensure that the implementation, management, and maintenance of the planting strategy addresses the wildlife safeguarding issues whilst also providing for long-term monitoring and appropriate management, in accordance with Policies NH/4 and TI/6 of the South Cambridgeshire Local Plan 2018.

Economy

35. Station Quarter Development Framework (SQDF) and Station Quarter Economic Development Plan (SQEDP)

Prior to or concurrent with the approval of any Reserved Matter Applications for new built development including town centre uses (as defined in National Planning Policy) or residential uses, to be located within the Station Quarter (as identified on the Parameter Plan), a SQDF and SQEDP will be submitted to and approved by the Local Planning Authority.

The SQDF and SQEDP shall combine to provide a strategy that will encourage delivery of a sustainable and dynamic station quarter to aid its short and long term planning and ensure an appropriate mix of residential, employment, retail, civic and community land uses. Such strategy shall have regard to the design principles of the Design and Access Statement and Employment Statement.

The Station Quarter boundaries should be defined broadly in the SQDF, reflecting any Design Codes already approved and then refined as necessary through subsequent Phase Design Codes.

Development in the defined Station Quarter area shall be carried out in accordance with the SQDF and SQEDP.

Reason: To ensure the appropriate development of the Station Quarter, in accordance with Policies SS/6 and SC/4 of the South Cambridgeshire Local Plan 2018.

Sustainability, energy, and climate change

36. Sustainability strategy

All reserved matters applications shall be accompanied by a Sustainability and Energy Strategy setting out how the proposals meet the commitments and targets set out in the site-wide Sustainability and Energy Strategies.

The Strategy will also set out how each reserved matters' application will address the requirement for the development to deliver an example of excellence in sustainable development and healthier living.

The strategy will have regard to issues such as energy efficiency, renewable and low carbon energy, smart energy systems, climate change adaptation (including overheating), water efficiency, an integrated approach to water management and the role of the built and natural environment in improving health and wellbeing.

Reason: In the interests of reducing carbon dioxide emissions in accordance with Policies SS/6, CC/1, and CC/3 of the South Cambridgeshire Local Plan 2018.

37. Review of Sustainability and Energy Strategies and Targets

The site-wide submitted Sustainability and Energy Strategies and the targets therein, shall be reviewed after the completion of each phase. The revised Strategies shall be submitted to and approved in writing by the local planning authority prior to submission of the subsequent key phase.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings in accordance with Policy SS/5 of the South Cambridgeshire Local Plan 2018.

38. Renewable Energy

All future reserved matters applications shall be accompanied by a Renewable Energy Statement, which demonstrates that at least 10% of the development's total predicted energy requirements will be from on-site renewable/ low carbon energy sources. The statement shall include the following details:

The site wide carbon emissions of the proposal, set out in Kg/CO₂/annum; and

A schedule of proposed on-site renewable/low carbon energy technologies, their respective carbon reduction contributions, location, design, and a maintenance programme.

The proposed renewable/low carbon energy technologies shall be fully installed and operational prior to the occupation of any approved buildings.

No review of the requirements on the basis of grid capacity issues can take place unless written evidence from the District Network Operator confirming the detail of grid capacity and its implications has been submitted to, and accepted in writing by, the local planning authority.

Any subsequent amendment to the level of renewable/low carbon technologies provided on the site shall be in accordance with a revised scheme submitted to and approved in writing by, the local planning authority.

Reason: In the interests of reducing carbon dioxide emissions in accordance with Policies SS/6, CC/1, and CC/3 of the South Cambridgeshire Local Plan 2018.

39. Water efficiency

All future reserved matters applications including a residential component shall be accompanied by a Water Conservation Strategy. This shall include a water efficiency specification for each dwelling type, based on the Water Efficiency Calculator Methodology or the Fitting Approach set out in Part G of the Building Regulations 2010 (2015 edition). This shall demonstrate that all dwellings are able to achieve a design standard of water use of no more than 110 litres/person/day.

For all non-residential development, the Strategy shall include a water efficiency specification, based on the BREEAM Wat01 Water Calculator, demonstrating the achievement of 2 credits for water efficiency (Wat01).

