



WATERBEACH NEIGHBOURHOOD PLAN CONSULTATION STATEMENT From June 2015 To December 2020

The Waterbeach Vision: "Our Neighbourhood Area will continue to be a great place to live and work by ensuring that the identity and character of the existing communities within the Parish are respected and protected. The plan will ensure that any new development in the Neighbourhood Area will provide sustainable infrastructure. It will ensure the improvement of the overall quality of life of every resident. New development should not be overbearing or overwhelming and should complement the rural vistas and existing Fen Edge landscape"

Regulation 16 Consultation Version
Dec 2020

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1. Introduction

1.1 Waterbeach Village - Introduction and Background

Waterbeach is a large village on the edge of the Fens, 6 miles North of Cambridge with a population of just over 5,210 counted in the 2011 census, This changed quite a bit when the Waterbeach Barracks were shut, but has since again seen growth due to the sale and rental of army accommodation, as well as the high level of housing development in the area.

Census Snapshot:

Name	County / District	Population Census 2001-04-29	Population Census 2011-03-27	Population Estimate 2017-06-30
Waterbeach	Cambridgeshire	4,476	5,210	5,002

All Residents – 5,210 (27/3/2011)

Number of Households – 2,290

Average Household Size – 2.4

Residents in Communal Living – 499

Area (hectares) – 3,260

Population Density (people per hectare) – 1.6

Males/Females: - 49.4%/50.6%

2. Overview of the Consultation

1.2 A Neighbourhood Plan for Waterbeach

Waterbeach Parish Council decided in early 2015 to start work on a Neighbourhood Plan for the parish. At this time, the SCDC Local Plan, which included proposals for a new town at Waterbeach, was at examination and there was significant concern in the community with respect to the implications of this for the village and parish. This provided important context to the Neighbourhood Plan from the outset.

1.3 Meet the Waterbeach Neighbourhood Plan Steering Group Team

Steering Group membership was initially drawn from volunteers of the Parish, each main habitation area of the parish is represented on the steering group and a number of residents with specific skills have been co-opted to help on occasion throughout the preparation of the plan. Our core team consists of villagers who hold dear the best interest of Waterbeach, along with a technical expert / consultant to guide us through the process.

Brian Williams – Vice Chair of Waterbeach Parish Council, Brian also chairs the NP steering group to provide a link between the NP and the Parish Council. Brian has contributed greatly to the green spaces section of the plan. 2015 - Present



Jane Williams – An integral person in the village, and prominent member of the Parish Council, Jane is always engaged and committed to every aspect of Waterbeach. Jane has worked in Business and is now self employed as a Fitness Instructor. Jane believes that Waterbeach has always been a wonderful place for children to live and grow, and because of the wonderful life she has been privileged to enjoy, she would like to give something back to the community. By being part of the Neighbourhood Plan, she can therefore ensure that Waterbeach stays beautiful and is looked after. Jane has focused her attentions on Chapter 7 of the NP and specifically to the rat running and commuter parking within Waterbeach, as she is very passionate about the easily accessible countryside around the village, where she enjoys running. Jane is also a volunteer planner, trustee and branch committee member for the Campaign to protect rural England. She is also a member of the community liaisons group for the National Wicken Fen Vision. 2015 – Present



Jane Williamson – Another key member of both Waterbeach Parish Council and the NP, Jane is actively involved in many aspects of life in this village through the various activities she is or has been involved with over the almost 50 years that she has been living in the village! Jane has focused her attentions on the protecting the heritage of the parish, as well as other protected and green spaces. Jane is on various committees and a true gem to this village! 2015 – Present



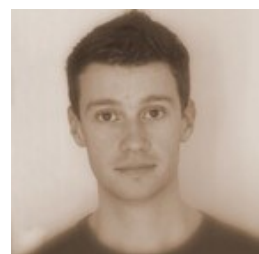
Paul Bearpark – Paul has lived in the village for 20 years and has spear-headed our transport initiative for the NP. During the development of the NP Paul has enjoyed learning more about the village, and its history and is passionate about working with local people in shaping the future of Waterbeach. As our local cycling champion and founding member of the Waterbeach cycling campaign in 2016, Paul is actively involved in improving the options for safe and pleasant active travel in the area spear-heading our travel and transport initiative for the NP. 2016 – Present



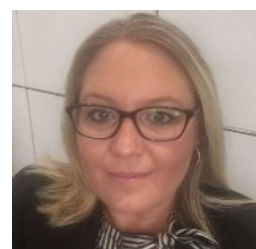
Jonathan Taylor - Jonathan focused his attentions on the Village Heart and Community Activities, specifically focusing on consulting with local residents, and enjoyed determining how our Neighbourhood Plan can support the broad spectrum of existing community groups. 2015 – 2019



Ian Bracey – As the founding Member of Waterbeach Community Land Trust, a valued member of the NP Steering group, and keen photographer with an obvious eye for beauty, Ian has been very involved in the affordable housing aspect and has looked after our NP surveys. Ian has also split his time and expertise between the Housing aspect, Design Character and Heritage for the NP. 2015 – Present



Belinda Westwood Administrator Extraordinaire – Belinda joined the NP team in 2018 and has been involved in securing grant funding for the NP whilst undertaking the Administration of the Neighbourhood Plan, which she hopes to see through to completion. 2018 - Present



Rachel Hogger Neighbourhood Plan Consultant – MRTPI – Rachel consults to the Waterbeach NP and works on behalf of Cambridgeshire ACRE. She has been a great source of knowledge and has helped us navigate through the complicated Neighbourhood Plan.



Past volunteers:

Katie Lucas – Katie was part of the initial stages of the NP and assisted between 2015 -2018

John Lewis – Jhon was part of the initial stages of the NP and assisted between 2015 -2016

Myra Gaunt – Myra was part of the initial stages of the NP and assisted between 2015 -2016

1.4 The purpose of this Consultation Statement

This Consultation Statement documents the engagement process and outcomes that have informed the Neighbourhood Plan for the Parish of Waterbeach, as required under Regulation 15 of the Neighbourhood Planning (General) Regulations 2012 (as amended) and includes information on the following:

- Details of the people and bodies who were consulted about the proposed NP
- An explanation of how they were consulted
- A summary of the main issues and concerns raised by the people consulted
- A description of how these issues and concerns have been considered and, where relevant, addressed in the proposed NP

The consultation activity can be broken down into five key stages as follows:

NP Stage	Time	For further detail see...
Inception: NP working group established by the Parish Council of Waterbeach	From October 2015	Section 3
Initial plan development: Including evidence gathering and consultation	From June 2016	Section 4
Mid-way plan development	June 2018 to January 2019	Section 5
Advanced plan development	January 2019 to December 2019	Section 6
Pre-Submission: Regulation 14 pre-submission consultation	13 January to 24 February 2020	Section 7

3. Overview of the Consultation

2.1 General overview of approach to consultation

2.1 The vibrant village of Waterbeach has seen major growth, which continues with the New Town development. The village boasts three pubs, a bakery, deli, a coffee shop, three general stores, an optician, a post office, two hair salons, a pharmacy as well as one local primary school and two private nurseries. There are services by three churches, two gyms (a private gym at Sterling House and a gym at Waterbeach barracks), a doctor's surgery and a library (run by volunteers). There are many social clubs for children, teenagers, and older adults, such as a local football and cricket team, a pristine bowls club and a variety of fitness classes meeting the needs of a variety of age groups. The Beach social club is well attended for social functions. The heart of the village which is home to the recreation ground, the Tillage Hall, a picturesque children's playground, a skate park and adult outdoor gym (on the rec) frequented by the community.

2.2 Due to the vibrancy of the existing community life, and due to significant and strategic development proposals (both the Waterbeach New Town proposal as well as development schemes contrary to Local Plan policy being consented and built on the northern edge of Waterbeach Village) being in the pipeline, community interest in the parish in land use planning matters has, understandably, been exceptionally high. This has meant that the preparation of the Waterbeach Neighbourhood Plan has been very relevant to the concerns and priorities in the parish. However, at the same time as the Waterbeach Neighbourhood Plan coming forward, the Waterbeach community have also been important stakeholders in the consultation processes of significant projects led by South Cambridgeshire District Council (SCDC) and the Waterbeach new town land promoters including the Ministry of Defence (MOD), Urban and Civic and RLW. Specifically, these projects have included:

- A long and complicated examination into the South Cambridgeshire Local Plan which was submitted in March 2014 and finally adopted in September 2018. This Local Plan required the involvement and input of the Waterbeach community and stakeholders due to the proposals for the Waterbeach New Town.
- The preparation, consultation and adoption of the Waterbeach New Town Supplementary Planning Document by SCDC. Again, this required the involvement and input of the Waterbeach community and stakeholders.
- The pre-application consultation process as well as the planning application consultation process into the Urban and Civic planning application for the building of 6,500 alongside the proposal of 11,000 dwellings for Waterbeach New Town including up to 600 residential institutional units, business retail community leisure and sports uses a hotel new primary and secondary schools, as well as a sixth form centre. Green open spaces, public open space including parks, ecological areas and woodlands. in Waterbeach Parish on the Ministry of Defence owned land.

