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Waterbeach RLW

Amendments schedule of changes

March 2019

- 1) Amendments to take into account of consultee and other comments, and publication or adoption of the following documents-
- 2) Publication of the revised National Planning Policy Framework (NPPF) on 24th July 2018, followed by a further iteration published on 19th February 2019;
- 3) Adoption of the South Cambridgeshire Local Plan on 27th September 2018;
- 4) Adoption of the Waterbeach New Town Supplementary Planning Document (SPD) on 6th February 2019.

December 2019

- 1) Updated Design and Access Statement (LDA)
- 2) Schedule of changes to Design and Access Statement (LDA);
- 3) Fenland Experience strategy document (LDA);
- 4) Summary note on responses to Design Principles (LDA)
- 5) Ecology - Designated Sites Assessment Note (LDA);
- 6) Covering Letter: Transport Assessment Schedule of Clarifications (WSP)
- 7) Transport Assessment Addendum Schedule of Clarifications (WSP).

January 2020

- 1) ES Addendum II;

- 2) ES Appendix 7.14: River Cam County Wildlife Site and Cam Washes SSSI – Assessment of access sensitivity and pressures;
- 3) Revised Biodiversity (BIAC) Net Gain Calculation.

September 2020

- 1) Amended Parameter Plans providing minor clarifications on connections between RLW and U&C site

Waterbeach RLW

Waterbeach parish council comments

Comments

LPA response

Application contrary to policies in the adopted (2007) local plan.	New Local Plan in place 2018
Loss of high-grade agricultural land; more-over the proposal is outside the village envelope.	Now allocated for development in the 2018 Local Plan
No SPD is in place.	SPD now in place
No substantive outcome from the Ely to Cambridge transportation study.	Combined Authority have started consultation on alternative A10 routes.
A lack of evidence of a consistent and coherent approach by the 2 potential developers of the strategic site.	Both sites have developed their proposals in accordance with the principles set out in the SPD

<p>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.</p>	<p>See below</p>
<p>Transport infrastructure</p> <p>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.</p> <p>The Parish Council considers that no significant development should take place until there have been improvements to the A10.</p> <p>The Parish Council would like to see a joint travel/traffic plan between UC and RLW to reflect what is best for the village. Currently the travel plan proposals are not considered to be adequately coordinated or consistent.</p>	<p>The development will be accessed off the A10. A small amount of development (approximately 50 dwellings), can be accessed off Cody Road.</p> <p>No amount of development will be occupied until the railway station or other high-quality public transport proposal is open and ready for use.</p> <p>Both applications will have their own separate travel plans which will be managed by the County Council, and these are considered to be appropriate.</p>

<p>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.</p> <p>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.</p>	<p>The development will be designed to encourage modes of transport other than cars, with safe and segregated cycle routes and footpaths. The development will have a maximum 'trip budget' of car journeys which the developer will have to adhere to.</p> <p>The railway station in its proposed relocated location already has planning permission.</p>
<p>Quantum of development</p> <p>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.</p>	<p>RLW have provided evidence in the Design and Access Statement to show how up to 4,500 dwellings can be appropriately developed on the site.</p>
<p>Scale and Height of Buildings</p>	

<p>Visual impact of the development within the fen landscape particularly in relation to the taller elements proposed.</p> <p>Concern expressed in respect to this impact at night when the scale of the proposed development will be particularly evident.</p>	<p>This is referred to in the report -see report sections 2d, 2e and 7g.</p> <p>A planning condition will be required to look at appropriate lighting.</p>
<p>Open space</p> <p>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.</p> <p>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.</p>	<p>Disagree – see report section 6e.</p> <p>Disagree – see report section 6e.</p>

<p>It is not appropriate to include the water attenuation area as part of the required open space (see other reservations below under drainage).</p>	<p>Agree. Water attenuation areas will be not counted as part of the open space calculation.</p>
<p>Drainage</p> <p>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.</p> <p>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.</p> <p>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</p>	<p>It is acceptable to provide attenuation outside the development boundary.</p> <p>All areas of open water will be subject to appropriate health and safety legislation. Design Codes will address the appropriate slopes and steps for the sides of open ditches.</p> <p>Referred to in the report section 7 i (iii) – water, and contamination, groundwater, and piling planning conditions.</p>

<p>inhabitants do not suffer any contamination or disruption of supply.</p>	
<p>Water</p> <p>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 –</p> <ul style="list-style-type: none"> • General shortage of water in the area • Enough water capacity for the proposed development • Maximising the use of recycled water • Control of existing water and supply of water to the site 	<p>This is the responsibility of Cambridge Water.</p> <ul style="list-style-type: none"> • This is the responsibility of Cambridge Water – see report section 7 i (iii). • Cambridge Water have a statutory requirement to provide water. • Planning condition. • Cambridge Water are the statutory supplier.

<ul style="list-style-type: none"> • No significant construction until a dedicated supply (i.e. new main) has been provided for the new town • Confirmation that the water pressure available will be adequate for fire hydrants 	<ul style="list-style-type: none"> • Cambridge Water are the statutory supplier. • Fire hydrant conditions will be applied to each reserved matters application.
<p>Housing mix</p> <p>The Parish Council believes:</p> <ul style="list-style-type: none"> • There should be a variety of types and sizes • There should be generous street open space • Housing should be built to high environmental standards • There should be an appropriate proportion of affordable housing, some provision of self-build 	<p>Agree</p> <p>Agree – this will be dealt with by design code</p> <p>Agree – this will be secured by planning condition</p> <p>Agree – this will be secured by planning condition and s106 agreement.</p>

<p>plots and potentially some areas for development by community land trusts (CLT)</p> <ul style="list-style-type: none"> • That the affordable housing provision should include a variety of sizes of house and not be concentrated on small 1 or 2 bed units 	<p>Agree – this will be secured by planning condition</p>
<p>Energy centres</p> <p>The proposal is not clear on the siting of these, their impact or the impact of wind turbines which are also mentioned.</p>	<p>Energy centres will be delivered through an energy / sustainability strategy secured by planning condition. On site wind turbines do not form part of the energy strategy.</p>
<p>Public amenity</p> <p>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</p>	<p>Bannold Drove will be retained as a key leisure amenity within the development.</p>

<p>in the public realm will destroy this access forever and cannot be mitigated.</p>	
<p>Border with existing development (still commonly referred to as the ‘married quarters’)</p> <p>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</p>	<p>The SPD provides clear guidance for development in this location, and the application is in accordance with the SPD.</p>
<p>Sports ground provision</p> <p>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</p>	<p>Open space and sports facilities will be provided in phases in accordance with a sports facility strategy to be submitted by planning condition.</p>

<p>residents will have access to appropriate sporting facilities placing a considerable strain on the Parish's current facilities</p> <p>Additional sports fields will need to be included in the southern part of the site</p> <p>Lighting pollution from the sports grounds may be significant and impact the nearby Denny Abbey and residents in the area.</p>	<p>See report section 6e.</p> <p>This area will not be lit. Also see report section 7h.</p>
<p>S106</p> <p>The Parish Council feels that any significant conditions for development in the future need to be crystallised in a s106 agreement to which the Parish Council is a party rather than by conditions of an approval decision.</p> <p>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</p>	<p>The Parish Council will not be a signatory to the s106 agreement.</p> <p>Education, health, and community facilities will be provided for the development. It is not envisaged that any existing facilities in the village will need to be expanded as a result of the development of the new town. Existing shops, pubs and churches in the village</p>

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.	may see increased patronage, and that should be considered positively.
<p>Timeline</p> <p>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.</p> <p>Mitigation, such as the shuttle bus not being guaranteed long term to ensure adequate access for the existing village.</p> <p>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.</p> <p>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</p>	<p>Agree, this is a normal part of the s106 agreement – see s106 appendix.</p> <p>Dealt with as part of railway station planning application.</p> <p>See report – section 7e.</p> <p>No objection from Police Designing Out Crime Officer. To be addressed at Design Code and Reserved matters stage.</p>

<p>be considered including the need for a Crime Prevention Strategy.</p> <p>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.</p>	

Waterbeach RLW – 3rd party comments

Comments

Response

Representations have been received from residents in the village and elsewhere. Their comments have been grouped under the following themes and can be summarised as follows –	See comments below.
Local plan and SPD process	
The application is speculative and premature given the on-going local plan and SDP process.	Local plan and SPD have now been adopted.
Transport – Highway Impacts	
Has not considered the impact of the proposed incinerator and other smaller scale developments that have been approved.	The ES has considered the cumulative impact of other developments. The incinerator does not have planning permission.

There should be no construction traffic through the village.	Construction Traffic will be addressed through a Construction Environment Management Plan to be secured by condition – no construction traffic will be permitted through the village.
No traffic from the development should go through the village and Cody Road should be used for cycling and pedestrians only.	A limited number of dwellings (no more than 50) will be accessed via Cody Road.
Improvements to A10 need to be carried out before development else it would lead to increased traffic and congestion.	See report section 3.
Where is the evidence base regarding assumptions on car and cycle use?	See report section 3.
Lack of belief people would use public transport and bicycles over cars.	See report section 3.
Modal shift unlikely.	See report section 3.