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction in accordance with Policy CC/4 of the South Cambridgeshire Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

39. BREEAM standard

Design certificates specifying a minimum BREEAM level of 'Very Good' (or successor standard) for each non-residential building below 1000 square metres and for all secondary and primary school buildings, and specifying a minimum BREEAM level of 'Excellent' (or successor standard) for each non-residential building of 1000 square metres or more within that Development Parcel, pursuant to this outline permission, shall be submitted with each reserved matters application for layout in relation of each Development Parcel containing non-residential buildings. Each non-residential building within that development parcel shall not be occupied until a completion certificate confirming compliance with the relevant minimum BREEAM (or successor standard) level has been approved in writing by the Local Planning Authority.

Reason: To ensure an increased level of sustainability across the development as a whole in accordance with Policy CC/3 of the South Cambridgeshire Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

40. Home quality mark standard

Design certificates specifying a minimum of 3 stars under the Home Quality Mark standard (or successor standard) for each residential building within that Development Parcel, pursuant to this outline permission, shall be submitted with

each reserved matters application for layout in relation of each Development Parcel containing non-residential buildings.

Each residential building within that development parcel shall not be occupied until a completion certificate confirming compliance with the relevant 3 stars Home Quality Mark (or successor standard) level has been approved in writing by the Local Planning Authority.

Reason: To ensure an increased level of sustainability across the development as a whole in accordance with Policy CC/3 of the South Cambridgeshire Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020

41.Wellness Standard

Any Reserved Matters application proposing any building that will ultimately be occupied shall be accompanied by a HIA Conformity Checklist. It shall have regard to the aims of achieving the WELL Community Standard or such other health and wellbeing standards as otherwise agreed in writing by the Local Planning Authority.

The statement shall set out how the design team for the building will engage with stakeholders to achieve Well certification or other such standard as appropriate. Subsequent Well certification or evidence of compliance with any other agreed health and wellbeing standards/measures shall be submitted to the Local Planning Authority upon completion of the certification process and in any event no later than 1 year following first occupation.

Reason: To ensure that new development has a positive impact on the health and wellbeing of residents and occupiers in accordance with Policy SC/2 of the South Cambridgeshire Local Plan 2018.

Surface and foul water

42.Flood risk

No development shall commence until such time as a scheme to manage the residual risks of flooding (both within and outside of the site) to and from the development has been submitted to and approved in writing by the local planning authority. The scheme shall be fully implemented and subsequently maintained, in accordance with the scheme's timing/ phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: To prevent flooding by ensuring the satisfactory storage or conveyance of flood water diverted by the site during a breach of the River Cam Defences, in

accordance with the National Planning Policy Framework and Policies SS/6, CC/8 and CC/9 of the South Cambridgeshire Local Plan 2018.

43. Surface water, flood, and water management – site wide.

No development shall commence until an integrated surface water drainage water use and flood risk management strategy for the site has been submitted to and approved in writing by the Local Planning Authority. The strategy shall be based on the surface water principles and parameters set out in the latest FRA and EIA submissions and the water use and breach risk management principles in the FRA and EIA.

The strategy shall include phasing arrangements, details of primary infrastructure for each phase and plans for whole life drainage and flood management asset operation, maintenance, and contingency. The surface water management strategy shall specify a SUDS hierarchy, to ensure that infiltration systems are used in preference to sealed systems where it can be demonstrated that infiltration will not pose a risk to groundwater quality. The strategy shall set out how rainwater harvesting will be used to reduce consumption of imported water along with managing drainage and flood risks on the site.

The strategy shall set out what information, design parameters and design details will need to be submitted at the Reserved Matters stage for each phase of the development. The strategy shall specify design and capacity thresholds for any parts of the site where development phases or parcels share drainage or flood management infrastructure, and the strategies shall set out how cumulative capacity will be accounted for.

The development shall subsequently be implemented in accordance with the approved strategy.

Reason: To ensure a satisfactory whole life method of surface water drainage, water and flood risk management having regard to climate change; to prevent an increased risk of flooding on or off site; and to protect the quality and quantity of controlled waters from the development including release of potential pollutants associated with the current, previous and proposed land uses in accordance with the National Planning Policy Framework and Policies SS/6, CC/8 and CC/9 of the South Cambridgeshire Local Plan 2018.

44. Surface Water – reserved matters details

Any Reserved Matters application for a Development Parcel shall include a detailed surface water strategy and flood risk management strategy and updated hydraulic modelling report (accompanied by model files), for the proposed surface water drainage collection network.