- The pre-application consultation process as well as the planning application process into the RLW proposal for the relocation of Waterbeach Railway Station from the existing site to the location of the proposed Waterbeach New Town.
- The pre-application consultation process for the RLW planning application for the building of 4,500 new homes on land owned by RLW Estates.

2.3 On the one hand, the spatial planning of Waterbeach Parish has been a topic at the forefront of people's minds in the parish but on the other it has been an ongoing challenge for the Waterbeach Neighbourhood Plan Steering Group to highlight to residents the unique role of the Waterbeach NP and the relevance of their input in influencing the future shape of the parish.

2.4 The Waterbeach NP Steering Group have employed a variety of different means for maintaining ongoing contact with residents and other community stakeholders as follows:

Methods of Communication and Publication of Events and Activities

- **Web Site.** Initially set up in 2017. <https://sites.google.com/view/waterbeach-neighbourhood-plan> - The website carries news of progress throughout the plan, announcements of meetings, the remit of the Steering Group, meeting notes, consultation questionnaires, consultation workshops and the draft plan.
- **Notice Boards:** Notices on Parish noticeboards located around the parish, of all public meetings and consultation deadlines.
- **Newsletters:** Parish Council newsletter and Neighbourhood Plan progress updates published in the Beach News, delivered quarterly to every household in the parish. Starting in Winter 2015 on Page 25
http://www.waterbeach.org/Beach%20News/Beach%20News_1.htm
- **Banners:** Four large banners in the village encouraging response to the NP updated during the various stages.
- **NP Facebook page and Facebook Waterbeach Babble page:** Regular updates on social media platforms:
 - Waterbeach Neighbourhood Plan
<https://www.facebook.com/groups/1042944605797252/>
 - Waterbeach Babble
<https://www.facebook.com/groups/347669085276011/>
- **Leaflets and postcards:** Delivered at various key stages to every household in the Parish, as well as publication in the post office, local pubs and local businesses.
- **Word of mouth:** While this was not a strategically chosen means of communication, it was the case that the NP Steering members were able to communicate and promote response from parishioners by meeting them in the course of daily routine and social activities.

- **E-Mail Campaigns:** Consensual parties have been e-mailed at all key stages with updates and progress to the NP.
 - Appendix 4 – Midway Engagement Leaflet sent out via E-mail to Villagers – October 2018
- **NP Steering Group presence at Village events:** including annual Waterbeach Feast and Waterbeach Community Forums run by SCDC
<https://www.scambs.gov.uk/waterbeach-community-forum-0>
- **NP Workshops:** interactive discussion-based workshops held at different stages of the plan-making process including at early engagement and midway engagement stages.

2.5 All NP working group steering meetings have been held on the recreation ground at the Parish Office and have been open for all to attend.

2.6 At key stages of plan development, the NP Steering Group have held specific consultations during which consultation events were held at the Beach Club or the Baptist Chapel which were advertised through village-wide mailouts, via the Beach News, on Facebook (Neighbourhood Plan page and Babble page) and via the Waterbeach NP website. More details on these specific stages are provided below. These are detailed in sections 3 to 7 below.

4. Inception Stage

3.1 Discussions around neighbourhood planning and development issues at the army barracks have been ongoing for some time. As early as 29 April 2015, Waterbeach Parish Council hosted a Waterbeach Neighbourhood Development Plan meeting at St John’s Church Hall in Waterbeach Village. A flyer advertising this event is attached at Appendix 5. Attendees were invited to make comments on a wide range of topics covering:

- Health and Welfare
- Business and Employment
- Recreational Facilities
- Environment and Conservation
- Schools and Family Services
- Housing and Development
- Flooding and Drainage
- Transport

The feedback is summarised in Appendix 5, which helped to inform early ideas for the Waterbeach Neighbourhood Plan.

3.2 In June 2015, Waterbeach Parish Council submitted an application to SCDC to prepare a Neighbourhood Plan. On 10 August 2015 the Planning Portfolio Holder at SCDC approved the designation of a neighbourhood area for Waterbeach that includes the whole parish <https://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=1059&MId=6613>

3.3 Table 3.1 below lists all the activities engaged in during the NP inception stage.

Table 3.1: List of activities engaged in at NP inception stage

Date	Summary of activity
April 2015	Early inception-stage community workshop facilitated by the Parish Council in St Johns Church Hall to discuss and identify priority concerns. (see Appendix 5).
July 2015	Neighbourhood Plan Leaflet relating to the application to SCDC for the designation of the NP area delivered to all households. See Appendix 1
August 2015	NP area designated by SCDC
October 2015	WPC Facebook – asked for volunteers to join working party
2 May 2016	Cllr. B Williams presented to the Parish Council the intention and process of the Neighbourhood Plan and outlined the intentions of taking this forward

5. Early / Initial Plan Development

June 2016 - May 2018

4.1 From June 2016 onwards, the NP steering group started to focus on priority issues and themes to be included in the Waterbeach Neighbourhood Plan. In October 2016, the NP Steering Group held a parish-wide consultation exercise using survey monkey. The purpose of the consultation was to build an understanding of community priorities and concerns in the parish. In addition to the consultation via the set of questions, Councillor M Gaunt and resident steering group member and councillor J Williams met businesses and voluntary organisations during the period 1 to 31 October 2016 to assist with building this understanding from the business and community sector. Appendix 6 provides a report of the organisations included in the face to face discussions and the issues raised by them.

4.2 As at 1 November 2016, 185 responses had been made online (via survey monkey) and a further 67 responses had been made in paper format. In both cases, from a set list of eight possible concerns (the area respondents are most concerned about), four issues were ranked the most important. These are Transport and Infrastructure, Local Services and Community, the former Barracks area and Flooding and Drainage. Appendix 7 provides a summary of the results of the October to November 2016 survey monkey results.

4.3 On 2 November 2016, a NP scoping meeting was facilitated by Cambridgeshire ACRE. The NP Steering Group were in attendance, together with members from the Waterbeach resident and business community (including representatives from Little Stars nursery, Blaeson Oils (located at Denny End Industrial Estate)). As part of the scoping workshop, participants were asked to consider the existing planning context (at the time the Local Plan was at examination) and consider the key findings from early consultation work. An exercise was then undertaken to help establish a shared consensus on the Strengths, Weaknesses, Threats and Opportunities in the parish. Based on these two exercises, participants were then asked to work in groups to distinguish between those priority concerns which was within the scope of a Neighbourhood Plan to address and which concerns either sat outside the scope of a Neighbourhood Plan or which were of a lower priority.

4.4 A key output of this meeting was the preparation of an advice note prepared by Cambridgeshire ACRE providing advice on the appropriate scope of the neighbourhood plan. This advice included suggested themes, plan objectives and ideas on policy direction for the group to consider.

4.5 During the period November 2016 to spring 2017 the NP Group continued to work with Cambridgeshire ACRE to further develop the set of NP theme-based objectives and policy ideas. This work helped in the identification of evidence gaps needed to further progress the Neighbourhood Plan. Principal identified evidence gaps were:

- A character assessment of the parish to support the identified NP objective “retain distinctive rural character of existing settlements’
- An understanding of existing housing needs in the parish to support the identified NP objective “to enable local residents and workers to access appropriate housing provision”.

4.6 In June 2017, the NP group shared the set of proposed NP themes, objectives and policy ideas with planning policy officers at SCDC as a way of keeping them informed but also to seek support in the development and evolution of the NP. A meeting with SCDC officers took place on 17 June 2017.

4.7 This work led to the drafting, for the purpose of wider public consultation, of an initial NP vision together with a set of priorities for the plan to address.

The priorities were presented in priority order as follows:

- a) Transport and infrastructure
- b) Local services and community development of the former barracks land
- c) Flooding and drainage
- d) Environment
- e) Rural Nature
- f) Housing
- g) Conservation and Heritage

4.8 The NP vision presented was: “Our neighbourhood area will continue to be a great place to live and work by ensuring that the identity and character of the existing communities within the Parish are respected and protected. The plan will ensure that any new development in the neighbourhood area will provide sustainable infrastructure. It will ensure the improvement of the overall quality of life of every resident. It will not be overbearing or overwhelming and should complement the rural vistas and existing fen edge landscape”.

4.9 The NP group engaged the wider community on the above through the following means:

- An article in the Summer 2017 edition of the Beach news on page 16 of the Summer Edition of 2017
<http://www.waterbeach.org/Beach%20News/Publications/2017%20Summer.pdf>
- A stand at an information evening for the New Town on 5 April 2017
- A village mail drop in May 2017 as seen in appendix 9 with an NP update
- Presence at the Waterbeach Village Feast in June 2017

4.10 Later on in the year, the NP Group prepared a more detailed set of NP objectives. A survey of the proposed NP objectives was held between November 2017 and March 2018. The survey form was distributed throughout the village (with the Beach News). The NP also had a stall at the pop-up café (promoted via the NP facebook page) held on 25 November 2017 in the Baptist Chapel to promote this.