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.	See report section 3.
Transport – Train Station	
<p>Access to the station via village is inappropriate.</p> <p>People from the south side of the village that currently walk to the station will now drive to the relocated station.</p> <p>Should be two stations, with new station located further north.</p> <p>Station will promote commuting.</p> <p>More clarity needed regarding the shuttle service to the new railway station.</p>	<p>There was addressed in the railway station planning application.</p> <p>People will have the choice to walk or cycle.</p> <p>There will not be two stations.</p> <p>It will encourage the use of the station.</p> <p>This is dealt with on the railway station permission.</p>
Transport – Walking & Cycling	

<p>'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.</p> <p>Concern that 'stead' design is highly permeable for cars.</p> <p>Bannold Drove – ancient existing access route linking Bannold Drove and Cross Drove severed.</p>	<p>Disagree – this will be addressed at the phasing and detailed design code stage. The movement parameter plan is in accordance with the SPD.</p> <p>The stead design is considered to be highly permeable for cyclists and pedestrians.</p> <p>This will form a leisure route spine to this eastern part of the town, and subject to design code, it will have priority as it crosses the primary road network.</p>
Building Heights	
<p>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</p> <p>Density and scale of the station quarter is not appropriate and not in keeping with the area.</p>	<p>The principle of higher buildings has already been agreed on the adjacent U&C application and is in accordance with the SPD.</p> <p>Disagree – this is in accordance with the NPPF and the SPD.</p>

Indicative masterplan	
<p>Separation between the village and the new town is needed. The farmland forms part of the village identity.</p> <p>Setting of Denny Abbey – the land outside the settlement boundary is being used for sports facilities, will affect the setting of the abbey.</p> <p>Open space – this is located outside of the settlement.</p> <p>Effects on the amenity of residents in neighbouring development.</p> <p>Should not be developed until after the brownfield site is developed.</p>	<p>The SPD spatial framework has already established the development area.</p> <p>See report sections 2d and 7b(i).</p> <p>Open space will be located in several locations within the new town.</p> <p>This has been addressed in the parameter plans, with more detailed assessment will take place when design codes and reserved matters applications come forward.</p> <p>The site will start later than the adjacent brownfield site but will not be required to start after the brownfield site has completed.</p>

Overdevelopment of a scale not in keeping with the area and the smaller villages and towns in the fens.	The development is for a relatively large new town with its own identity, not a small village or town.
Primary schools should not be located on the primary streets.	The location of the primary schools will be in accordance with the SPD spatial framework plan. The ES provides guidance on the location of schools, which will inform relevant design codes.
Flooding & Drainage	
Drainage and flooding impacts both to south and north of the development; and	All the relevant drainage authorities are content with the proposals, subject to planning conditions and agreed s106 clauses – see report section 7e.
Impact upon wells and bore holes.	See report section 7i (iii) and planning conditions.
Green Spaces & Ecology	
Development will have a negative effect on species and habitats.	The proposal has been designed to provide a net gain in biodiversity.
Loss of high-grade agricultural land.	The site is allocated in the Local Plan.

<p>Proposals need to provide a greater amount of bat and bird boxes – in accordance with para 3.77 of the SCDC biodiversity SPD.</p> <p>Hard to justify development on greenfield site.</p>	<p>This will be required and will be addressed ecological management plans and detail at the detailed reserved matters stage.</p> <p>The site is allocated in the Local Plan.</p>
Energy	
What are the energy centres?	<p>These are CHP system and boilers, sized to meet domestic hot water demand.</p> <p>See report section 7k.</p>
Sports & Open Space	
Open space – this is located outside the development site.	This is acceptable – see report section 6e.
Education	

Primary schools should not be located on the primary streets	The schools will be located in accordance with the spatial framework plan in the SPD and guidance in the ES.
Equestrian Access	
No provision / consideration for bridleways for existing equestrian community; and the protection and provision of safe access is a must to avoid the equine community losing rights to ride & enjoy countryside.	Equestrian access has been provided, with improvements to Bannold Drove and Cross Drove, and the introduction of a perimeter bridleway.
Social Integration/Aspects	
Development will erode character and heritage of village due to scale and lack of distinction and separation.	The development has been designed as a new town, to be distinct from the village.
Comprehensive Development	
No evidence of cooperation between developers; and piecemeal approach without coherent masterplan.	The two developers will be required through legal agreement to coordinate the development proposals across the two masterplans, in accordance with the spatial framework in the SPD.

Other Issues	
Level of consultation needs to be improved and more consultation is needed.	Disagree - There has been a considerable amount of consultation

Waterbeach RLW – Section 106 Heads of Terms

	Planning Obligation and Policy basis	More detail on obligation	Trigger	Other comments	Provisional Cost (to be finalised before signing of Section 106)
	Affordable and other housing				
1	Policy requirement H/9, H/10	Minimum provision of 30% of all accommodation on site to be affordable. Tenure mix as follows – 30% affordable rent (this proportion protected) 30% shared ownership 20% rent to buy	Provision to commence after first 300 dwellings. Phased triggers for each Phase Triggers for the viability review process will be included.	Subject to review mechanism to take place at the start of each phase or in exceptional circumstances. 30% floor. Any review mechanism can only result in this figure increasing or being maintained at this level.	n/a

	Planning Obligation and Policy basis	More detail on obligation	Trigger	Other comments	Provisional Cost (to be finalised before signing of Section 106)
		20% discount market sale			
2	Self-build H/9	A proportion of the market housing plots should be made available for self- builders - up to 5%	At each phase		
	Education				
3	Early years SC/4	See primary schools		Included in primary schools and through the marketing of commercial units where appropriate.	

	Planning Obligation and Policy basis	More detail on obligation	Trigger	Other comments	Provisional Cost (to be finalised before signing of Section 106)
4	Primary education SC/4, TI/9	Capital contribution and land. 2 x 3FE Primary schools with early years provision. 4FE core. Community access agreements required.	Review of school need, timing, and size to be undertaken with input from Education Delivery Group, no sooner than – Primary school 1 estimated to be open by occupation of 300 and no later than 700 dwellings;	Flat and free serviced sites to be provided. Full specification of school site to be agreed with CCC. Option for direct developer delivery for all schools except the SEN facility.	Land plus maximum total contribution of £28,911,000 (Q3 2018) If contribution option taken spread payments over three years (10%, 65%,25% instalments), linked to earliest call for site notice triggers (TBC) for each facility.
5	Primary school expansion (up to 2FE) SC/4, TI/9		Reviews to be undertaken with input from the Education Delivery Group, no	Flat and free serviced sites to be provided. Full specification of school site to be agreed with CCC.	Land plus up to £2,866,500 contribution. (Q3 2018) If contribution option taken spread payments over two

	Planning Obligation and Policy basis	More detail on obligation	Trigger	Other comments	Provisional Cost (to be finalised before signing of Section 106)
			sooner than occupation of 3,000 dwellings.		years (50%, 50% instalments).
6	Secondary education SC/4, TI/9	Capital contribution and land. 1 x 8FE secondary school. Community access agreements required.	Reviews of school need, timing, and size to be undertaken with input from the Education Delivery Group, no sooner than occupation of 1,500 and no later than 2,500 dwellings.	Flat and free serviced sites to be provided. Full specification of school site to be agreed with CCC.	Land plus £20,769,000 (Q4 2017) If contribution option taken spread payments over three years (10%, 65%,25% instalments), linked to earliest call for site notice triggers (TBC) for each facility.
7	Secondary school expansion SC/4, TI/9		Reviews to be undertaken with input from the Education		Land plus up to £9,347,000 (Q4 2017)

	Planning Obligation and Policy basis	More detail on obligation	Trigger	Other comments	Provisional Cost (to be finalised before signing of Section 106)
			Delivery Group, no sooner than occupation of 3,000 dwellings.		
8	Post-16 education – safeguarded site SC/4, TI/9	Review of school timing.		If contribution option	Land plus maximum £5,525,000 contribution (Q4 2017).
9	Provision towards special needs education SC/4, TI/9	Review of school timing and calculation of needs based on needs based proportional contribution to be undertaken with input from the Education Delivery Group no	Safeguarded site on U&C land.	The Council has a statutory duty to secure appropriate provision for children and young people with SEND from 2-23 years of age.	£4,826,000 contribution (pro-rata of total cost) (Q4 2017)

	Planning Obligation and Policy basis	More detail on obligation	Trigger	Other comments	Provisional Cost (to be finalised before signing of Section 106)
		sooner than occupation of 1350 dwellings and no later than 2350 dwellings.			
	Sport / Recreation				
10	Strategic open spaces and outdoor pitches SC/7, SC/8	Definition of Strategic Open Spaces to include Station Approach Park, Fenland Parks, Fenstead Parks, and Cross Drove Gardens. Outdoor sports facilities are necessary to meet	Strategic open spaces, outdoor pitches, children's play space and allotments to be provided throughout the development in regular phases to be determined by a	Provision would be on site. The scale has been determined with reference to SCDC policy requirements (in particular, South Cambridgeshire Local	As part of development costs.