The strategy shall demonstrate how the management of water within the Development Parcel for which approval is sought accords with the approved details of the strategic site wide surface water drainage water use and flood risk management strategies. The strategy shall be based upon a SUDS hierarchy and shall maximise the use of measures to control water at source as far as practicable to limit the rate and quantity of run-off and improve the quality of any run-off before it leaves the site or joins any water body.

The strategy for that Development Parcel shall include:

- a) plans of the proposed drainage system, showing drainage catchments, existing and proposed levels, long and cross sections, maintenance access
- b) design details of each element;
- c) details of all flood and drainage flow control systems;
- d) design, location and capacity of all parcel based and shared SUDS features;
- e) detailed calculations to demonstrate the capacity of receiving on-site strategic water retention features without the risk of flooding to land or buildings;
- f) full details of ownership, temporary and long-term adoption arrangements
- g) a construction method statement;
- h) whole life maintenance and management plan;
- i) and monitoring arrangements and responsibilities

The strategy should also demonstrate that the exceedance of the designed system has been considered through the provision of overland flow routes that do not increase flooding risks to people or buildings.

The development of each Development Parcel shall be carried out in accordance with the approved details. No building pursuant to that Development Parcel for which approval is being sought shall be occupied or used until such time as the approved detailed surface water measures for that building have been fully completed.

Reason: In order to safeguard against the risk of flooding on and off the site, to ensure adequate flood control, maintenance and efficient use and management of water within the site, to ensure the quality of the water entering receiving groundwater and water courses is appropriate and monitored and to promote the use of sustainable drainage systems to limit the volume and rate of water leaving the site in accordance with the NPPF and Policies SS/6, CC/7, CC/8 and CC/9 of the South Cambridgeshire Local Plan 2018.

45.Surface Water Infrastructure Works

No building shall be occupied until the associated surface water drainage infrastructure works (including attenuation features, pipe works, control and outfalls) has been completed in accordance with the agreed site-wide drainage strategy

(once approved), unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure a satisfactory method of surface water drainage, and to prevent the increased risk of flooding to third parties, in accordance with the NPPF, and Policies CC/8 and CC/9 of the South Cambridgeshire Local Plan 2018.

46.Surface Water – Temporary Storage and Management of Surface Water

No development shall commence on any development parcel until a scheme for the temporary storage and management of surface water on that parcel has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

Reason: To ensure a satisfactory method of surface water drainage, and to prevent the increased risk of flooding to third parties, in accordance with the NPPF, and Policies CC/8 and CC/9 of the South Cambridgeshire Local Plan 2018.

47.Surface Water – management and maintenance

A scheme for the long term management and maintenance arrangements for the surface water drainage system on a Development Parcel or Strategic Engineering and Landscape Element (including all SuDS features) shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any building on that Development Parcel or the commencement of the use of that Strategic Engineering and Landscape Element (as appropriate).

The submitted scheme must identify runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes.

It must set out the responsibility for the maintenance of the SuDS and details of a monitoring and review scheme.

The SuDS shall thereafter be managed and maintained in accordance with the approved scheme.

Reason: To ensure the satisfactory management and maintenance of surface water drainage systems in perpetuity in accordance with the National Planning Policy Framework and Policies SS/6, CC/7, CC/8 and CC/9 of the South Cambridgeshire Local Plan 2018.

48.Foul Water, including new Water Recycling centre.

No development shall commence until a site wide strategy for Foul Water Drainage conveyance, treatment and discharge has been submitted to and approved in writing by the Local Planning Authority.

The strategy shall have reference to how the foul water conveyance, treatment and associated infrastructure provision and performance shall be monitored during implementation, in accordance with the timing / phasing arrangements embodied within the strategy or within any other period as may subsequently be agreed, in writing, by the local planning authority.

The strategy shall clearly set out what information will be required in Reserved Matters submissions including any cumulative assessment of infrastructure capacity as may be required to monitor the wider development's phasing in relation to appropriate foul water infrastructure.

Reason: A detailed scheme for on-site and off-site foul water drainage is required prior to the commencement of any Development Parcel to ensure the appropriate provision of infrastructure to serve the new town, to prevent the increased risk of flooding and/or pollution of the water environment, in accordance with Policies SS/6 and TI/8 of the South Cambridgeshire Local Plan 2018.