4.11 An online survey was conducted

4.12 The results of this survey are reported in Appendix 7. There were 158 paper and online responses altogether. This survey preceded the mid-way consultation. The output of this included the following recommendations:

- Identify priorities for the NP objectives and policy development
- Develop policy options that address issues and are within the scope of a neighbourhood plan
- Consult more deeply on some topics including:
 - Safe, attractive and accessible cycle and footpath network providing good connections from home to workplace and key services
 - Effective management of traffic impacts in order to maintain residential amenity
 - Maintaining a sustainable community by good work-life balance and village services
 - Enabling local residents and workers to access appropriate local housing provision
 - Preserving the village heart and safe guarding and promoting employment areas
 - Retaining rural character in the existing settlements
- Better engagement with younger people

4.13 During the course of 2018, and between the initial plan development stage and the mid-way plan development stage, considerable progress was made by the NP steering group on working with the wider community and stakeholders to build up the evidence and context for key themes, including the topics set out above, in the Neighbourhood Plan. This included:

- Transport issues
- The built environment and landscape character
- Housing need

4.14 Transport issues: A key starting point for the Waterbeach NP Steering Group was a map-based exercise to identify the key issues relating to village traffic, road safety and the quality of the pedestrian environment. Maps were initially drawn up by the NP steering group following village walkabouts undertaken in February 2018. This work was then used as a basis for further discussion with stakeholders. It is clear from early engagement work that Waterbeach villagers have lots of concerns regarding road safety and traffic volumes in

the village at present. They have also identified negative impacts directly as a result of new development north of Bannold Road and are very concerned with respect to the impact of Waterbeach New Town.

4.15 Another key challenge for the NP Steering Group is to work out how positive results for the village can actually be delivered. On the one hand there are existing problems such as existing road safety hotspots, poor pedestrian and street scene environment and on the other, there are concerns regarding future problems which will be caused or exacerbated through new development. Even without implications arising from Waterbeach New Town, development on the northern edge of Waterbeach village (Bannold Road) has attracted significant criticism and concern from the Waterbeach community specifically with respect to managing the increased traffic on Cody Road and managing the increased school-related traffic including road safety implications for those children and families walking to school.

4.16 The NP steering group recognised early on that the challenge is not straightforward and therefore sought the input from a range of stakeholders and experts. As part of this a meeting was set up in August 2018 – this is discussed in more detail in section 5.

4.17 Developing evidence on existing built environment and landscape character in Waterbeach parish: In early 2018 the NP group successfully secured direct support from Locality for the undertaking of a Heritage and Character Assessment of Waterbeach Parish as well as a Design Principles Report. This work was prepared by AECOM during the first six months of 2018. A meeting took place between AECOM officers, the NP Steering Group and members of Waterbeach Parish Council on 13 March 2018 which gave AECOM officers and opportunity to discuss their work with local residents. In addition, members of the NP group participated in village centre walkabouts with Cambridgeshire ACRE.

4.18 Understanding housing needs in the parish

In early 2018, a new resident joined the Waterbeach NP steering group, Ian Bracey. Ian Bracey's principal area of interest is the provision of affordable housing for Waterbeach parish residents and workers. The NP steering group have since worked alongside Ian to build up the understanding of existing affordable housing needs in the parish. Ian, subsequently, set up the Waterbeach Community Land Trust which became incorporated in February 2019. <https://www.waterbeachclt.co.uk/blog/>

4.19 The Waterbeach Community Land Trust subsequently undertook a housing needs survey in Waterbeach in mid June 2019. This is discussed in more detail in Section 5 of this report.



Figure 1: Waterbeach Feast - June 2017



Figure 2: Waterbeach Feast - June 2017

6. Mid-Way Plan Development June 2018 to January 2019

During the mid-way plan development, evidence gathering on **transport issues** (and exploring with stakeholders how to address these), and **character and design** advanced greatly. The gathering of evidence on these two important areas involved input from residents and key stakeholders.

5.1 Transport Issues

5.1.1 The NP steering group set up a broad stakeholder meeting in August 2018 where Cambridgeshire County Council, Waterbeach Parish Council, South Cambridgeshire District Council and developers Urban and Civic and RLW were in attendance.

5.1.2 During the meeting the NP Steering Group were able to:

- to highlight to the developers, the local planning authority and the county council, the community concerns that have been expressed through the NP work to date
- to explain the maps that have been prepared to date which highlight key problem areas in the village; and
- to explain the next key stage of consultation where villagers will be asked again to provide their input on transport and public realm topics in the Neighbourhood Plan.

5.1.3 The stated objectives given to meeting attendees were to:

- To decide whether the NP is an appropriate mechanism for deciding and agreeing the types of improvements that should be made; and
- To discuss the process and resources needed for developing scheme options

5.1.4 Following this meeting, work continued to consider mitigation of traffic impacts on the village that are likely to arise from development of the New Town. This work began following the section 106 agreement between Urban & Civic and SCDC. Meetings have taken place between Urban & Civic and village residents leading to the initiation of studies to develop concepts for the village to improve highways and street scene.

5.2 Character and Design

5.2.1 The completed Waterbeach Heritage and Character Assessment was published on the Waterbeach NP website in October 2018. Residents were invited to provide feedback on this report via a Neighbourhood Plan Progress Update October 2018 (see Appendix 4) which was issued via email to consultees and placed on the NP website.

5.2.2 The Waterbeach Design Principles document was first issued in draft to the Waterbeach Neighbourhood Plan steering group in December 2018.

5.3 Other Neighbourhood Plan Engagement

5.3.1 The work prepared during the first half of 2018 informed the detail of a comprehensive householder survey for the Neighbourhood Plan. The public consultation workshops on this was held on Tuesday the 13th November and Saturday the 17th November 2018. See Appendix 10 for the Invitation. The Survey ran until the 18th December 2018. See Appendix 11 for the 2018 Survey.

The consultation provided an update to residents on the plan vision, emerging themes and policy direction whilst at the same time seeking input from residents, businesses and stakeholders on the character and heritage assessment, themes, objectives and emerging plan proposals.

5.3.2 In the run up to this consultation, residents were kept informed via announcements on the Waterbeach neighbourhood plan website and Facebook page. In June 2018, an update was issued to residents (See Appendix 4) and the NP Group also had a presence at the 9 June 2018 Waterbeach Feast.

5.3.3 The consultation was advertised via a notice in the Beach News <http://www.waterbeach.org/Beach%20News/Publications/2018%20Spring.pdf> which can be seen in the Spring 2018 Edition on page 28 as above. It was also published on the NP website and Parish Notice Boards.

5.3.4 Participants were able to provide feedback via an online survey or by completing a paper survey which were available from the Waterbeach Parish Council offices, or at the Workshops. (Appendix 11)

5.3.5 In addition, two NP workshop events were held at the Beach Social Club, 33 Cambridge Road on **Tuesday 13 November 2018 19:00 to 21:00** and on **Saturday 17 November 2018 11:00 to 13:00**. The workshop events were open to all attendees. (Appendix 10) In addition, stakeholders representing different community groups were contacted in writing and invited to attend the sessions via e-mail campaigns.

5.3.6 The mid-way consultation was conducted at Waterbeach Beach Club, personalised invitations were sent out via an e-mail campaign covering forty-four interest groups, eighteen local businesses, and over two hundred and fifty local residents. The engagement event was advertised through the local Facebook page, the Neighbourhood Plan and Parish Websites, and on all Parish notice boards. Two events were held, the first event attracted nineteen participants, whilst the second event attracted ten participants. These individuals represented twenty-nine different

community interest groups, businesses, and residents' groups. Of the attendees, seventeen lived in the parish, eight worked in the parish, nine did non-paid work in the parish. Of all attendees, the one who had lived in the parish the longest was for a period of forty-five years, and the shortest time any of them had lived in the parish was for a period of seven years.

5.3.7 At the two NP workshops events, the rooms were organised into 5 different information stations presenting one of five topics areas:

- A sustainable community
- Transport
- Village heart and jobs
- Design, conservation and heritage
- Housing

Each station was facilitated by at least one member of the steering group.

5.3.8 The workshops both started with an all group interactive discussion on the NP vision, themes and objectives. Following this, participants were asked to stick to one topic group to discuss what the implications of the drafted objectives meant for each of the topic areas.

5.3.9 Following this exercise, attendees were asked to visit each of the five topic areas and provide input onto specific areas of work including:

- An audit of existing green spaces in the parish so that the NP steering group could build a more accurate picture of the value attached to different green spaces in the parish
- The Waterbeach Heritage and Character Assessment prepared by AECOM in 2018
 - The village heart and different priorities for improving the public realm in the village heart
 - Exploring parish transport issues from the perspective of different users (cyclists, school children, commuters etc)

5.3.10 Computers were also available at the sessions so that participants could complete an online NP survey (consultation on this had just started at the time of the workshops)

5.3.11 The interactive discussions held with stakeholders during these sessions helped members of the NP steering group refine their understanding of the key issues which they were seeking to address through the Neighbourhood Plan and helped specifically in refining the content to feed into the next stage of the plan preparation.

5.3.12 Appendix 12 provides a report of the two workshops. whilst Appendix 13 provides the findings during these workshops – There were 54 completed surveys received.

Neighbourhood Plan workshop November 2018



7. Advanced Plan Development

Jan 2019 - Dec 2019

6.1 The NP group used the results of the November 2018 Mid-Way Survey as a basis for preparing the first draft of the Neighbourhood Plan. This was drafted during the first six months of 2019. Planning officers at SCDC were kept informed during this process. Meetings took place with SCDC planning officers on 8 May 2019 to discuss the emerging transport policies and with SCDC housing and planning officers on 28 May 2019 to discuss the housing policies respectively.