	Planning Obligation and Policy basis	More detail on obligation	Trigger	Other comments	Provisional Cost (to be finalised before signing of Section 106)
		the needs of the new population generated by the development. Provision to include sports, children's play space and allotments/community orchards.	strategic open spaces and outdoor pitches strategy to be submitted to an agreed in writing by the LPA.	Plan Policies SC/7 & SC/8.	
11	Artificial grass pitch, with lighting where appropriate SC/4, SC/7		No later than occupation of 1,500 dwellings.	To Sport England or successor standards	As part of development costs,

	Planning Obligation and Policy basis	More detail on obligation	Trigger	Other comments	Provisional Cost (to be finalised before signing of Section 106)
12	Two sports pavilions, with changing rooms SC/4, SC/7	A larger changing facility in the northern park area, and a smaller facility in the station quarter area, provided within a community centre (see below)	Triggers to be co-ordinated with the adjacent U&C site and determined by strategic open spaces and outdoor pitches strategy to be submitted to an agreed in writing by the LPA.	To Sport England or successor standards	As part of development costs,
13	Contribution towards new leisure centre, including swimming pool.	Strategic Leisure Ltd prepared a report (July 2018) for SCDC which indicated a need for new swimming pool and sport facilities. The financial contribution is	Timing of provision and funding to be informed by a strategy to be agreed with the Council with longstop provision of 3500 dwellings.	Location will be within U&C site	£1,789,512 (CPI 13 May 2019)

	Planning Obligation and Policy basis	More detail on obligation	Trigger	Other comments	Provisional Cost (to be finalised before signing of Section 106)
	4 court sports hall, 4 lane swimming pool with larger learner pool, 60 fitness stations and activity hall SC/4, SC/7	proportionate to the scale of the estimated population of the site. The scale and nature of facilities have been directly informed by Strategic Leisure report.			
	Community				
14	Multi-purpose Community Centres (MpCC) SC/4	Construct buildings to agreed specification (either full building or shell and core building with contribution for fit out).	To be agreed		Development cost

	Planning Obligation and Policy basis	More detail on obligation	Trigger	Other comments	Provisional Cost (to be finalised before signing of Section 106)
15	Space for interim / existing library facility contribution SC/4	Library facilities are necessary to meet the needs of the new population generated by the development.	Prior to occupation of first dwelling	Provision would be on site. The scale has been determined with reference to CCC guidance.	£20,000
16	New library contribution SC/4	Financial contribution towards provision of hub library within one MpCC in U&C site.			£915,000 (check financial indexation date)
17	Community Development Support Worker	The scale has been determined with reference to South	For first 10 years from first occupation.	The support worker is considered necessary to meet the needs of the	£277,000 (£27,700 per annum)

	Planning Obligation and Policy basis	More detail on obligation	Trigger	Other comments	Provisional Cost (to be finalised before signing of Section 106)
	SC/4	Cambridgeshire Local Plan Policy SC/4.		new population generated through the early phases of the development.	
18	Denny Abbey improvements SS/6	Financial contribution towards business planning and conservation management plan (£25k) and financial contribution towards site security (£35k). £60k total contribution.	By occupation of 1500 dwellings	Financial contribution towards business planning and conservation management plan (£25k) and financial contribution towards site security (£35k). £60k total contribution.	£60k total contribution.
	Health				

	Planning Obligation and Policy basis	More detail on obligation	Trigger	Other comments	Provisional Cost (to be finalised before signing of Section 106)
19	Interim Health Facility (space made available on site for supplementary health services) SC/5		Prior to occupation of 250 dwellings. If not needed, then roll over to new health centre.		£208,000 (CPI 13 May 2019)
20	New Health Centre SC/5	The facilities would be on the site comprising 1810 square metres.	Prior to the occupation of 1075 dwellings		£1,423,000 pro-rata contribution towards new health centre for Waterbeach New Town (CPI 13 May 2019)

	Planning Obligation and Policy basis	More detail on obligation	Trigger	Other comments	Provisional Cost (to be finalised before signing of Section 106)
21	Early community support measures SC/5	Combination of measures and support projects to develop a healthy and resilient community	Fund to be made available over phases.	The support measures have been identified as necessary by CCC, to meet the needs of the new population generated through the early phases of the development, based on evidence of other new communities in the Cambridge area.	£1,295,000 (to be phased) Guaranteed phased payment of £250,000 and the balance of £1,045,000 instalments if needed.
	Transport / Infrastructure – first phase				
22	Traffic monitoring equipment, purchase,	Needed to monitor traffic around the development in	Provide contribution prior to commencement,	Allows an evidence base to be generated to	£143,000

	Planning Obligation and Policy basis	More detail on obligation	Trigger	Other comments	Provisional Cost (to be finalised before signing of Section 106)
	installation, and maintenance for 20 years SS/6	accordance with an agreed scheme and managed through the Transport Review Group.	together with first 5 years maintenance contribution. Remaining payments at 5year intervals.	measure development impacts on the network.	
23	Junction safety and capacity improvements to the junction of Car Dyke Road and the A10 SS/6	Provision of at grade signalized junction with bus priority on Car Dyke Road. Includes a toucan crossing to the north of Waterbeach Road.	Delivered via a call for works, to coincide with U&C timetable	Provides safety improvements and capacity for this junction as well as bus priority for the existing bus service	Developer cost
24	Environmental improvements in Waterbeach,	Undertake design work for environmental and public realm	Delivered via a call for works, to coincide with U&C timetable	Provides opportunity for Parish Councils to input to environmental	£487,000

	Planning Obligation and Policy basis	More detail on obligation	Trigger	Other comments	Provisional Cost (to be finalised before signing of Section 106)
	Milton, Fen Ditton, and Horningsea SS/6	improvements. Provision of contribution to deliver works.		improvements within villages. To incorporate traffic management measures within the public highway to deter rat running traffic.	
25	Improvements to existing bus stops on Greenside in Waterbeach SS/6	To provide bus stop cage and clearway markings at both bus stops at the Green Side bus stops along with cycle parking on hard standing at the back of the verge on The Green.	50 th dwelling	To coordinate with Greenway work on High Street.	Development cost

	Planning Obligation and Policy basis	More detail on obligation	Trigger	Other comments	Provisional Cost (to be finalised before signing of Section 106)
26	Improvements to existing bus services SS/6	Contribution towards bus service improvements between Waterbeach village and Addenbrookes.	50 th dwelling.	The contribution will be directed to whichever service CCC consider appropriate at the time the payment is made.	£46,000
27	Travel plan and travel plan co- ordinator SS/6	Elements within the TP wording will need to be the Travel Plan Coordinator role and the measures for residents / employees. Includes monitoring of travel behaviour and monitor bus journey times for southbound buses on the A10.	By first occupation.	The Travel Plan would look to encourage more sustainable travel from the development and in surrounding communities. This would reduce the impact on the A10 and enable further development.	£200,000 Note the cost estimate shall not be capped and ultimately will be the result of the measures necessary to achieve the Travel Plan targets.

	Planning Obligation and Policy basis	More detail on obligation	Trigger	Other comments	Provisional Cost (to be finalised before signing of Section 106)
28	Bus stops SS/6	Provision of and maintenance cost for up to 12 bus stop shelters (6 pairs) (TBC) within the Development in locations to be approved as part of relevant Reserved Matters.	Relevant Reserved Matters application in which stop is included.	Relevant Reserved Matters application in which stop is included.	£14,000 per pair
29	Lining and signing improvements to Green End at bridge located at Car Dyke Farm	To provide additional advance warning signs and road markings in advance of the bridge over Car Dyke on Green End	Prior to first occupation		Development cost

	Planning Obligation and Policy basis	More detail on obligation	Trigger	Other comments	Provisional Cost (to be finalised before signing of Section 106)
	SS/6				
30	Public right of way improvement plan SS/6		50 th occupation		£50,000
29	Upgrade public right of way to Chittering to bridleway SS/6	To enable improved sustainable linkages between Chittering and the new town as well as Waterbeach	1000 th occupation		tbc
30	Contribution to other public rights of way	To improve existing and provide additional pedestrian routes and links, for health and	tbc		tbc

	Planning Obligation and Policy basis	More detail on obligation	Trigger	Other comments	Provisional Cost (to be finalised before signing of Section 106)
	towards Lode area SS/6	wellbeing, as well as mitigating the impact of the development on SSSIs and County Wildlife Sites.			
	Transport Enhancement Fund SS/6	For strategic transport beyond first phase of development.			£17,000,000 starting balance, with potential additional funds generated through viability review.
	Waste				
32	Refuse Collection Vehicles SS/6		To be collected at each reserved matters' application.		£61.67 per dwelling, to be collected with each reserved matters' application.