49.Foul Water drainage details

Prior to the commencement of any development on a Development Parcel or Strategic Engineering and Landscape Element, apart from Enabling Works, a detailed Foul Water and Wastewater Drainage Strategy shall be submitted and agreed in writing with the local planning authority for that Development Parcel or Strategic Engineering and Landscape Element. The strategy should include the phasing of such works. The works/scheme for a Development Parcel or Strategic Engineering and Landscape Element shall be constructed and completed in accordance with the approved plans/specification and such programme as may be specified in the approved scheme.

Reason: A detailed scheme for on-site and off-site foul water drainage is required prior to the commencement of any Development Parcel to ensure the appropriate provision of infrastructure to serve the new town, to prevent the increased risk of flooding and/or pollution of the water environment, in accordance with Policies SS/6, CC/7 and TI/8 of the South Cambridgeshire Local Plan 2018.

50.Piling

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that

there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with the current and proposed land use in accordance with the NPPF and the Environment Agency's Groundwater Protection Position Statements.

51.Environment Management

No development shall commence until a scheme for surface water pollution prevention has been submitted to and approved in writing by the local planning authority. The scheme shall be implemented as approved.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with the current and proposed land use in line with the NPPF and the Environment Agency's Groundwater Protection Position Statements.

52.Environment Management

No development shall commence until a scheme to treat and remove suspended solids from surface water run-off and excavation dewatering during construction works has been submitted to and approved in writing by the local planning authority. The scheme shall be implemented as approved.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with the current and proposed land use in accordance with the NPPF and the Environment Agency's Groundwater Protection Position Statements.

Contamination

53.Land Investigation and Remediation Scheme

No development shall commence until a Land Investigation and Remediation Scheme has been submitted to and approved in writing by the Local Planning Authority. The remediation scheme means a written scheme to address mitigation in any part of the site where Enabling Works are proposed to facilitate that Phase, involving invasive ground works. Such a scheme shall include:

The Investigation and recording of contamination and remediation objectives; detailed proposals for the removal, containment or otherwise rendering harmless of any contamination; and targeted ground investigation to identify areas of potential contamination, and the presence, flow direction and quality of groundwater.

The scheme shall be implemented in accordance with the approved details.

Reason: To ensure the environmental impacts of the development are adequately mitigated and in the interests of human health in accordance with Policies SC/11 and SS/6 of the South Cambridgeshire Local Plan 2018.

54.Land Remediation and Verification

Prior to any habitable building being brought into use within a Development Parcel requiring remediation, such remediation is to be completed as specified in the Land Investigation and Remediation Scheme in accordance with the Land and Remediation Scheme, and a verification report to be submitted to the Local Planning Authority.

If, during remediation works, any contamination is identified that has not been considered in the remediation method statement, then remediation proposals for this material should be agreed in writing by the Local Planning Authority.

Reason: To ensure the environmental impacts of the development are adequately mitigated and in the interests of human health in accordance with Policies SC/11 and SS/6 of the South Cambridgeshire Local Plan 2018.

55.Contamination (unexpected)

If unexpected contamination is encountered whilst undertaking the development which has not previously been identified, works shall immediately cease on the relevant part of the site until the Local Planning Authority has been notified and the additional contamination has been fully assessed and remediation approved. The approved remediation shall then be fully implemented in accordance with the Land and Remediation Scheme.

Reason: To protect and prevent the pollution of controlled waters, and to protect human health, from potential pollutants associated with current and previous land uses in accordance with NPPF, the Environment Agency Groundwater Protection Position Statement (The Environment Agency's Approach to Groundwater Protection, Feb 2018, version 1.2), and in accordance with Policies CC/7 and SC/11 of the South Cambridgeshire Local Plan 2018.

56.UXOs

No development or Enabling Works, hereby approved, shall take place until a Site Wide Unexploded Ordnance (UXO) mitigation scheme is submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of risk mitigation measures, how mitigation will be implemented, details of the procedures

should high risk UXO not previously identified be encountered and the reporting regime. The mitigation shall be undertaken in accordance with the approved scheme.

Reason: To ensure the environmental impacts of the development are adequately mitigated and in the interests of the amenity of nearby residents/occupiers in accordance with Policies SC/11 and SS/6 of the South Cambridgeshire Local Plan, 2018.