6.2 Due to their role as highways authority, County Council planners were also kept informed of the plan development. In particular, the plan was shared with officers from the Transport Assessment Team who had been involved in reviewing significant development proposals in the plan area from Urban and Civic and RLW. Informal comments were received from these officers in August 2019.

6.3 Due to the inclusion the draft NP of the Waterbeach Greenways Project, the plan was also shared at this stage with The Greenways Project.

6.4 A key output of the stakeholder engagement work at this stage, was the preparation of further evidence to inform and support the emerging policies relating to housing mix and affordable housing. This additional evidence was the production of the Waterbeach Housing Needs Assessment 2019 Report which comprised two key elements, one being the findings of desktop analysis undertaken by Cambridgeshire ACRE and the second being a housing needs survey. The Waterbeach housing needs survey was undertaken by the Waterbeach Community Land Trust who launched the survey in June 2019. The survey form is available to view at www.waterbeachclt.co.uk . In the run-up to the consultation, the Community Land Trust contacted existing members and consultees regarding the consultation and advertised the consultation more widely through the distribution of flyers by a door drop, as well as an e-mail communication to our mailing list. These were distributed to the residents of Waterbeach Parish. In total the survey resulted in 105 completed forms by householders with an existing connection to Waterbeach. The detailed findings informed the affordable housing policy in the Neighbourhood Plan and are available to view in the Housing Needs Assessment Report 2019, which is submitted alongside the Neighbourhood Plan.

8. Pre-Submission Regulation 14 Stage

7.1 The pre-submission consultation stage on the Waterbeach Neighbourhood Plan ran from the 13th January to the 24th February 2020.

7.2 Over a thousand personalised letters were mailed and posted to all interested parties, land owners, residents, businesses, other neighbouring parishes, additional planning authorities, local planning authorities, people who have opted in to be notified, and Statutory Consultees, as can be seen below in Table 7.1 and Table 7.2

7.3 In the run up to pre-submission, banners were again updated and displayed all over the village to inform residents and interested parties of the NP progress (see Appendix 2)

7.4 A post card inviting residents to partake in pre-submission was delivered door to door throughout the village to all homes in Waterbeach, (Appendix 3), Posters were displayed and postcards were left in local shops and businesses, as well as displaying posters on the village notice boards. Posts of the Pre-Submission Consultation was also advertised on the village and NP Facebook pages and websites respectively.

7.5 Participants were able to provide feedback via an online survey on the NP website, or by completing a paper survey which were available from the Waterbeach Parish Council offices, or alternatively, directly available at the Workshops.

7.6 In Addition two workshops were held at the Beach Club to engage residents and interested parties, on **Tuesday the 21st January and Saturday the 1st February 2020**. We received 40 participants to these workshops

7.7 In total, responses were received from 20 residents and 17 statutory consultees.

March 2018 – AECOM Workshop on Character Assessment



**Table 7.1: Pre-Submission Consultation on the Waterbeach Neighbourhood Plan:
Statutory Consultation Bodies contacted.**

Consultation Body under Schedule 1 of the Neighbourhood Planning Regulations¹	Individual contacted
Local Planning Authority	<p>Cllr Susan Van de Ven Cllr Peter Hudson Neighbourhood.planning@scambs.gov.uk</p>
Neighbouring Local Planning Authority East Cambridgeshire District Council	Richard Kay
County Council	<p>Chief Executive, Cambridgeshire County Council Development Control Engineer, Cambridgeshire County Council Cllr Wotherspoon Iain Green Strategy and Estate Group Asset Manager Cllr Hickford Cllr Bradman Cllr Topping Cllr Williams Cllr Joseph Business Manager, Flood and Water Management Team Highways Officers Tam Parry and David Allatt</p>
Neighbouring Parish Landbeach PC	Mrs Maria Sylvester
Neighbouring Parish Milton PC	Parish Clerk. Mr Daniels
Neighbouring Parish Horningsea PC	Hayley Livermore
Neighbouring Parish Lode PC	Jonathan Giles
Neighbouring Parish Swaffham Bulbeck PC	Diane Bayliss
Neighbouring Parish Swaffham Prior PC	<p>Jude Griffiths Mrs King, Parish Clerk</p>
Neighbouring Parish Wicken PC	Wicken and Upware Parish Council, Mr White
Neighbouring Parish Stretham PC	Ms Watts, Parish Clerk, Stretham Parish Council
Neighbouring Parish Cottenham PC	J Brook, Parish Clerk, Cottenham Parish Council

¹ NB the schedule above reflects amendments that have been made to Schedule 1 by other pieces of legislation including the National Treatment Agency (Abolition) and the Health and Social Care Act 2012 (Consequential, Transitional and Saving Provisions) Order 2013 and the Infrastructure Act 2015 (Strategic Highways Companies) (Consequential, Transitional and Savings Provisions) Regulations 2015

Consultation Body under Schedule 1 of the Neighbourhood Planning Regulations1	Individual contacted
The Coal Authority	Not applicable.
Homes and Communities Agency	Mr Dean Harris Mr P Kitson
Natural England	Team Manager Ms Hopkins
Environment Agency	Sustainable Places Team, Mr Chris Swain Planning Liaison Team Leader, Environment Agency Planning Liaison Officer Mr Adam Ireland
Historic Buildings and Monuments Commission for England	Debbie Mack. Historic Environmental Planning Advisor Historic Places Team eastplanningpolicy@historicengland.org.uk
Network Rail Infrastructure Limited	Network Rail Level Crossing Coordinator, Network Regulation Planning Executive, Office of Rail and Road DB Schenker Rail (Ltd)
A strategic highways company part of whose area is in or adjoins the neighbourhood area	Highways England planningee@highwaysengland.co.uk
Where the Secretary of State is the highway authority for any road in the area of a local planning authority any part of whose area is in or adjoins the neighbourhood area, the Secretary of State for Transport	Dept of Transport
Marine Management Organisation	Director of Planning
Any person i) to whom the electronic code applies by virtue of a direction given under section 106 (3) (a) of the Communications Act 2003; and ii) who owns or controls electronic communications apparatus situated in any part of the area of the local planning authority	UK Power Network Chief Executive, Openreach Development Liaison Officer, National Grid Matt Verlander (Director Avison Young) Mr Jackman, EE Jane Evans, Three Vodafone and O2 NTL World Mobile Operators Association (represents EE, O2, Three and Vodafone) info@mobileuk.org
Where it exercises functions in any part of the neighbourhood area:	Papworth Hospital NHS Foundation Trust Cambridge University Hospitals NHS Foundation Trust

Consultation Body under Schedule 1 of the Neighbourhood Planning Regulations1	Individual contacted
<ul style="list-style-type: none"> • A clinical commissioning group established under section 14D of the National Health Service Act 2006 • The national health service commissioning board • A person to whom a license has been granted under section 6 (1) (b) and (c) of the Electricity Act • A person to whom a license has been granted under section 1(2) of the Gas Act 1986 • A sewage undertaker • A water undertaker 	<p>Cambridgeshire and Peterborough NHS Foundation Trust NHS Cambridgeshire and Peterborough Clinical Commissioning Group NHS England (Midland and East) Scottish and Southern Electricity Group British Gas Cadent Gas plantprotection@cadentgas.com Cambridge Water (South Staffs Water) Affinity Water Swavesey Internal Drainage Board Middle Level Commissioners Ely Group of Internal Drainage Boards Anglian Water Services Limited</p>
<p>Voluntary bodies some or all of whose activities benefit all or any part of the neighbourhood area</p>	<p>Conservators of the River Cam Cambridge Dial a Ride Care Network Cambridgeshire Community Foundation Cam Valley Forum 1st Waterbeach Brownies 32nd Cambs Scout Group Waterbeach Afterschool Play Scheme Waterbeach Community Play Group Little Stars Waterbeach School PTA Waterbeach Toddler Playground Army Cadets WAY Project Waterbeach Colts FC Scout Youth Leaders Guide Youth Leaders Baptist Youth Group Waterbeach Mother’s Union Waterbeach WI Beach Bowls Club Happy Folks Club Waterbeach Day Centre for the elderly</p>

Consultation Body under Schedule 1 of the Neighbourhood Planning Regulations1	Individual contacted
	Beach Social Club Community Association Royal British Legion Waterbeach Cricket Club Waterbeach & District Gardening Club Waterbeach Angling Club Badminton Club Waterbeach Brass Community Land Trust Independent Lending Library Great Ouse Boating Association Cambridge Area Bus Users Cambridge Council for Voluntary Service Sustrans, Area Manager Cambridgeshire Camcycle
Bodies which represent the interests of different racial, ethnic or national groups in the neighbourhood area	National Travellers Action Group Cambridgeshire Constabulary Cambridge Past and Present Cambridge Campaign for Better Transport Fields in Trust Cambridgeshire Football Association Woodland Trust Age UK Cambridgeshire Sport England planning.central@sportengland.org RSPB The Equality and Human Rights Commission Cambridge Inter-Faith Group Cambridgeshire Fire and Rescue Service Cambridge Race Equality and Diversity Service Campaign to Protect Rural England Forestry Commission Local Nature Partnership The National Trust The Wildlife Trust Cambridgeshire Fire and Rescue Service