	Planning Obligation and Policy basis	More detail on obligation	Trigger	Other comments	Provisional Cost (to be finalised before signing of Section 106)
33	Household Waste bins SS/6		To be collected at each reserved matters' application.		Estimated total of £528,750 (based on average of £117.50 per dwelling). Standard house – 3 bins @ £75 per unit. Flat (Based on 2 bed) - £160 per unit.
	Other				
35	Maintenance of Flood Mitigation Measures SS/6	Setting up of management company with agreed roles and responsibilities to manage and maintain the landscape bund,	Before first occupation	To ensure that the flood mitigation measures that are needed will be maintained for their lifetime.	tbc

	Planning Obligation and Policy basis	More detail on obligation	Trigger	Other comments	Provisional Cost (to be finalised before signing of Section 106)
		raised land area and other related structures.			
36	Delivery/Review Groups SS/6	Establish the Progress and Delivery Group; the Education Review Group and the Transport Strategy Review Group.	Prior to development commencing		
37	Jobs Brokerage scheme SS/6	The parameters allow for and recording	Avoidance Compensation	Design & Planning Condition	
38	Section 106 Monitoring	The contribution would be directly related to achieving the	Prior to occupation of any dwellings		£150,000 – payable in 20 instalments of £7.500 per annum.

	Planning Obligation and Policy basis	More detail on obligation	Trigger	Other comments	Provisional Cost (to be finalised before signing of Section 106)
		implementation of the planning obligations.			
	Station Link Road and east/west linkages	<p>A mechanism for securing the delivery of the link road to the new station will be included.</p> <p>Such a mechanism shall include timescales and the process for both adjoining landowners to agree appropriate market value to facilitate the provision of the link road (together with</p>		To secure timely provision of infrastructure and comprehensive development in accordance with Policy SS/6.	

	Planning Obligation and Policy basis	More detail on obligation	Trigger	Other comments	Provisional Cost (to be finalised before signing of Section 106)
		other east/west linkages) with referral to an independent expert.			
	Links Protocol	To comply with the “Links Protocol” which sets out the process for starting and undertaking discussions with the adjoining landowner to agree the required rights and values.		If agreement cannot be reached the protocol makes provision for the referral to an Expert for determination.	

“Jobs Brokerage Scheme” a scheme which shall:

(a) provide access to job opportunities on the Site by providing links between employers on the Site, the District Council, Jobcentre Plus and other relevant partners;

- (b) set out how the Owner or its subcontractors will work with the District Council and its partners to promote opportunities for employment of local construction workers during the construction of each Phase with the target that at least 20% of the jobs created by that Phase (whether permanent or temporary) shall be taken by persons within the workforce of the District Council's area;
- (c) for each Phase include a list of skills and the number of various types of construction workers estimated as being required for the relevant Phase and how employment opportunities will be advertised throughout South Cambridgeshire including at Jobcentre Plus;
- (d) for each Phase promote education and training opportunities in construction which are linked to the relevant Phase in conjunction with any District Council led initiatives and/or local colleges and schools (e.g. via open days, presentations and marketing); and
- (e) include the principles to be followed:
 - (i) to update the said scheme including as Phases are brought forward; and
 - (ii) to gather information as to the effectiveness of the said scheme;

"Self/Custom Build Scheme" a scheme to be submitted to and Approved by the District Council for the marketing of Self/Custom Build Plots to be consistent with Policy H/9: Housing Mix (and in particular paragraph 2.f.) of the South Cambridgeshire Local Plan adopted September 2018 (or equivalent future adopted policy) and to include:

- (a) an indicative strategy for marketing Self/Custom Build Plots to eligible prospective purchasers (such purchasers to have first registered their interest for the same with the District Council pursuant to the Self Build & Custom Housebuilding Act 2015 (as amended));
- (b) the principles to be applied to the location and distribution of Self/Custom Build Plots within prospective Residential Reserved Matters Areas;

- (c) the principles to be applied to ensure the development of Self/Custom Build Plots for Self/Custom Build Housing is consistent with all relevant approvals, consents, and parameters in connection with the Planning Permission and this Deed; and
- (d) the principles to be applied to reaching an appropriate target for the amount of Self/Custom Build Housing forming part of the Development having regard to the aims and objectives of the said Policy H/9 (such target being no more than 5% of the Dwellings forming part of the Development shall be Self/Custom Build Housing) but subject always to there being sufficient demand for the same which is to be evidenced to the reasonable satisfaction of the Owner by the District Council.

Waterbeach RLW**Local Plan policy SS/6 Waterbeach New Town**

Policy	Comments
<p>1. A new town of approximately 8,000 to 9,000 dwellings and associated uses is proposed on the former Waterbeach Barracks and land to the east and north as shown on the Policies Map. A Supplementary Planning Document (SPD) will be prepared for the new town as addressed at subsection 17 of this policy. The final number of dwellings will be determined through a design-led approach and spatial framework diagram included in the SPD having regard to:</p> <p>a. The quantum, location, and distribution of development in the town; and</p> <p>b. Maintaining an appropriate setting for Denny Abbey listed building and scheduled monument.</p>	<p>See report paragraphs 2a.</p> <p>See U&C site and report sections 2c, 2d, 2f, 7b.</p>

<p>2. The new town will be a sustainable and vibrant new community that is inclusive and diverse with its own distinctive local identity which is 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.</p>	<p>The proposal has its own distinctive local identity based upon the fen edge and fen landscape and its individual drainage characteristics.</p> <p>See report section 2d.</p>
<p>3. It will be developed to maintain the identity of Waterbeach as a village close to the new town. Appropriate integration should be secured by the provision of suitable links to enable the residents of Waterbeach village to have convenient access to the services and facilities in the new town but with limited and controlled opportunities for direct road access from the wider new town to Waterbeach with emphasis on connections by public transport, cycle and on foot.</p>	<p>See approved U&C scheme and RLW parameter plans.</p>

4. It will deliver an example of excellence in sustainable development and healthier living, which will make a significant contribution to the long-term development needs of the Cambridge area. It will deliver high quality public transport links to Cambridge, including a relocated railway station, to enable a high modal share of travel by means other than the car.	See approved U&C scheme and RLW parameter plans.
5. The built area of the settlement will be contained within the Major Development Site, and the location of major land uses and design of the northern edge of the new town will ensure an appropriate relationship with Denny Abbey listed building and scheduled monument;	See approved U&C scheme and RLW parameter plans.
6. The new town will establish an appropriate relationship and interaction with Waterbeach village, and the Cambridge Research Park;	See approved U&C scheme and RLW parameter plans.
7. All built development will be provided within the Major Development Site shown on the Policies Map. Land outside	See approved U&C scheme and RLW parameter plans.

the Major Development Site can provide other associated uses and mitigation including drainage, habitat compensation and informal open space.	
<p>8. The new town will provide a range of uses appropriate to a new town, including:</p> <p>a. Residential development of a mix of dwelling sizes and types, including affordable housing, to achieve a balanced and inclusive community;</p> <p>b. Employment provision of a quantum, type and mix to meet the needs of the town and provide access to local jobs, and 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;</p> <p>c. Shops, services, leisure and other town centre uses of an appropriate scale for a town whilst avoiding significant</p>	<p>Planning condition</p> <p>See report section 4 and planning condition</p> <p>See report section 4 and planning condition</p>

<p>impacts on vitality and viability of surrounding centres, and not competing with Cambridge as the sub regional centre;</p> <p>d. A town centre supported by local centres, to ensure services and facilities are easily accessible to residents;</p> <p>e. Community services and facilities, including health and both primary and secondary school education;</p> <p>f. Open space, sports and leisure facilities;</p> <p>g. Appropriate provision for and design of waste / recycling management facilities.</p>	<p>See approved U&C scheme.</p> <p>s106 agreement.</p> <p>s106 agreement.</p> <p>s106 agreement.</p>
<p><i>Measures to Address Landscape, Townscape and Setting of Heritage Assets in the Surrounding Area, and Deliver a High-Quality New Development:</i></p> <p>9. The new town will:</p>	

<p>a. Establish and follow design principles to deliver a high-quality development responding to local character, but also with its own identity;</p> <p>b. Provide strategic landscaping within and beyond the Major Development Site to deliver high quality environs and:</p> <p>i. provide an appropriate screening of the town in views from Denny Abbey in order to protect the historic significance of the Abbey, and</p> <p>ii. maintain the village character of Waterbeach;</p> <p>c. Conserve and enhance the significance of Denny Abbey Grade I listed building and scheduled monument, including the contribution made by its setting, the extent and nature of separation from the Major Development Site and formal open spaces, and protection of key views including to and from the Abbey;</p>	<p>Planning condition to ensure scheme is in accordance with approved design principles.</p> <p>See parameter plans.</p> <p>See parameter plans.</p> <p>See parameter plans.</p> <p>See parameter plans.</p>
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<p>d. Include assessment, conservation, and enhancement of other heritage assets as appropriate to their significance, including non-designated assets such as Car Dyke World War II structures, raised causeways, and the Soldiers Hill Earthworks.</p>	See report section 7
<p>e. Incorporate necessary mitigation to sensitive receptor boundaries, with regard to noise and odour, including from the A10, proposed railway station, recreational activities and the Waterbeach Waste Management Park to ensure no significant adverse impact on quality of life / amenity and health using separation distances or acoustic earth bunding rather than physical barriers if appropriate and where practicable;</p>	See report section 7 and planning conditions.
<p>f. Ensure there is no significant adverse impact on local air quality and or mitigate as necessary with a Low Emissions Scheme.</p>	S106 agreement
<p><i>Delivery of a Significant Network of Green Infrastructure</i></p>	