Construction

57. Construction Environmental Management Plan

No development shall commence until a Site Wide Construction and Environmental Management Strategy (CEMS) has been submitted to and approved in writing by the Local Planning Authority. The document shall include details of:

- a) Construction and demolition hours. Prior notice and agreement procedures for works outside agreed limits and hours.
- b) Indication of the locations of access routes and associated works to enable the carrying out of development including temporary haul routes, highway signage strategy and approach to monitoring and enforcement.
- c) Measures during any early Enabling Works for the protection and suitable mitigation of all legally protected species and those habitats and species identified as being of importance to biodiversity.
- d) Tree protection measures during any early Enabling Works to be put in place in respect of those trees to be retained in accordance with BS5837:2012
- e) Approach to Noise and Vibration (including piling) impact / prediction assessment, monitoring, recording protocols and consideration of mitigation measures in accordance with BS 5528, 2009 - Code of Practice for Noise and Vibration Control on Construction and Open Sites Parts 1 - Noise and 2 -Vibration (or as superseded) including the use of best practical means to minimise noise and vibration disturbance from construction works.
- f) Dust suppression management and wheel washing measures, including the deposition of all debris on the highway.
- g) Lighting strategy during construction.
- h) Drainage control measures including the use of settling tanks, oil interceptors and bunds.
- i) Measures for the protection of identified archaeological assets.
- j) Screening, hoarding and signage (safety and information) strategy.
- k) Approach to ensuring measures for safe access and movement through and around the construction site for pedestrian, equestrians, and cyclists.
- l) Arrangements for community liaison, complaints, and identification of a dedicated point of contact.

- m) Membership of the Considerate Contractors Scheme.
- n) Control of activities likely to produce dust and smoke.
- o) Height of storage areas for materials or equipment.
- p) Control and disposal of putrescible waste.
- q) Construction and demolition works shall be carried out in accordance with the approved CEMS unless otherwise approved.

Reason: To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of residents/occupiers in accordance with Policy CC/6 of the South Cambridgeshire Local Plan 2018.

58. Construction Working and Construction Deliveries / Collection Permitted Hours

All construction, demolition, enabling and earthworks are only permitted between 0800 hours to 1800 hours Monday to Friday and 0800 hours to 1300 hours on Saturday. No works are permitted at any time on Sundays, Bank or Public Holidays, unless agreed in writing by the local planning authority or in accordance with agreed emergency procedures for deviation.

No deliveries of construction materials or plant and machinery and no removal of any spoil from the site or similar collections from the site shall take place before 0700 hours or after 1900 hours on Mondays to Fridays, before 0800 hours or after 1400 hours on Saturdays, and not at all on Sundays or recognised public holidays.

Reason: For the avoidance of doubt and to ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers in accordance with Policy CC/6 of the South Cambridgeshire Local Plan 2018.

59. Construction Waste Management and Minimisation Plan

No development shall commence on any Development Parcel except for Enabling Works, until a Detailed Waste Management Plan (DWMP) has been submitted to and approved in writing by the Local Planning Authority for that Development Parcel.

The DWMP shall demonstrate how the construction of the Development Parcel will accord with the principles of the Outline Waste Management Plan. The DWMP shall include details of:

- a) The anticipated nature and volumes of waste.
- b) Measures to ensure the maximisation of the reuse of waste.
- c) Measures to ensure effective segregation of waste at source including waste sorting, storage, recovery, and recycling facilities to ensure the maximisation of waste materials both for use within and outside the site.
- d) Any other steps to ensure the minimisation of waste during construction.

- e) The location and timing of provision of facilities pursuant to criteria b/c/d.
- f) Proposed monitoring and timing of submission of monitoring reports.
- g) The proposed timing of submission of a Waste Management Closure Report to demonstrate the effective implementation, management, and monitoring of construction waste during the construction lifetime of the development on that Development Parcel.

The implementation and management of the approved DWMP and monitoring of construction waste on that Development Parcel shall be undertaken in accordance with the agreed details.

Reason: To ensure the sustainable management of construction waste, in accordance with the RECAP design guide.

Amenity

60.Noise

Within any reserved matters application for layout in relation to any Development Parcel containing residential development pursuant to this outline permission, no development above base course level will take place until a noise assessment and noise attenuation / insulation scheme (having regard to the building fabric, glazing and mechanical ventilation requirements) for the residential units and school sites, to protect occupants and users from traffic noise from the railway, primary routes through the site and any other alternative transport options proposed, shall be submitted to and approved in writing by the Local Planning Authority.