Consultation Body under Schedule 1 of the Neighbourhood Planning Regulations1	Individual contacted
	Orchard Park Community Centre
Bodies which represent the interests of different religious groups in the neighbourhood area	Cambridgeshire Ecumenical Council Baptist Chapel St John's Church St Johns Waterbeach Wives Cambridge Ethnic Community Forum (CECF)
Bodes which represent the interests of persons carrying on business in the neighbourhood area	The CamToo Project Military & Heritage Museum Parish Council Salvation Army Theatre Company Village Society Woodland Trust / Cow Hollow Wood Cycling Campaign Waterbeach Bridleways White Horse Public House Sun Public House Brewery Taps Beach Fryer One Stop Village Stores Rosemary Diary Village Pharmacy Jb's Hairdressers Chung Hwa Nice's Garage Barkers Bakery Hair 17 Liz Cradock Physio Stuart Darling ltd Blayson Olefines Waterbeach Surgery Post Office Property Cambridgeshire Chamber of Commerce Cambridge Federation of Tenants Leaseholders and Residents Association.
Bodies which represent the interests of disabled persons in the neighbourhood area	Cambridgeshire Local Access Forum Cambridge Forum of Disabled People Disability Cambridgeshire

Table 7.2: Consultees with possible land/development interests or directly affected by NP proposals

Defence Lands Ops North, MOD
Home Builders Federation
National Housing Federation
NHBC
Hastoe
Persimmon Homes
Kier
Annington Homes
Town Holt owners
Mid Load Farm owners
Saberton Wood owners
Urban and Civic (Waterbeach New Town)
RLW (Waterbeach New Town)
Waterbeach Primary School

Table 7.3: Additional Parish Councils contacted

<p>Other parishes contacted:</p>
<p>Abbotsley Parish Council Arrington Parish Council Ashdon Parish Council Ashwell Parish Council Babraham Parish Council Balsham Parish Council Bar Hill Parish Council Barley Parish Council Barrington Parish Council Barrington Parish Council Bartlow Parish Council Barton Parish Council Bassingbourn cum Kneesworth Parish Council Bluntisham Parish Council Bottisham Parish Council Bourn Parish Council Boxworth Parish Council Brinkley Parish Council Caldecote Parish Council Cambourne Town Council Carlton cum Willingham Parish Council Castle Camps Parish Council Caxton Parish Council Chrishall Parish Council Comberton Parish Council Connington Parish Council</p>

Other parishes contacted:

Croydon Parish Council
Dry Drayton Parish Council
Dunton Parish Council
Earith Parish Council
Elmdon and Wendon Lofts Parish Council
Elsworth Parish Council
Eltisley Parish Council
Everton Parish Council
Eynesbury Hardwick Parish Council
Fen Ditton
Fen Drayton Parish Council
Fenstanton Parish Council
Fowlmere Parish Council
Foxton Parish Council
Fulbourn Parish Council
Girton Parish Council
Godmanchester Town Council
Grantchester Parish Council
Graveley Parish Council
Great Abington Parish Council
Great and Little Chishill Parish Council
Great and Little Everson Parish Council
Great Bradley Parish Council
Great Gransden Parish Council
Great Shelford Parish Council
Great Thurlow Parish Council
Greater Wilbraham Parish Council
Guilden Morden Parish Council
Haddenham Parish Council
Hadstock Parish Council
Harkwick Parish Council
Harlton Parish Council
Harston Parish Council
Haslingfield Parish Council
Hatley Parish Council
Hauxton Parish Council
Haverhill Parish Council
Helions Bumpstead Parish Council
Heydon Parish Council
Hildersham Parish Council
Hilton Parish Council
Hinxton Parish Council
Histon and Impington Parish Council
Horseheath Parish Council
Kelshall Parish Council

Other parishes contacted:

Kingston Parish Council
Knapwell Parish Meeting
Linton Parish Council
Litlington Parish Council
Little Abington Parish Council
Little Shelford Parish Council
Little Thurlow Parish Council
Little Wilbraham and Six Mile Bottom Parish Council
Lode Parish Council
Lolworth Parish Council
Longstanton Parish Council
Longstowe Parish Council
Melbourn Parish Council
Meldreth Parish Council
Needingworth Parish Council
Newton Parish Council
Oakington and Westwick Parish Council
Offord Cluny and Offord Darcy Parish Council
Orwell Parish Council
Over Parish Council
Pampisford Parish Council
Papworth Everard Parish Council
Papworth Saint Agnes Parish Meeting
Potton Parish Council
Rampton Parish Council
Royston Parish Council
Sawston Parish Council
Shingay-cum-Wendy Parish Council
Shudy Cambs Parish Council
St Ives Town Council
St Neots Rural Parish Council
Stapleford Parish Council
Steeple Morden Parish Council
Stow-cum-Quy Parish Council
Strethall Parish Council
Swavesey Parish Council
Tadlow Parish Council
Teversham Parish Council
Thriplow Parish Council
Toft Parish Council
Toseland Parish Council
Waresley Parish Council
West Wratting Parish Council
Whaddon Parish Council

Other parishes contacted:

Whittlesford Parish Council Willingham Parish Council Wimbish Parish Council Withersfield Parish Council Wrestlingworth and Cockayne Hatley Parish Council Yelling Parish Council
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Table 7.4: Additional Local Planning Authorities contacted

Huntingdonshire District Council West Suffolk Central Bedfordshire Council Uttlesford District Council Bedford Borough Council North Hertfordshire District Council Fenland District Council North Hertfordshire District Council St Edmundsbury Borough Council Braintree District Council Forest Heath North Herts District Council
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Table 7.5: Other strategic authority contacted

Greater Cambridge Partnership Essex County Council Mayor, Cambridgeshire and Peterborough Combined Authority Suffolk County Council Peterborough City Council Hertfordshire County Council Local Plans, Health and Safety Executive

Table 7.6: Other organisations contacted

Varrier Jones Foundation
Confederation of British Industry
Church Commissioners
The Association of Independent Showmen
Ormiston Children's and Family Trust
Country Land and Business Association
Flagship Homes
Stagecoach East
Dept. of Environment, Food and Rural Affairs

King Street Housing Society
The Traveller Law Reform Project
Circle Anglia Housing Trust
Wood Plc
Hundred Houses Society Limited
Iceni Homes
Abellio Greater Anglia
Royal Mail Group
Gallagher Estates
Cambridgeshire ACRE
Road Haulage Association
The Kite Trust
IWM Duxford
Cambridge and County Developments
Friends, Family and Travellers Community Base
The Showman's Guild of Great Britain
The Society of Independent Roundabout Proprietors
The Lawn Tennis Association
Smith Fen Residents Association
Federation of Small Businesses
Cambridge Regional College
Ely Diocesan Board
Taylor Wimpey East Anglia
Civil Aviation Authority
Whippet Coaches Limited
Advisory Council for the Education of Gypsy and other Travellers (ACERT)
Countryside Properties Plc
The Traveller Movement
Paradigm Housing Group
Hunts Health Local Commissioning Group
The Papworth Trust
Centre 33
British Romany Union
The Crown Estate
Accent Nene Housing Society Limited
Building Research Establishment
Cambridge GET Group
Design Council CABE
University of Cambridge Vice Chancellor's Office
A2 Dominion Housing Group
Bidwells
Education Funding Agency
Royal Mail
Clarion Housing Group
Health and Safety Executive
Luminus Group

Renewable UK
Eon UK plc
Bedfordshire Pilgrims Housing Association
The Theatres Trust
The Association of Circus Proprietors
Royston Community Transport
3CT Haverhill Community Transport
Cambridgeshire Constabulary
Cambridge Women's Resource Centre
National Association of Health Workers with Travellers
The Magog Trust
Dept. of Business Innovation and Skills
Traveller Solidarity Network
Skills Funding Agency
South Cambridgeshire Youth Council
Cambridge Peterborough and South Lincolnshire (CPSL) Mind
Chancellor, Masters and Scholars of the Univ. of Cambridge
Bovis Homes
Royal Mail
Over and Willingham Internal Drainage Board
MENTER
Shelter
Travel for Work Partnership
Planning Inspectorate
Cambridgeshire and Peterborough Association of Local Councils
Marshall of Cambridge (Holdings) Ltd.
Traveller Solidarity Network
Freight Transport Association
NHS Property Services Ltd (Midland and East)
Romany Institute
Bedfordshire and River Ivel Internal Drainage Board
The Amusement Catering Equip. Society (ACES)
Sanctuary Housing
First Ascent Group
Cotransport
BHS
Anglia Ruskin University
Gypsy Association
Camfoe
Tcchs
Airport Operators Association
Visiteastanglia.net
Tibbalds
RPS Group
Deloitte
Carter Jonas

7.8 An overview of the responses received at Regulation 14 Pre-submission consultation stage In total, responses were received from 20 residents and 17 statutory consultees. Responses were received in letter format, in email format, via paper form format and via survey monkey format.