<p>10. The new town will:</p> <p>a. Provide a high degree of connectivity to existing corridors and networks;</p> <p>b. Include areas accessible to the public as well as areas with more restricted access with the aim of enhancing biodiversity;</p> <p>c. Provide 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, managed to enhance their ecological value;</p> <p>d. Consider the multifunctional value of spaces, e.g. amenity, landscape, biodiversity, recreation and drainage;</p> <p>e. Carry out a full programme of ecological survey and monitoring, to guide a Biodiversity management plan to provide appropriate mitigation and enhancement.</p>	<p>Parameter plans and design principles.</p> <p>Parameter plans and design principles.</p> <p>Parameter plans and design principles.</p> <p>Parameter plans and design principles.</p> <p>Planning condition</p>
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<p><i>Creation of a comprehensive movement network:</i></p> <p>11. The new town will be founded on a comprehensive movement network for the whole town, that connects key locations including the town centre and relocated railway station to encourage the use of sustainable modes of travel, and including:</p> <p>a. Significant improvements in Public Transport, including:</p> <p>i. Provision of a relocated Waterbeach station with appropriate access arrangements by all modes to serve the village and the new town;</p> <p>ii. Provision of a Park and Ride site on the A10 to intercept traffic from the north of Waterbeach, served by a new segregated Bus link to Cambridge;</p> <p>b. Measures to Promote Cycling and Walking, from the start of the development including:</p>	<p>Planning application for station approved.</p> <p>See approved U&C scheme</p>

<p>i. 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;</p>	<p>See approved U&C scheme, RLW parameter plans and design principles</p>
<p>ii. Provision of direct, segregated high quality pedestrian and cycle links to north Cambridge, surrounding villages and nearby existing facilities such as the Cambridge Research Park;</p>	<p>See approved U&C scheme and RLW parameter plans</p>
<p>iii. A Smarter Choices package including residential, school and workplace travel planning.</p>	<p>S106 agreement.</p>
<p>c. Highway Improvements, including:</p>	
<p>i. Primary road access from the A10;</p>	<p>S106 agreement.</p>
<p>ii. Additional capacity to meet the forecast road traffic generation of the new town, particularly on the A10 and at the junction with the A14;</p>	<p>S106 agreement.</p>

<p>iii. Measures to mitigate the traffic impact of the new town on surrounding villages including Waterbeach, Landbeach, Horningsea, Fen Ditton and Milton;</p> <p>iv. A review of the access arrangements to Denny Abbey and the Farmland Museum.</p>	<p>S106 agreement.</p> <p>Planning condition.</p>
<p><i>Sustainable Design and construction:</i></p> <p>12. The new town will incorporate and deliver opportunities to exceed sustainable design and construction standards established by the Local Plan. These measures could include combined heat and power provided from the adjacent Waterbeach Waste Management Park.</p>	<p>See report section 7k and planning conditions.</p>
<p><i>Infrastructure Requirements:</i></p> <p>13. The new town will:</p>	

<p>a. Ensure the delivery of improvement to any existing infrastructure which will be relied upon by the new town as well as the provision, management and maintenance of new infrastructure, services and facilities to meet the needs of the town.</p> <p>b. Make appropriate arrangements for Foul Drainage and Sewage Disposal.</p> <p>c. Ensure the provision, management and on-going maintenance of sustainable surface water drainage measures to control the risk of flooding on site and which will reduce the risk of flooding to areas downstream or upstream of the development.</p>	<p>Planning conditions.</p> <p>Planning conditions.</p> <p>Planning conditions and s106 agreement</p>
<p><i>Community Development:</i></p> <p>14. Measures will be required to assist the development of a new community, such as through community development workers.</p>	<p>S106 agreement.</p>

<p><i>Site Preparation:</i></p> <p>15. Developers will be required to:</p> <p>a. Undertake site wide investigation and assessment of land contamination and other issues resulting from former land uses, including military use, to ensure the land is suitable for the proposed end use and is not presenting a risk to the environment;</p> <p>b. Ensure that all ordnance is removed from the site in ways that ensure the development can take place without unacceptable risk to workers and neighbours including major disruption to the wider public off site.</p>	<p>Planning condition.</p> <p>Planning condition.</p>
<p><i>Phasing and Delivery:</i></p> <p>16. The delivery of the new town, including any individual phases, must:</p> <p>a. Be in accordance with the spatial framework diagram set out in the Supplementary Planning Document to ensure a</p>	<p>In accordance with the spatial framework diagram.</p>

<p>comprehensive development of the site as a whole that will not prejudice the creation of a fully functioning and successful new town.</p> <p>b. Be informed by appropriate strategies, assessments and evidence reports.</p> <p>c. Plan for essential services, facilities and infrastructure to be provided in a comprehensive manner, anticipating future needs, and establishing suitable mechanisms to deliver the infrastructure in a timely and efficient way to achieve the successful delivery of the new town, including the needs of individual phases, and the requirements on developers.</p> <p>d. Make satisfactory arrangements to ensure appropriate engagement and consultation with local people and stakeholders.</p>	<p>With submitted application documents</p> <p>Delivery groups established by s106 to coordinate between the two developers.</p> <p>Community forum</p>
<p><i>Supplementary Planning Document:</i></p>	<p>SPD has been prepared</p>

17. The SPD to be prepared for the Strategic Site shown on the Policies Map will provide further guidance and detail on the implementation of Policy SS/6. The SPD will include:

- a. An overarching, high level vision for the new town.
- b. Consideration of relevant context including key constraints and opportunities.
- c. The broad location of the components of the new town which are essential to support comprehensive and seamless development. A spatial framework diagram will be included that ensures the creation of a sustainable, legible and distinctive new settlement.
- d. The location, nature, and extent of any formal open space to be provided outside of the Major Development Site.
- e. Broadly how the development is to be phased, including the delivery of key infrastructure.

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Appendix J

Waterbeach RLW

SECTION 106 Steering Groups – Draft Terms of Reference

Part 1 – Progress and Delivery Group (PDG)

The PDG will be committed to facilitating the comprehensive delivery and design of the Wider Site including infrastructure in a coherent and compatible manner.

The primary role of this group is to provide a forum for members to share information and collaborate on:

1. The approach to ongoing design for development across the Wider Site and observance of the provisions of the SPD.
2. Where needed, the putting in place of compatible strategies across the Wider Site for dealing with utility provision and infrastructure, infrastructure and community engagement and representation.
3. Early establishment of the stewardship arrangements of the Wider Site to facilitate a holistic and consistent approach to the management and maintenance of recreational, social, leisure and community facilities provided on the Wider Site to include

investigating and collaborating in relation to community engagement and inclusion and in relation to the on-going management and maintenance of site wide facilities and infrastructure across the Wider Site.

4. The delivery and integration of services and infrastructure across the Wider Site including as to capacity.
5. Maintaining the integrity of the spatial design and wider site linkages as identified in the SPD.
6. The delivery of the proposed relocated Waterbeach station and associated linkages.

Part 2 – Transport Strategy Review Group (TSRG)

The role of the group:

1. The TSRG is a consultative group the role of which is to facilitate co-ordination between partners over the delivery of the transport strategy for the Wider Site.
2. It will be responsible for reviewing the planning, monitoring, and managing of travel behaviours, trip rates and the transport impact of the new town and recommending responses accordingly. The group will, specifically seek to manage the impact of the new town on the capacity of the A10.

3. The TSRG will not have any decision making powers and all decisions regarding transport strategy for the Wider Site will rest solely with the County Council and/or the District Council as the case may be taking account of recommendations and representations from TSRG.
4. TSRG will enable the delivery of the overall transport strategy to promote comprehensive development of the Wider Site and facilitate.
5. Communication between the Owner and the Adjacent Landowner.
6. A unified approach to transport monitoring and delivery across the Wider Site to assist the District Council and the County Council in performing their functions.
7. The TSRG will have the role of responding to improvements proposed to the A10 so that the agreed transport strategy can respond to changing circumstances. The group is a key forum for discussing appropriate changes to both the nature and the timing of various elements of the transport strategy subject always to the statutory roles performed by the District Council as local planning authority and the County Council as local highway authority.
8. A key element of this approach is to inform and recommend to key stakeholders the level of funding and investment to be committed across each phase, to ensure appropriate and proportionate use of resources to achieve the best outcomes achievable. In carrying out its functions, and operating within its terms of reference, TSRG will work collaboratively and in cooperation with other relevant stakeholders to enable efficient use of resources and to avoid where possible any abortive works or expenditure.

9. In addition, the group will also be a forum for discussing and seeking opportunities for additional sources of funding for travel plan initiatives (and other transport interventions) relating to the Site and/or the Adjacent Land.

Part 3 - Education Review Group (ERG)

1. The ERG is a consultative steering group which will facilitate joint working between partners involved in the delivery of education at the Wider Site.
2. The ERG shall not have any decision making powers and all decisions regarding the design, delivery and need for any School, Additional Primary FE, Additional Secondary School or Secondary School Expansion shall rest solely with the County Council (subject to Determination) taking into account representations from the ERG but always giving precedence to the County Council's statutory duty to secure sufficient education for children resident or expected to be resident on the Site.
3. The role to be performed by this group is to:
4. Monitor relevant information from the Wider Site so as to anticipate the need for school delivery;
5. Provide a forum for relevant stakeholders to discuss matters in relation to school design and delivery; and

6. Collaborate and where relevant provide recommendations on whether either or both the Post 16 Facility and the SEND Facility is/are required to meet the needs of the Wider Site.