The noise insulation scheme shall demonstrate that the external and internal noise levels recommended in British Standard 8233:1999 “Sound Insulation and noise reduction for buildings-Code of Practice” (or as superseded) shall be reasonably achieved and shall include a timescale for phased implementation, as necessary. The approved scheme shall be fully implemented before the residential use hereby permitted is occupied and shall be retained in perpetuity unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that sufficient noise attenuation is provided to all residential properties to protect residents from the impact of the railway and internal site traffic noise and safeguard the amenity and health of future residents, in accordance with Policy SC/10 of the South Cambridgeshire Local Plan 2018.

61.Lighting

Within each reserved matters application that includes any form of external lighting illumination, an artificial lighting scheme to include details of the height, type, position and angle of glare of any final site lighting / floodlights, the intensity of illumination and predicted horizontal and vertical isolux lighting contours and an assessment of artificial lighting impact on any sensitive residential premises on and off site shall be submitted to and approved in writing by the Local Planning Authority before the external lighting is erected. The approved scheme shall be carried out and maintained thereafter in accordance with the approved details.

Reason: The details of the artificial lighting scheme are required before the erection of any external lighting, to protect the character and appearance of the area and the amenity of existing and future residential properties in accordance with Policy SC/9 of the South Cambridgeshire Local Plan 2018.

62. Waste storage

No development shall commence on a Development Parcel apart from Enabling Works until the details of on-site waste storage facilities for that Development Parcel have been approved in writing by the Local Planning Authority.

- h) The detailed position and layout of bin stores and confirmation of acceptable drag distances.
- i) The provision of home composting facilities.
- j) For apartments, confirmation of the capacity of the communal bins.
- k) Proposals for lighting of the communal bin compounds.
- l) Confirmation, including a tracking diagram, that all bins can be accessed by waste collection vehicles.
- m) Arrangements for the provision, on-site storage, delivery, and installation of waste containers for each dwelling prior to occupation of that dwelling.

The approved facilities for each building that will be used for residential, commercial or employment purposes within a Development Parcel shall be provided prior to the occupation, use or opening for business of that building and shall be retained thereafter unless alternative arrangements are agreed in writing by the Local Planning Authority.

Reason: To ensure the provision of waste collection infrastructure on site and to protect the amenities of nearby residents/occupiers and in the interests of visual amenity, in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan and the RECAP Waste Management Design Guide.

Heritage

63. Archaeology WSI

No development shall commence until the applicant has secured the implementation of a phased programme of archaeological work for the entirety of the application site, in accordance with a Written Scheme of Investigation (WSI). The WSI will include the following components, the implementation of which will trigger the phased discharging of the condition:

- 1) Approval of the Written Scheme of Investigation that should include:
 - (a) the statement of significance and research objectives;
 - (b) the programme and methodology of site investigation and post-excavation assessment and archiving;
 - (c) the nomination of a competent person or organisation to undertake the agreed works.

- 2) Fieldwork in accordance with the agreed Written Scheme of Investigation to include an appropriate outreach element.

- 3) A programme for post-excavation assessment and subsequent analysis, publication & dissemination, and deposition of resulting material for deposition at the Cambridgeshire Archive facility, or another appropriate store approved by the Local Planning Authority. Part (3) of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

Reason: To ensure the implementation of an appropriate archaeological investigation, recording, reporting and publication, and the protection and preservation of archaeological features of significance, in accordance with the NPPF.

64. 'New building' to be refurbished

The 'new building' as identified on the OS base map shall be retained, and a scheme for its refurbishment shall be submitted to and approved in writing by the Local Planning Authority by the occupation of 1500 dwellings. The refurbishment shall be implemented in accordance with the approved scheme.

Reason: For the avoidance of doubt, and to ensure that the building is retained as a heritage asset to reflect the former use of the site, in accordance with Policies HQ/1 and NH/14 of the South Cambridgeshire Local Plan 2018, and the Waterbeach New Town SPD.

65. Denny Abbey and Farmland Museum connection

No more than 1000 homes shall be occupied until a scheme to provide pedestrian and cycle access to Denny Abbey and the Farmland Museum from the development site has been submitted to and approved in writing by the Local Planning Authority.

The scheme shall include a timeline for its implementation. The scheme shall be implemented in accordance with the approved details.