7.9 Summary of the main issues and concerns raised: All comments received at this stage are logged in two consultation tables; one for residents (Table 7.8) and the other for statutory consultees (Table 7.9). These tables log each comment in plan order and the last column details how we have responded to each comment and whether any changes have been made to the NP. Finally, Table 7.10 below provides the full list of recommended changes made to the pre-submission NP.

7.10 Residents: Most comments received from residents were supportive of the plan (see Table 7.8 below). A range of useful comments were received from residents ranging from the identification of minor errors in the plan and comments on individual policies. Consistent with all the previous comments feedback from residents at earlier stages in the plan development, a significant proportion of the comments related to transport concerns with support expressed for the approach taken in the plan.

7.11 The comments received from residents helped in the correction of errors and improving the readability of the plan. These are referenced in Table 7.8 below through the links to the recommended changes highlighted in the fourth column.

7.12 Statutory consultees: The responses received from statutory consultees are set out in Table 7.13. They were quite wide-ranging and a summary of these responses is provided below in Table 7.7.

Table 7.7: Summary of Reg 14 comments from statutory consultees

Consultee	Ref	Supportive overall?	Areas of concern/disagreement
David Lock Associates on behalf of Urban and Civic	S1	Generally supportive.	Comments made with respect to wording of policies WT5, 13, 14, 18 and 19. These policies have been amended in response to the comments.
Cottenham Parish Council	S2	Generally supportive	Some comments made with regards to the wording of the policies and how they could be improved.
Claremont Planning on behalf of Southern and Regional Developments	S3	Generally supportive	This comment is focused on demonstrating the suitability of a site for development. This site lies to the east of Waterbeach village in the Green Belt and conflicts with the strategy in both the Local Plan and Neighbourhood Plan. Changes

Consultee	Ref	Supportive overall?	Areas of concern/disagreement
			were not made in response to this comment other than making a correction in relation to the supporting text to Policy GI16
Boyer on the behalf of RLW Estates	S4	Generally supportive	Comments made with respect to wording of policies WT1, WT5, 9, 13, and 17. These policies have been amended in response to the comments.
CAMBS Area Bus Users	S5	Generally supportive	Comments focused around policy WT1 and WT6. These policies have been amended in response to comments
Waterbeach Primary School	S6	Generally supportive	Comments focused around the policies in the NP which relate to road safety and pedestrian safety as far as it affects the primary school. Comments on Policies 3, 4 and 6. These policies have been amended in response to comments. The steering group also met with this consultee following the consultation period in order to seek clarification on some of the comments made.
Natural England	S7	Generally supportive	Comments made in support of the approach taken in plan on the environment, biodiversity and green infrastructure.
Middle Level Commissioners	S8	No comments	The plan area lies outside the area for which they are responsible for.
National Grid	S9	No specific comments.	National Grid identified that it has no record of assets within the Neighbourhood Plan area. Guidance provided on applications etc.
Cambridgeshire Constabulary Designing out Crime team	S10	Neither	Comments and advice provided on appropriate policies to assist with designing out crime. The comments were not specific to the WNP and it was not considered necessary to incorporate additions to the NP as there is no desire to duplicate the approach taken in district wide and national policy.

Consultee	Ref	Supportive overall?	Areas of concern/disagreement
Anglian Central	S11	A generic response	No specific comments on the NP.
South Cambridgeshire District Council	S12	Generally supportive	A range of useful comments on the wording of some of the policies including Policy 5, 7, 13, 14, 19, 20 and 22. Objection to the approach taken in Policy 20. Support on policy 22 but some advice provided on wording. Policies were amended in response to the comments with the exception of Policy 20 (Housing Mix).
Cambridgeshire County Council	S13	Neither	Comments received from the Lead Local Flood Authority expressing concern that the NP did not include a policy on flooding. A map showing the flood constraints has been included in response to this. However, it is felt that local and national policy are adequate in covering flood management policies particularly as the NP does not allocates sites for development.
Historic England	S14	Neither	No capacity for a NP specific response.
Sports England	S15	Neither	A comment highlighting Sports England input on the Waterbeach New Town proposals and value attached to Watereach Recreation Ground. No changes made to the NP in response to this comment.
Cambridge Past, Present and Future	S16	Neither	A comment highlighting their concerns regarding the impact the Waterbeach New Town may have on Waterbeach Village conservation area and impact with regards to successful integration of the two communities. The comments are noted although no changes made as this is already much of the focus of the WNP.
Anglian Water	S17	Neither	Anglian Water have highlighted the location of the Milton Water Recycling Centre and the

Consultee	Ref	Supportive overall?	Areas of concern/disagreement
			<p>implications of this for the safeguarded route for pedestrian and cycle link shown on Map 6.2. The consultee has highlighted the importance of ensuring pedestrian safety is considered as part of any proposal <i>given that there will be regular traffic movements entering and leaving this site.</i></p>

7.14 In response to the consultation, follow up virtual meetings took place between members of the steering group and Waterbeach Primary School and South Cambridgeshire District Council.

A description as to how these issues and concerns have been considered and, where relevant, addressed in the proposed neighbourhood development plan:

7.15 Tables 7.10 shows all the recommended changes that the steering group agreed to make to the pre-submission plan prior to the preparation of the submission plan. Following, this a further set of changes (not detailed here) were made following a proofread of the document.

7.16 The changes made to the NP between pre-submission and submission stage can be summarised as follows:

- Correction of errors
- Replacing the policy prefix with WAT in response to request from SCDC.
- Improving the ease with which the document can be navigated through providing more page numbers in the contents page and expanding the glossary
- Insertion of more information on bus stop infrastructure in response to further information provided by the CAMBs Area Bus Users
- Amending Map 6.2 to show the correct extent of the safeguarded route for pedestrians and cycle link from the existing railway station to the relocated station
- Increasing the area covered by Policy WAT 4 ‘Creating and maintaining sustainable access routes to Waterbeach Village primary school’ and amending the map accordingly
- Amending the wording of Policy WAT 5 ‘Creating and maintaining sustainable access routes to Waterbeach New Town schools’ in response to feedback from SCDC and Urban and Civic.
- Adding a road safety hotspot in Table 6.1 in response to consultation and amending the map accordingly
- Amending the wording of policy WAT 7 ‘An accessible village and town’ to reflect more accurately the current position of a consented scheme and inclusion of a map to accompany the policy.

- Amending policy WAT 9 to include the Car Dyke scheduled monument as a valued area of outdoor recreation in the plan area in response to consultation
- A review of the Design Principles in Schedule 1 supporting Policy WAT 13 in response to feedback from statutory consultees. Some minor amendments made to Schedule 1.
- A review of the Schedule 2 which accompanies Policy WAT 14 in light of comments from statutory consultees. One minor amendments made to Schedule 2.
- Amending the extent of Town Holt in the map accompanying Policy WAT 15
- Providing more detail in Policy WAT 19 with regards to biodiversity and green infrastructure and to reflect the position at Waterbeach New Town in response to comments from Urban and Civic
- Amending Policy WAT 21 in line with comments received from SCDC
- A review of Chapter 7. Amendments included insertion of section on plan monitoring and improving text in other paragraphs so as to reflect the intention of the Parish Council and NP steering group more accurately.

7.17 Finally, a further set of changes were made in light of advice provided as part of the August 2020 health check of the Neighbourhood Plan and following a final proofread.

Table 7.8: Consultation responses received from residents during the Regulation 14 Pre-submission consultation

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
Table 2.1	R19		Table 2.1 Bottom of p.6, Policy S/9. Under implications, it is worth noting that there is no upper limit placed on the NUMBER of 30 dwelling developments allowed.	Noted.
	R20	Yes	I am generally supportive and have one substantive comment. It should be made as difficult as possible for car connection between old and new Waterbeach to encourage bike and pedestrians. In particular all vehicle access (including buses) should be prevented. I also suggest either blocking Denny End Road between the industrial/residential part, or having very narrow single lane access with priority to those exiting the village.	These points are noted. The NP steering group largely agree with the exception of access for public transport.
Paragraph 3.10	R19	Yes	Drafting and Typos 3.10 This paragraph is unclear in places. The further 9,000 dwellings are surely not 'in addition' to those in the previous para? Line for add 'applied for' before 'by Secretary of State'? Did RLW not consult the community again post Nov 2017? Possibly out of date? Also worth stating the 9,000 + 4,500 make 13,500 in total for the new town.	See Recommended Change Chapter 3-4
Paragraph 3.12 and 3.13	R19	Yes	3.12 Worth defining Affordable housing, though it is a dreadfully slippery term, and perhaps more relevant would be reserved key worker housing. 3.13 Would be worth explaining what the Housing Register is.	A definition is provided in the glossary. See Recommended Change Chapter 3-5