Waterbeach RLW**Waterbeach draft Neighbourhood Plan policies (submission version)**

Policy

LPA comment

TRANSPORT POLICIES	
WAT 1 – Securing connectivity between Waterbeach village and key destinations.	Planning conditions and s106.
WAT 2 – Pedestrian and cycle route from Waterbeach village station to relocated train station.	Waterbeach greenway proposals to be delivered by the Greater Cambridge Partnership.
WAT 3 – A walkable village and walkable neighbourhoods.	See report section 3c.
WAT 4 – Creating and maintaining sustainable access routes to Waterbeach Village Primary School.	Improvements to cycle and pedestrian routes along Cody Road secured in the Railway Station planning application.
WAT 5 – Creating and maintaining sustainable access route to Waterbeach New Town schools.	See parameter plans and design principles.

WAT 6 – Improving road safety in Waterbeach Village.	S106 agreement.
WAT 7 – An accessible village and town	See report section 3c.
WAT 8 – Managing and mitigating adverse impacts of increased traffic movements on residential amenity.	Refer to WAT12 – s106 contributions.
WAT 9 - Protecting and enhancing the Public Rights of Way network (including bridleways).	See report section 2b and planning conditions.
VILLAGE HEART POLICIES	
WAT 10 – Maintaining and enhancing a vibrant Village Heart.	Not relevant to this planning application.
WAT 11 – Public realm Improvements in the Village Heart.	Not relevant to this planning application.
WAT 12 – Waterbeach village public realm developer contributions.	S106 agreement.

EMPLOYMENT	
WAT 13 - Denny End Industrial Estate and Cambridge Innovation Park.	Not relevant to this planning application.
DESIGN, CONSERVATION AND HERITAGE	
WAT 14 - Waterbeach Design Principles.	See Parameter Plans, Design Principles document, planning conditions and design codes.
WAT 15 - Development and Landscape Quality.	See report sections 2c and 2d.
WAT 16 - Important edge of settlement sites in Waterbeach village	Not relevant to this planning application.
GREEN INFRASTRUCTURE	
WAT 17 - Local Green Spaces	Not relevant to this planning application.
WAT 18 - Protected village amenity areas	Not relevant to this planning application.

WAT 19 - Development and Green Infrastructure	See report sections 2c, 2d, and 6e. .
BIODIVERSITY	
WAT 20 – Sites of value to biodiversity	Planning condition.
HOUSING	
WAT 21 - Housing Mix.	Planning condition.
WAT 22 - Rural Exceptions Housing in Waterbeach Parish.	Not relevant to this planning application.
WAT 23 - Allocation of affordable homes in Waterbeach New Town.	Allocations will take place in accordance with SCDC lettings policy.
WAT 24 – Safeguarding Waterbeach park homes.	Not relevant to this planning application.

Waterbeach RLW – summary of ES mitigation measures

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
Primary Mitigation: This type of mitigation can best be described as modifications to the location or design of the Proposed Development made during the design evolution phase that are an inherent part of the project and do not require additional action to be taken;			
Impact on existing Bridleway open to all traffic (B.O.A.T.)	The Proposed Development incorporates, and upgrades Bannold Drove (B.O.A.T.) to a predominantly non-motorised user route for pedestrians, cyclists, and equestrians to create a direct and safe route between the relocated railway station, local centre, and Fenland Parks to the north.	Avoidance and Enhancement	Design Principles

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
Increase in private vehicular trips	<p>A network of dedicated space for pedestrians and cyclists will be planned to ensure priority, connectivity, and permeability through the application site.</p> <p>The primary streets have been designed to maximise the number of homes are within 400m walk of a bus stop.</p> <p>School sites to be accessible via attractive, safe walking and cycling routes and should be clearly accessible from Bannold Drove.</p>	Reduction	Design Principles and Planning Condition

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
	<p>The layout of the Station Quarter and the approach to the train station will prioritise pedestrians and cyclists and provide a clear, direct, non-motorised link between the Station and Town Centre.</p> <p>Strategic traffic will be kept to the edge of the Steads and Station Quarter and parking arrangements which allow for some of the street and spaces to be planned with a reduced traffic function.</p> <p>The station square will be kept free of traffic movement, drop offs and parking and will provide sufficient, safe and convenient cycle parking close to the station entrance.</p>		

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
	<p>Dedicated space is to be provided for pedestrians and cyclists on all Drove.</p> <p>Provision of a park and ride facility adjacent to the station.</p>		
Impact of Flooding and Surface Water Quality	<p>Management of water runoff through a network of swales and ditches including the widening of existing drainage ditches along Bannold Drove.</p> <p>Creation of attenuation area to the north, which also serves as ecology habitat and natural open space.</p> <p>All surface water drainage will be discharged into the IDB ditch and the surface water drainage system</p>	Avoidance and Enhancement	Design and Planning Condition

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
	<p>has been sized to restrict the discharge rate to 1.1litres/second/ha.</p> <p>Midload causeway which incorporates a raised earth bund to a height of 2.6m AOD, along with raised development platforms adjacent to the Station, will provide defence against flooding.</p> <p>Each Drove will incorporate a swale feature and wetland planting to reinforce the fenland character.</p>		
Access to public open space	The Proposed Development will deliver 93.7ha of open space. This includes an extensive area of strategic open space (75ha) in the northern part of the Site, referred to as the Fenland Parks. This area	Avoidance and Enhancement	Design

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
	<p>has been designed to accommodate 17ha of mixed sports pitches, recreational, ecology and drainage requirements and offers an alternative destination to Wicken Fen.</p> <p>A network of 3 parks will be provided within the vicinity of the Fensteads.</p> <p>Station approach park will consist of a 3.2ha linear park that incorporates pedestrian and cycle routes that connects the station with the town centre.</p> <p>The Midload Causeway will provide a semi-natural, 16m wide Green Infrastructure route along the</p>		

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
	<p>eastern site boundary. The total area of the Causeway will be 2.1ha.</p> <p>Locally Equipped Areas of Play (LEAP) and Neighbourhood Equipped Area of Play (NEAP) will be provided in accordance with the recommended walking distances.</p> <p>In addition to the strategic areas of open space shown on the Parameter Plans, each fenstead will incorporate 50% of the informal open space, informal play space, formal play space and formal open space required to the meet the needs of its residents.</p>		

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
	<p>An 4ha area of community growing will be provided on the northern and eastern boundary of the Site, with the potential to accommodate community orchards, gardens and traditional allotments.</p> <p>A circular walk of 2.5km will be provided within the Fenlands Park.</p> <p>An all-weather pitch is provided within the Station Approach Park.</p>		
Public Health	Taller buildings within the heights parameter will be located at the key civic spaces to aid legibility i.e. along the park, around the station square and along the primary street.	Reduction	Design & Planning Condition

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
	<p>The Proposed Development has been designed around a network of high-quality walking and cycling routes, with pedestrians and cyclists prioritised at road junctions.</p> <p>The energy centre has been located away from sensitive residential receptors.</p>		
Impact of lighting	Lighting within the Fenland Park will not be permitted where it would compromise the objectives of habitat creation and enhancement or protecting the setting of Denny Abbey.	Avoidance and Reduction	Design & Planning Condition

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
	<p>Selection and design of lamps, luminaries and optical control, to avoid upward light and light intrusion towards sensitive receptors such as the existing residential houses in the surrounding area.</p> <p>Potential effects on local bat and bird species to be mitigated through using LED light sources. Design of LEDs to discourage birds from perching and roosting.</p>		
Impact on ecological connectivity	Bannold Drove been retained as an important ecological network. In addition, an east west biodiversity corridor has been provided along the line of the northern tree planting. A second east-	Avoidance	Design

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
	<p>west corridor links the snakes pit with Bannold Drove and Midload Causeway.</p> <p>The productive landscape has been located at the northern end of Bannold Drove to provide connectivity between Bannold Drove and Joist Fen.</p> <p>The northern end of Bannold Drove has been widened to enhance the connectivity with the Fenland Park.</p>		
Impact on ecological habitats within the Site	The development blocks will retain and incorporate the majority of hedgerows, trees and drainage ditches within the Site.	Reduction/ Enhancement	Design and Planning Condition

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
	<p>Creation of the Fenland Park that will consist of semi-natural habitat with an extensive area of good semi-improved grassland and tree planting suitable for reptiles, badgers, breeding birds, foraging and roosting bats.</p> <p>Joist Fen will consist of wetland habitat (reed bed, SUDS ponds, scrapes) suitable for a number of wetland birds, reptiles, water vole and newts. 10.6ha of land within Joist Fen will be prioritised for ecological mitigation.</p> <p>Hibernation structures (typically 2m by 3 m in extent) suitable for amphibians, hedgehogs and reptiles will</p>		