Reason: To ensure that pedestrian and cycle access is provided between the new town and these important leisure uses, in accordance with Policies SS/6 and HQ/1 of the South Cambridgeshire Local Plan 2018, and the Waterbeach New Town SPD.

Housing

66.Housing Delivery Statement

1118. No development of each phase shall commence until a housing delivery statement has been submitted to and approved in writing by the Local Planning Authority. The housing delivery statement shall consider and include a schedule, description and justification of the following elements within the each Phase –

- a) the indicative market housing mix;
- b) the quantum, size and tenure of affordable housing any self-build and custom- build housing,
- c) any accessible and adaptable homes,
- d) any specialist accommodation for the elderly and disabled,
- e) any community led housing,
- f) any Gypsy and Traveller or Travelling Showpeople plots and
- g) any other housing to provide a wide choice, type and mix of housing to meet the needs of different groups in the community.

The Statement shall be accompanied by a cumulative assessment of any existing or agreed housing provision on the outline application site and, where relevant, include evidence to justify the proposed housing delivery approach taken.

Reason: To ensure that full regard shall be had to the aims and criteria of Policy H/9 of the South Cambridgeshire Local Plan 2018.

67.Housing mix

The submission of any reserved matters application relating to a Development Parcel for residential development, pursuant to this outline permission, shall include a schedule of the mix of market dwellings proposed within that parcel demonstrating how the proposed mix relates to the overall mix of market dwellings within the development site as a whole, taking into account local knowledge of market demand. Each Development Parcel for residential development shall be constructed in

accordance with the approved market mix for that parcel.

Reason: To ensure that the development contains a mix of residential units providing accommodation in a range of types, sizes and affordability, to meet local needs, in accordance with Policies SS/6 and H/9 of the South Cambridgeshire Local Plan 2018.

68.Space standards

The dwellings hereby approved shall, as a minimum, accord with the Technical Housing Standards – Nationally Described Space Standards (2015) or any successor document. This shall be demonstrated on the floor plans, elevations and sections submitted for each dwelling in respect of the Reserved Matters of layout and scale.

Reason: To ensure the development meets the residential space standards set out in Policy H/12 of the South Cambridgeshire Local Plan, 2018.

69.Accessible and Adaptable homes

A minimum of 5% of residential dwellings within any Reserved Matters Area shall be designed to meet the accessible and adaptable dwellings M4(2) standard of The Building Regulations 2010. This provision shall be split evenly between the affordable and market residential units in the development rounding to the nearest whole number. In the event that such standards are replaced by a comparable national measure for building design, the equivalent measures shall be applicable to the proposed development.

Reason: To ensure that new dwellings cater for the needs of residents throughout their lifetime, including the possibility of impaired mobility in accordance with Policy H/9 of the South Cambridgeshire Local Plan, 2018.

Other

70.Fire hydrants

No building within a development parcel shall be occupied until a scheme for the provision and location of fire hydrants to serve that Development Parcel has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall thereafter be implemented in accordance with the approved details.

Reason: For the avoidance of doubt and to ensure the provision of adequate water supply infrastructure to protect the safe living and working environment for all users and visitors.

72. Broadband provision

No dwelling shall be occupied until the necessary infrastructure to enable that dwelling to directly connect to fibre optic broadband or such alternative technologies that may come to replace this, has been delivered and is capable of being fully operative.

Reason: For the avoidance of doubt and to ensure the provision of high capacity broadband as part of the development, in accordance with the NPPF and Policy TI/10 of the South Cambridgeshire Local Plan 2018.

73. Use of playing fields

The playing fields hereby approved shall be used for outdoor sport and for no other purpose (including without limitation any other purpose in Class E of the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

Reason: To protect the playing facilities from loss and/or damage, to maintain the quality of and secure the safe use of sports facilities in accordance with Policy SC/3 of the South Cambridgeshire Local Plan 2018.

74. Allotments

Any Reserved Matters application which incorporates allotment provision shall where appropriate, include the following details:

- a) A plan of the allotments, principles of plot layout and design providing for a range of plot sizes designed to allow flexibility to meet the needs of future plot holders including accessible plots; areas for communal storage of materials, for example, manure and compost; communal storage of tools and supplies (eg lockers and bins) and communal areas.
- b) Proposed management arrangements and draft allotment tenancy agreements/rules. This shall include consideration of general and individual plot holder Rules, Conditions and Code of Conduct, with compliance thereafter;
- c) Access, vehicle and cycle parking arrangements to allow easy and safe access to the allotments which prioritises sustainable modes of transport and allows for the occasional delivery of bulky goods;

- d) Details of the allotment clubhouse / store, including composting toilet
- e) Boundary treatment, including security arrangements for the allotments;
- f) Water supply, including use of stored rainwater and SuDS for watering crops.
- g) Provision of good quality soil to British Standards 3882:2015 or equivalent, with structure and texture to allow free drainage and cropping.