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
Paragraph 3.15	R19	Yes	3.15 This a great tool for looking at commuting patterns: https://commute.datashine.org.uk/#mode=cardriving&direction=both&msoa=E02003778&zoo m=11&lon=0.0179&lat=52.2778 In terms of train use, the situation in the mornings is indeed pretty dire!	Noted.
Paragraph 4.3	R19	Yes	4.3 Issue 1i. The broad statement of congestion on the A10 may not be helpful. It could be pointed out that there are pinchpoints southbound in the AM at the A10/Landbeach Road intersection, Butt Lane and Milton Roundabout, plus northbound in the PM at the Denny End traffic lights. More importantly for Waterbeach residents, there is difficulty and a lot of danger turning right or crossing at the Slap Up junction. This would be pretty impossible without the Denny End traffic lights to break up the traffic!	Noted. Minor amendments made to the text.
Paragraph 4.8	R19	Yes	Paragraph 4.8, Issue 2i. Should this be updated to mention the school extension? This is intended to accommodate growth within the existing village plus Landbeach, but NOT the Waterbeach New Town.	Noted. Minor amendments made to the text.
Paragraph 4.3	R19	Yes	4.3 Issue 1iii. In planning studies, it is generally found that local shopkeepers over-estimate the importance of parking, and under-estimate the benefits of improve walking and cycling access. Local business is often lost because areas are unpleasant or inaccessible. Moreover, the perceived benefit to the shops of allowing customers to park close by should not be at a overall cost to the community in terms of quality of the environment, safety, accessibility etc. That would be getting the cart before the horse.	This is noted. The plan does not intend to encourage car-based passing trade but the NP group do consider it important that local

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				<p>residents who need to, are able to park their car (on a short term basis) along or close to the Green, in order to use the shops and service there. See Recommended Change Chapter 4-1 which is intended to clarify this. We agree the quality of the street scene environment is very important.</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
A General Comment	R19	Yes	Table 5.3, p.26 Housing Point vi. Did the plan process consult the residents of the mobile home parks to confirm this is their preferred housing 'choice'? I'm sure we wish to retain affordable housing options but surely at a higher quality and with more security if at all possible.	It is not the intention of the Plan to regard the Park Homes as an affordable housing type. However we do recognise that this housing type, which is generally targeted at the over 50s, is an important element of the variety of housing choice in the plan area. All residents in the parish have been consulted on

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				the Neighbourhood Plan and this particular issues was first consulted on as part of the Mid-way engagement activity in 2018. The Consultation Statement details consultation activity undertaken throughout the process.
Paragraph 5.1	R19	Yes	5.1 Suggest sticking to one figure for the Waterbeach New Town size, it's either 8-9,000 or just 9,000, otherwise it's confusing.	The Local Plan states approximately 8,000 to 9,000.

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
A General Comment	R19	Yes	<p>Section 6 Core objective 2? Where's 1?</p> <p>6.1.1 'Parts of the existing A10 are at capacity, particularly the A10/Landbeach Road junction and Milton Roundabout'</p> <p>'No vehicular route north of the village other than the A10'. What does this mean? Take care as it might be read as implying there is a need for an alternative route north. Where to, Upware along the Cam?</p>	<p>The Sustainable Community themes cuts across a number of the policy sections. This will be made clearer. See Recommended Change Chapter 6-1</p> <p>With regard to the A10 this is noted and it is not our intention to imply that an alternative route is needed but instead it was our intention to illustrate the demand</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				and business placed on this route. See Recommended Change WT1-5
WT 1 – Securing connectivity between Waterbeach village and key destinations	R9	No	<p><u>No mention of connectivity to Cambridge</u></p> <p>I support the aims of the policy but not some of the detail. There is no mention of connectivity to Cambridge or other destinations outside the immediate area, apart from access to heavy rail which 1(a) suggests will be taken away from the village. There have been various proposals for a Cambridge "Metro", for which light rail would be by far the best mode; there needs to be a detailed plan for where the metro would run, including Waterbeach and the other villages within a 10-15 mile radius, and the Waterbeach part should be built first.</p>	Noted. Part 2 of the policy looks at improved cycle infrastructure along Station Road to facilitate safer cycle route towards the River Cam which provides the routes to Cambridge. The NP also supports the Waterbeach

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				<p>Greenways project which would provide purpose built cycle and pedestrian route direct into Cambridge. This is referred to in paragraph 6.23 and Policy WT2 seeks to safeguard the section of the route which falls within Waterbeach parish. The NP group would also support proposals for a Cambridge</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				"Metro" and will recommend to the Parish Council to support such a proposal. In the meantime, it is beyond the scope of the NP to deliver this.
WT 1 – Securing connectivity between Waterbeach village and key destinations	R14	Yes	1(c) refers to Denny End Abbey	Noted. Thank you. This will be corrected.

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
WT 1 – Securing connectivity between Waterbeach village and key destinations	R1 1	No	<p><u>Page 32 Proposed cycleway at Town Holt</u></p> <p>Thank you for the opportunity to comment on the Neighbourhood Plan. As Clerk to the Waterbeach Charity my response would be regarding the land owned by the Charity known as Town Holt, East and West of the railway line and lying just north of the Railway Station on Station Road.</p> <p>Page 32 of the plan refers to a proposed cycle route by the Greater Cambs. partnership and this proposal would involve buying Charity land on the West side of the r/w line. This would be opposed by the Trustees on the grounds that this is potentially valuable building land and would reduce the opportunity to build on it in the future.</p> <p>Note: related comment to policy WDCH 15 - see below.</p>	<p>Noted. The Waterbeach Greenways project has proposed this route as part of consultation undertaken in 2018. The NP group agree with this particular route and consider the future route to be essential for purposes of maintaining good pedestrian and cycle connectivity for Waterbeach parishiners.</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
WT 1 – Securing connectivity between Waterbeach village and key destinations	R1 2	Yes	<p><u>The proposal for the Causeway should be strengthened</u></p> <p>The Causeway proposal is of great significance to the Village and allows an old and well used route to be restored to its pre-WW2 status. The route should be visualised as connecting the south side of the village centre through the historic village and into the New Town, passing close the lake and finally to Denny Abbey. It links old and new as well as providing a significant amenity for both village and New Town. Recent hesitation on the part of RLW to confirm the final link to Denny Abbey should be strongly opposed by the Parish Council and the community as falling well short of the spirit of the original proposals. Consequently the promotion of the Causeway should be strengthened in the plan and subsequent policy.</p>	Noted. The policy is strong but more context can be provided in the supporting text. See Recommended Change WT1-2
WT 2 – Pedestrian and cycle route from Waterbeach village station to relocated train station	R1 5	No	Needs to have wider objectives, facilitating Cycle Access to the new Station from the east (across the Cam)	Noted. The Waterbeach NP can only include policies which are applicable to land within the parish boundary (the designated plan area).

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
WT 2 – Pedestrian and cycle route from Waterbeach village station to relocated train station	R9	No	<p><u>Do not close current station</u></p> <p>In many places the document refers to "relocation" of the railway (or rather, "train") station. It recognises (e.g. in 6.2.3 and 6.2.4) that this will hurt most users of the current station, with those living near it having a half-hour walk even using the proposed straighter route. Providing fast train services to London from the new station was recognised by the Parish Council in their meeting on 2 January 2001 as "reducing its [the new settlement's] effectiveness as a solution to the Cambridge housing problem". A better solution would be for the London services to continue to serve the current station and for the new station to be served by more local services such as Norwich-Stansted and the new routes Cambridge-Wisbech and East-West Rail.</p>	<p>Noted. It is the role of the Parish Council to represent the interests of Waterbeach parishioners in the process of considering strategic projects which are considered by South Cambridgeshire District Council (SCDC). The NP Group support the Parish Council in this role.</p> <p>However, the scope and</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				<p>focus of the Waterbeach NP is to provide locally-specific land use policies which would be applicable when a planning application for development is submitted to SCDC. It is outside the scope of the NP to direct provision of future train services. The NP is required to meet certain tests at examination</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				<p>known as the 'basic conditions'. This includes the need to be broad conformity with the strategic policies in the SCDC 2018 Local Plan. Unfortunately the decision to remove the existing Waterbeach Railway Station will be one taken by strategic authorities. The Waterbeach NP needs to work within the context</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				that strategic authorities currently plan to relocate it.
WT 2 – Pedestrian and cycle route from Waterbeach village station to relocated train station	R12	Yes	<p><u>Walking and cycling routes through the village need more emphasis</u></p> <p>The suggestions listed under this policy all make good sense. A pedestrian and cycling route from the south of the village towards the new station is essential. A route along the railway will connect with the Greenway while a walking/cycling route along Way Lane and Bannold Road would draw users from the western side of the village. Way Lane should no longer be a through road for motor traffic. A permeable barrier north of the junction with Cattell's Lane would reduce motor traffic volumes and speeds and make for an attractive walking/cycling route. Pedestrians and cyclists would still need to travel along Bannold Road (towards Bannold Drove) which would need to be significantly improved with a segregated cycle and pedestrian path.</p>	Noted.
WT 2 – Pedestrian and cycle route from	R7	Yes	Map 6.2 this is excellent I would go further and connect the cycleway both directions down Bannold Road to the High St and Bottisham Lock.	Noted

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
Waterbeach village station to relocated train station				
WT 3 – A walkable village and walkable neighbourhoods	R1 2	Yes	<p><u>More interconnections needed</u> Prioritisation of other modes (besides motor vehicles) is warmly welcomed. Discouraging commuter parking and improving parking for village businesses is an essential step. Reduced vehicle speeds and modification of junctions to cause turning traffic to slow down will make the walking environment feel much safer. Vital to Waterbeach is the balance between modes that tends to equalise journey times, and that means the most inter-connectedness of routes for pedestrians, with easy road crossings and links through new developments to make walking times reasonable.</p>	Noted.
WT 3 – A walkable village and walkable neighbourhoods	R7	Yes	<p><u>Bannold Road</u> We also need to protect Bannold Road with all the planned builds we should look to have further weight limits with no access exclusion; farmers, national rail construction and Anglia Water may have to relook at the size of vehicles now Bannold Road is residential. I don't know if you can declare a new area formally as residential. I appreciate farming is part of the community but some have sold land for a new Residential Area and have to appreciate the give and take. We used to have smaller vehicles. I would like to see a weight limit down Bannold Road with no exceptions.</p>	Noted. The NP group recognise the current challenges with Bannold Road. Our policies in the NP seek to address these as far as we can.