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
	<p>be created in a minimum of 15 locations (in suitable habitat) across the Site.</p> <p>Retention and protection of 80 % of the onsite hedgerows.</p> <p>New species-rich hedgerow planting of 2m for every 1m of existing hedgerow lost, leading to a net increase in hedgerows on site.</p> <p>Retention and creation of good semi-improved grassland margins to form buffers on both side of retained ditches where possible.</p> <p>Wildlife-friendly bridge designs for the wet ditches.</p>		

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
	<p>Bird nest boxes and bat tubes (the number of both boxes and tubes equalling 10% of the number of new residential units) will be incorporated into the fabric of new buildings at the Site, focused in parts of the Site close to suitable foraging habitat for each species.</p> <p>New tree planting will be comprised of native species to provide habitat and/or food for wildlife.</p>		
Impact on Landscape Visual & Heritage Setting	New blocks of tree planting along the northern and eastern boundaries will help screen/filter views to help integrate built form into its landscape context.	Reduction	Design Principles & Planning Condition

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
	The sports provision within the Fenland Park will be grass sport pitches only.		
Impact on Landscape Visual & Landscape Character	<p>The Fenland Parks have been designed to reintroduce an area of wet fenland landscape. This will recapture some of the qualities of the pre-drained fenland landscape, being defined by permanently wet ponds, shallow lakes, meres, and channels with extensive reedbeds and edge habitats.</p> <p>Lower storey buildings have been situated along the eastern and northern boundaries of the Site.</p>	Avoidance and Reduction	Design Principles and Planning Condition

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
	Lower density and building heights are located along the southern boundary to respect the amenity of existing properties.		
Tertiary Mitigation: This type of mitigation can best be described as actions that would occur with or without input from the EIA feeding into the design process.			
Construction Impacts	Adherence to the Construction Environmental Management Plan and Construction Traffic Management Plan.	Avoidance and Reduction	Planning Condition
Construction Impacts	The Principal Contractors will register the site with the Considerate Constructors Scheme. Any work affecting trees, scrub and hedgerow		

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
	<p>habitats will be carried out between September and February in order to avoid the breeding bird season. If this cannot be avoided a suitably qualified ecologist will check whether it is possible for construction to proceed.</p> <p>The removal of small sections of hedgerow or ditches will be undertaken following precautionary measures set out in a method statement to ensure the risk of impact on any reptiles present is minimized.</p>		
Construction Waste	A Framework SMWP will be taken forward by the Principal Contractor and will be used to promote efficient management of building materials; legal	Reduction	Planning Condition

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
	disposal of waste; reduce fly-tipping; and facilitate materials reuse, recovery and recycling.		
Degradation of ecological habitats and landscape features during the operational phase	Management of ecological habitats and landscape areas controlled by a Landscape and Ecological Management Plan	Enhancement	Planning Condition
Landscape and visual impact			
No mitigation required			
Cultural Heritage and Archaeology			

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
Impact of archaeological assets within the site	<p>The parameters allow for flexibility within the proposed residential parcels for detailed design to avoid impacts on archaeological assets.</p> <p>Where avoidance of impacts on non-designated heritage assets is not possible then the impacts will be mitigated by investigation and recording</p>	<p>Avoidance</p> <p>Compensation</p>	Design Principles and Planning Condition
Impact on the farmhouse known as New Buildings	The building will be retained, and an alternative use sought. If this change of use will result in physical changes to the building this will be mitigated by investigation and recording	Reduction	Planning Condition
Ecology			

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
Permanent Loss of Arable Plants	<p>Translocation of soil that contains two plants listed on the England Red List (Stroh et al., 2014).</p> <p>The block will be managed for conservation with no public access i.e. fencing.</p> <p>The translocated soil will be managed (ploughed) in perpetuity within the compensation areas for farmland birds. The translocated habitat will be managed as a single block and enhanced with arable wildflowers such as cornflower <i>Centaurea cyanus</i>, poppy and corn camomile and managed as a conservation area details of which will be outlined within a LEMP.</p>	Avoidance	Planning Condition

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
Hedgerows	<p>Retained buffers of native vegetation post-construction (minimum width of 2m).</p> <p>Planted buffer of native vegetation post-construction (minimum width of 2m).</p> <p>Details of appropriate management of hedgerows to be included within the LEMP to ensure hedgerows establish and contribute to ecological networks across the Site.</p>	Reduction, Compensation and Enhancement	Planning Condition
Loss or damage of Mature Trees	The majority of mature trees within the Site will be retained.	Avoidance, Compensation and Enhancement	Planning Condition

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
	<p>Planting of new trees (at a 4:1 ratio), including native species.</p> <p>The success of new tree growth should be monitored, and fencing will be installed where and if appropriate.</p> <p>To compensate for the loss of any failed trees planted during construction, new trees should be planted. The location and species type should have input from a professional ecologist.</p>		
Impact on Ditches	Details of appropriate management and monitoring of ditches and their adjacent vegetation to be included within the LEMP, with input from a professional ecologist.	Enhancement	Planning Condition

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
Loss of Good Semi-improved Grassland	<p>Should controlled access (provision of paths and walkways) not be effective in protecting new grassland then fencing will be installed where and if appropriate around grassland habitats to avoid habitat degradation. Particularly near the new relocated train station.</p> <p>Details of appropriate management of new and retained semi-improved grassland will be included within the LEMP.</p>	Reduction and Enhancement	Planning Condition
Lighting impact on bats	A detailed lighting scheme for each phase will be devised in consultation with an experienced bat ecologist who will have reference to the Bat	Reduction	Planning Condition

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
	<p>Conservation Trust's guidance for mitigating the effects of artificial lighting on bats. Details of lighting will be outlined within the LEMP.</p> <p>Low level flood lighting will be used to illuminate sports pitches and car parks and directed to the ground below the horizontal and away from surrounding vegetation or where new lights are being installed. Ensuring lights are only illuminated when the area is in use will reduce the overall impact on bats.</p>		
Impact of bat roosts	Installation of bat boxes on retained mature trees at the Site as enhancement. For every mature tree lost as a result of the proposed development two bat boxes will be erected on mature trees within areas	Enhancement	Planning Condition

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
	that will be less prone to disturbance and lighting impacts.		
Impact on Great Crested Newts	<p>Surface water drainage system will be designed to be amphibian friendly through input from a professional ecologist. This will be designed to minimise the likelihood of amphibians becoming trapped, such as through the installation of British Herpetological Society Amphibian Gully Pot Ladders (or equivalent) into all gully pots in the development.</p> <p>Kerbs on all road crossings or adjacent to greenspace will be bullnose or half battered kerbs (rather than straight kerbs) in order to avoid amphibians being trapped on roads.</p>	Reduction, Enhancement	Planning Condition

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
	<p>Three individual linear ponds located within the Fenland Park will provide enhancement for GCN and improve the connectivity between the populations surrounding the Site.</p> <p>Suitable terrestrial habitat (scrub and rough grassland) will be encouraged to grow along Midload Causeway and within the Fenstead Parks in the south eastern section of the Site.</p> <p>Management of these areas in order to benefit GCN will be outlined within a LEMP.</p>		
Impact on Reptiles	Reptile populations should be monitored within the Proposed Development post-construction. Should	Reduction and Enhancement	Planning Condition

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
	<p>controlled access (provision of paths and walkways) not be effective in protecting new reptile habitat then fencing will be installed where and if appropriate around grassland habitats to avoid habitat degradation.</p> <p>Vegetation around newly created ponds and swales should be of differing heights to provide a structure that would be beneficial to reptiles to seek cover. Enhancements for reptiles will include the creation of 15 purpose made hibernacula. A hibernaculum can include a mixture of materials such as stone, and log piles covered in a thin layer of soil and brash; the majority sourced from Site during the</p>		

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
	works. The exact locations of hibernacula will be determined within the LEMP		
Impact on Breeding Birds	<p>Two farmland bird compensation areas will be provided north and east of the Proposed Development.</p> <p>The farmland compensation areas which are currently managed as arable fields will be additionally managed to provide additionality to farmland birds in the local area.</p> <p>Enhancement for kingfisher should involve the installation of artificial nest sites on new or ditches or linear ponds within the Fenland Park. This should be</p>		Planning Condition

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
	<p>done during construction to avoid disturbance of other Protected Species that chose to use this habitat during the operational phase.</p> <p>Enhancement: Installation of at least three barn owl nest boxes, on retained trees at suitable locations where disturbance is minimal within the north-eastern sections of the Site and within the Fenland Park as enhancement.</p> <p>Monitoring of barn owl boxes and of foraging habitat created. The results of which will feed in to the management and aftercare programme. Details of monitoring will be outlined in a LEMP.</p>		

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
	Conservation management of retained and new ditch margins and hedgerows in order to encourage small mammal populations (barn owl prey) through low intervention where possible, such as hedgerow cutting on 3-year rotation and minimal grass cutting. Details of management will be outlined in a LEMP. Areas of rough grassland areas should be allowed to remain uncut overwinter.		
Overwintering Birds	The Fenland Parks will be managed in perpetuity for overwintering birds, details of which will be outlined within a LEMP.	Enhancement	Planning Condition