The provision of allotments shall be carried out in accordance with the approved details and in accordance with the approved phasing programme.

Reason: To ensure that appropriate allotments are provided in relation to the development of the site in accordance with Policy SC/7 of the South Cambridgeshire Local Plan, 2018.

75.Sport, open space and play areas strategy

No development other than enabling works, shall commence until a sports development strategy has been submitted to and approved in writing by the Local Planning Authority.

The sports facilities strategy will be required to set out the quantitative, qualitative, and spatial distribution of sports facilities within the development. The strategy will include the phasing of facility provision and the approach to management of the facilities, including the dual use of facilities on the secondary school site.

The development of a community use agreement will be required to set out the details of community access to sports facilities, including hours of use, pricing policy, management arrangements, monitoring and review.

The strategy will require a detailed site survey and specifications for the provision of natural turf pitches on the site, to meet Sport England/NGB performance quality standards.

The strategy will include how the facilities will be provided to ensure that facilities are provided to meet the needs of the new community.

Reason: To ensure that the delivery of sports facilities are provided and managed in relation to the development of the site in accordance with Policy SS/6 of the South Cambridgeshire Local Plan, 2018.

76.Sports, open space and play facilities details

Any Reserved Matters application for a Development Parcel containing residential development shall include details of sports facilities, children's play facilities, formal and informal open spaces to be provided within or for that Development Parcel, together with the details of the dwellings served by each type of open space, and the

timetable for laying out the open space for approval. The open space shall be laid out in accordance with the details and timetable approved by the Local Planning Authority.

Reason: To ensure that the details of the development are acceptable and appropriate open space provision is made in accordance with the NPPF and Policy SC/4 of the South Cambridgeshire Local Plan 2018.

Informatives

Mineral extraction

If during construction operations on the site, minerals are extracted from the site, then this will require planning permission from Cambridgeshire County Council as the Minerals Planning Authority.

Noise

To satisfy the noise insulation scheme condition for the residential building envelope and traffic noise, the applicant / developer must ensure that the residential units are acoustically protected by a noise insulation scheme, to ensure the internal noise level within the habitable rooms, and especially bedrooms comply with British Standard 8233:2014 “Sound Insulation and noise reduction for buildings-Code of Practice” derived from the World Health Organisation Guidelines for Community Noise: 2000. The code recommends that a scheme of sound insulation should provide internal design noise levels of 30 LAeq (Good) and 40 LAeq (Reasonable) for living rooms and 30 LAeq (Good) and 35 LAeq (Reasonable) for bedrooms. Where sound insulation requirements preclude the opening of windows for rapid ventilation and thermal comfort / summer cooling, acoustically treated mechanical ventilation may also need to be considered within the context of this internal design noise criteria. Compliance with Building Regulations Approved Document F 2006: Ventilation will also need consideration.

Dewatering

Any small scale dewatering in the course of building or engineering works which is greater than 20 cubic metres per day and does not meet the conditions of the groundwater abstraction exemption under Regulation 5 of the Water Abstraction and Impounding (Exemptions) Regulations 2017 will require an abstraction licence from the Environment Agency.

List of appendices

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Access and Movement Parameter Plan

Green Infrastructure Parameter Plan

Land Use Parameter Plan

Density and Building Heights Parameter Plan

Illustrative Masterplan

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SPD framework plan

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Response to Waterbeach Parish Council comments

Appendix G

Response to 3rd party comments

Appendix H

S106 Heads of Terms – summary

Appendix I

Assessment of Local Plan Policy SS/6

Appendix J

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Response to Waterbeach submission version Neighbourhood Plan policies

Appendix L

Extract from ES summary of mitigation measures

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Gerald Eve Financial Viability Assessment Review

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Glossary

[Link to planning application documents -](#)

<https://applications.greatercambridgeplanning.org>
Planning application - reference number S/2075/18/OL

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