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
Water Vole	Management and monitoring of ditches throughout the Proposed Development to be included within the LEMP, with input from a professional ecologist. The Fenland Park will be managed in perpetuity for water vole, details of which will be outlined within a LEMP.	Enhancement	Planning Condition
Badger	Provision of badger underpasses at identified points where badgers are most likely to cross new roads. This will need to be done once the need for sett closure is determined as there may be some readjustment of the badger population following the start of the construction process of the Proposed Development.	Reduction	Planning Condition

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
	Planting of scrub around new artificial badger setts to ensure adequate coverage and reduce the likelihood of human disturbance.		
Brown Hare	The Fenland Park will be managed in perpetuity for brown hare details of which will be outlined within a LEMP.	Enhancement	Planning Condition
Common Toad	Measures in place for GCN will be suitable for common toad.	Reduction, Compensation and Enhancement	Planning Condition
Invertebrates	A narrow strip of bare ground should be retained either side of the tarmacked path along Bannold Drove and Cross Drove.	Avoidance	Planning Condition

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
	Details of lighting will be outlined in a LEMP. New lighting should be directed away from mature trees and hedgerows as much as is reasonably possible.		
Hedgehog	<p>Badger underpasses will be suitable for hedgehogs. There should be a site wide ban on pesticides along important ecological corridors, within the Fensteads and Fenland Park.</p> <p>The Fenland Park will be managed in perpetuity for hedgehog through the creation of habitat piles created from habitat management. The details of management will be outlined within a LEMP.</p>	Avoidance, Reduction & Enhancement.	Planning Condition

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
Traffic and Transport			
Increase in private vehicular movements on the public highway.	<p>Implementation of a Framework Travel Plan to encourage greater travel to and from the Site by non-car travel modes such as walking or cycling, and public transport if active modes are not practical. Welcome packs for new residents will include free introductory bus passes and cycle purchase discount vouchers.</p> <p>The Travel Plan explores other initiatives which include car sharing databases, car club parking spaces, travel information packs and potential discount for public transport.</p>	Avoidance, Reduction & Enhancement	Planning Condition, S106

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
	The Travel Plan will be monitored annually, and the achievements reviewed with CCC transport officers.		
Impact on street character	Management strategy to ensure that residents do not park in residential streets where this is prohibited.	Avoidance	Planning Condition
Traffic modelling parameters	Annual monitoring of the Proposed Development's traffic flows post 2031.	Remediation	Planning Condition
Air Quality			
Impact on air quality	<p>The following measures are proposed to contribute to the Low Emission Strategy:</p> <p>Provision of zipcar/car sharing spaces;</p>	Reduction	Planning Condition & S106

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
	<p>Provision of priority parking for electric vehicles;</p> <p>Cycle access improvements on Way Lane and Bannold Drove, contributing to future Waterbeach Greenway routes;</p> <p>Installation of secure cycle storage across the Proposed Development</p> <p>Avoid the creation of “street canyons” along primary streets by ensuring that the heights of buildings on both sides of the primary streets are not greater than the road width.</p>		

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
	Provision of at least 1 electric vehicle “rapid charge” point per 10 residential dwellings. Where onsite parking is provided for residential dwellings, EV charging points for each parking space should be made.		
Impact on Air Quality from the Wastewater Recycling Centre	No new residential dwelling within the 1.5ouE/m3 buffer zone of the existing WRC should be inhabited while the WRC is operational.	Avoidance	Planning Condition
Ground conditions			
Impacts on ground and groundwater	Soil and groundwater will be subject to further targeted ground investigation to identify areas of	Avoidance	Planning Condition

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
	potential contamination and presence, flow direction and quality of groundwater.		
Impacts of soil resource	Reuse of soil will be assessed based on proposed end use to ensure no significant effects on Site end users. Any proposed reuse will be completed under a Materials Management Plan (MMP) or environmental permit, unless the material is 'uncontaminated soil and other naturally occurring material excavated in the course of construction where it is certain that the material will be used for the purposes of construction in its natural state on the Site from which it was excavated (CL: AIRE, 2011)	Avoidance	Planning Condition

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
Impact of ground gas	Area of peat in the north-east and south-east corner of the Site will be investigated during further ground investigation to inform any mitigation measures in nearby proposed buildings.	Avoidance	Planning Condition
Agricultural soil loss	Soil stripping of topsoil and subsoil in areas of agricultural land will be undertaken in accordance with the following guidance in the DEFRA Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (DEFRA, 2009). This process will include suitable stockpiling of the material including segregation of topsoil and subsoil and protection and maintenance of the stockpiles to maintain, as far as possible, the properties of the	Reduction	Planning Condition

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
	soils. Reuse of the material will be undertaken where possible.		
Water resources			
No mitigation measures required.			
Noise and vibration			
Construction Noise and Vibration	The northern school building should be set back from the edge of the primary road by 40m and the space between the road and the school building to be used for car parking and/or landscaping.	Avoidance and Reduction	Design and Planning Condition

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
	<p>An earth bund or a wall to be constructed within the Midload Drove.</p> <p>Any reserved matters application for the school sites should be accompanied by a noise assessment which details how the mitigation measures have been incorporated to achieve the necessary noise requirements.</p>		
Increase in traffic noise at Abbey Place, Orchard Drive and Bannold Box Cottages and Cody Road.	Increase in traffic noise could be managed through; barriers, speed management, vertical or horizontal alignment, low-noise surfaces, access restrictions to control traffic flow, provision of sound insulation such as glazed windows and doors to affected properties.	Reduction	Planning Condition and S106

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
	A noise model should be re-run at the detailed design stage once the layout of the Proposed Development has been fixed in order to determine whether the mitigation measures are required.		
Internal Noise Levels	Building envelope to be designed and constructed in accordance with ProPG recommendations.	Avoidance and Reduction	Planning Condition
Impact on External Amenity Areas	Screening/winter garden will be required at all outdoor amenity areas (and balconies above ground level) in the proposed mixed-used areas along the eastern site boundaries and may be required for residential dwellings that are close to the new access routes. Any barrier should meet the following requirements as the minimum:	Reduction	Planning Condition and S106

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
	<p>1) The surface density is at least 10kg/m²; 2) The screening material should have a closed surface without cracks or gaps; and 3) The screening feature should be designed/constructed to a sufficient height so that an average ear height of the occupant (when standing up) is not in line of sight of the railway.</p> <p>A detailed noise assessment is to be carried out at the detailed design stage to ensure that rating noise levels at the façade of adjacent residential receptors will not exceed the values recommended in BS4142:2014.</p>		

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
Impact of noise on schools	<p>The northern school building should be set back from the edge of the primary road by 40m and the space between the road and the school building to be used for car parking and/or landscaping.</p> <p>An earth bund or a wall to be constructed within the Midload Drove.</p> <p>Any reserved matters application for the school sites should be accompanied by a noise assessment which details how the mitigation measures have been incorporated to achieve the necessary noise requirements.</p>	Avoidance and Reduction	Design Principles and Planning Condition
Human health			

Environmental Effect	Mitigation Measure	Type of Mitigation: Avoidance, Reduction, Compensation, Remediation, Enhancement	Delivery Method (e.g. planning condition, S106, design etc.)
No mitigation measures required			

Appendix N

Glossary of Terms

BLV	Benchmark Land Value
CAM	Cambridge Autonomous Metro
CCC	Cambridgeshire County Council
CEMP	Construction and Environmental Management Plan
CEMS	Construction and Environmental Management Strategy
CIEEM	Chartered Institute of Ecology and Environmental Management
CIL	Community Infrastructure Levy
DAS	Design and Access Statement
DCO	Development Consent Order
DFT	Department for Transport
DIO	Defence Infrastructure Organisation
DPD	Development Plan Document
DWMP	Detailed Waste Management Plan
E&E	Environment and Economy Committee
EA	Environment Agency
EIA	Environmental Impact Assessment
ES	Environmental Statement
FRA	Flood Risk Assessment

FTP	Framework Travel Plan
FVA	Financial Viability Assessment
GCP	Greater Cambridge Partnership
GRIP	Governance for Railway Investment Projects
IDB	Internal Drainage Board
LAP	Local Area for Play
LEAP	Local Equipped Area for Play
LLFA	Local Lead Flood Authority
LPA	Local Planning Authority
MDS	Major Development Site
MpCC	Multi-purpose Community Centre
MSA	Mineral Safeguarding Area
NEAP	Neighbourhood Equipped Area for Play
NPPF	National Planning Policy Framework
PPG	Planning Practice Guidance
RICS	Royal Institute of Chartered Surveyors
RLW	Royal London Waterbeach
SCDC	South Cambridgeshire District Council
SCLP	South Cambridgeshire Local Plan
SIP	Space for Imaginative Play
SPD	Supplementary Planning Document
SSSI	Site of Special Scientific Interest

SUDS	Sustainable Drainage System
TP	Travel Plan
TRICS	Trip Rate Information Computer System
TSCSC	Transport Strategy for Cambridge and South Cambridgeshire
UKPN	UK Power Networks
UXO	Unexploded ordnance
U&C	Urban and Civic – the developer of the western half of the new town
WRC	Water Recycling Centre
WWTP	Wastewater Treatment Plant