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
WT 4 – Creating and maintaining sustainable access routes to Waterbeach Village Primary School	R1 2	Yes	<p><u>Speed limits and widening of pathways</u></p> <p>In relation to access to the School, pedestrian and cycling access need to be prioritised. The structure of the High Street makes this difficult but some measures are feasible. A 20 mph speed limit should be mandated and severely policed, and pathways significantly widened so as to create a more space for pedestrians and a route for cyclists. Reserving part of Greenside for school drop-off (between say 8.30 and 9.30) would help limit commuter parking, while avoiding dangerous congestion around the School. Reference to good practice elsewhere should be made.</p>	<p>Noted. The Neighbourhood Plan Group and Parish Council are working with Urban & Civic to examine how traffic issues within Waterbeach village caused by the development of the new town can be addressed. The objective is to recommend schemes for Waterbeach that improve road safety for pedestrians</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				<p>and cyclists in particular (could be changed to non-motorised users to broaden this). It is also required where possible that any schemes make an improvement to the public realm. We also hope to work with RLW estates in the future. Funding will in the first instance be from U & C Section 106 payments. It</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				is hoped to access other funding streams including Section 106 from RLW and Department of Transport funds.
Paragraph 6.4.2	R19	Yes	Paragraph 6.4.2 drafting of text in italics and if a quote give a source?	See Recommended Change WT4-1
WT 6 – Improving road safety in Waterbeach Village	R9	Yes	<p><u>"Commuter parking" is not just rail passengers</u></p> <p>The WT6 table identifies cars parked in St Andrew's Hill as "commuter parking", as do 6.10.3 and 6.10.4. However, on a frosty morning it is clear that some have been there overnight. Also, people who work for businesses located around the Green and commute by car will park there. We have been told by County Highways that the parking on the corner makes drivers more careful pulling out. The road is not so wide where the lowered kerb is; rather than reconfigure the whole junction it may be enough to highlight the crossing place.</p>	Noted. It is acknowledged that some of the parking is residential parking. Paragraph 6.10.3 states that "Many of the spaces are in

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				<p>practice used up by commuter parking..." and there is no need to amend this. Paragraph 6.10.4 refers to the "extent of commuter parking" and there is no need to make a change. The WT6 however has been changed in response to this comment. See Recommended Change WT6-1. The comments on what would</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				be the correct measures to address the existing safety concerns at the St Andrews Hill/Station Road junction has been noted.
WT 6 – Improving road safety in Waterbeach Village	R17	Yes	20mph zone covering Bannold Rd and Coady Road area. For safety if school children, cyclists mixing with station traffic and school traffic	Noted. It is not within the scope of a NP to implement a 20mph zone but the PC can work with stakeholders towards this outcome. See Chapter 7

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
WT 6 – Improving road safety in Waterbeach Village	R17	No	<p><u>Impact of New Railway Station</u></p> <p>The Neighbourhood Plan should be updated to include the approved location of the new railway station. The road surfaces in Waterbeach are unsafe and despite highways promising to resurface areas of Bannold Rd in the Summer of 2019 nothing has happened. Our Zebra crossing has no lines, and our double yellow and single white lines have all faded. The Parish council made money available to County and again the 2019 relining of Waterbeach never happened. The bollards outside Greenside are a joke instead of making the area safe for school children and pedestrians the amended county council Bollards have just made it a safe place for vans to park. With the much needed road layout planned for way lane summer 2020, more traffic will now use the high street. The high street, Bannold rd, Cody Road , way lane, st Andrew hill should become a 20mph loop with a 20mph spur to the train station relocation. This will assist our school children, old people, cyclists , disabled as the village continues to grow with respect to housing and construction vehicles. I think WT6 should consider the new developments.</p>	<p>Policy WT6 is intended to apply to all planning applications involving new build coming forward in the plan area.</p> <p>Please also note, the Neighbourhood Plan Group and Parish Council are working with Urban & Civic to examine how traffic issues within Waterbeach village caused by the development of the new</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				<p>town can be addressed. The objective is to recommend schemes for Waterbeach that improve road safety for pedestrians and cyclists in particular (could be changed to non-motorised users to broaden this). It is also required where possible that any schemes make an improvement to the public</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				realm. We also hope to work with RLW estates in the future. Funding will in the first instance be from U & C Section 106 payments. It is hoped to access other funding streams including Section 106 from RLW and Department of Transport funds.
WT 6 – Improving road safety in	R1 2	Yes	<p><u>Road safety interacts with the appearance of the Village heart</u></p> <p>Proposed road safety improvements could also benefit the look and feel of the Village Heart. A narrower junction at St Andrew's Hill could add land that would add to the Gault. A widening of the pavements outside the Village Store and the Sun together with a wide pedestrian crossing draws those buildings closer to the Green. Closing Greenside to through traffic would make the</p>	Noted. The link between improving aesthetics and road

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
Waterbeach Village			Green more accessible to pedestrians walking south down the High Street. These enhancements give a dual benefit. I would encourage some linking of the ideas of improved safety with the aesthetics of the village.	safety is acknowledged. See recommended change WT6-2 and WT6-3
WT 6 – Improving road safety in Waterbeach Village	R7	Yes	Map 6.4 I would go further and make Chattel Lane to Bannold Rd one way for safety and encourage cycling to school. I would also put a wide raised crossing between The One Stop and The Green.	Noted. Please also note that the Neighbourhood Plan Group and Parish Council are working with Urban & Civic to examine how traffic issues within Waterbeach village caused by the development of the new town can be addressed.

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				<p>The objective is to recommend schemes for Waterbeach that improve road safety for pedestrians and cyclists in particular (could be changed to non-motorised users to broaden this). It is also required where possible that any schemes make an improvement to the public realm. We also hope to</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				<p>work with RLW estates in the future. Funding will in the first instance be from U & C Section 106 payments. It is hoped to access other funding streams including Section 106 from RLW and Department of Transport funds.</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
Policy WT6, p.41	R19		<p>'One strategy would be to cross the High St...' – could this be more explicit, i.e. 'provide a controlled pedestrian crossing'? Also there is no reference in the text to give context to the table. Worth stating that it simply lists areas with known issues, but that this should not be considered exhaustive and points 2 and 3 apply to any safety concerns now or in the future?</p> <p>Way Lane: Could this be strengthened to say : "Traffic levels have increased rapidly due to development in the north of the village, exceeding design capacity, and causing dangerous conditions at school pick-up/drop-off times". I would also add the section of Car Dyke road past the social club, Cambridge Rd and the bend following this. The entire section is extremely dangerous for cyclists, particularly the bend coming out of the village where drivers are often tempted to overtake on a blind bend.</p>	See Recommended Change WT6-6, WT6-7, WT6-8 and WT6-9 Points 2 and 3 will apply throughout the plan period.
WT 7 – An accessible village and town	R9	Yes	<p><u>Accessibility of station</u></p> <p>There really ought to be a way of replying "yes, but" to "support this policy". I support the principle but not some of the detail. Access to the southbound platform at the proposed new station is by two footbridges; the one at the village end has no lifts and the one at the other end is some 150 metres from the disabled bays and if it is anything like Cambridge North the lifts will often be out of action. As 6.7.3 points out, the current station does not have this problem; this is another reason it should stay open.</p>	Noted. See Recommended Change WT7-1
WT 7 – An accessible village and town	R18		<p><u>Definition of disabled users.</u></p> <p>Have been reading consultation NP plan. While it includes a number of policies for disabled people, it STILL uses holding a blue badge as a definition of disabled people when this is becoming increasingly inaccurate.</p> <p>For one thing, as less people learn to drive, they're less likely to have such a badge. As criteria for access to benefits are raised, they are less likely to qualify for benefits carrying an automatic entitlement to a badge. Many disabled people just don't have a blue badge anymore.</p>	It is not the intention of the plan to define disabled people as those holding a blue badge. There are a

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
			Please reconsider using blue badge entitlement as the definition of disability for access to NP-created access plans.	number of places in the NP where this comment is applicable. With respect to Policy WT7 (An accessible village and town), the first part of this policy applies to proposals coming forward as part of the proposals to relocate the train station. Recommended Change WT7-1 seeks to clarify this. This part of the policy

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				<p>focuses on parking provision for disabled users and only applies to blue badge holders as there is no other mechanism in place to apply to other users. This part of the policy also looks at the provision of the shuttle bus which is intended to focus on needs of those not driving.</p> <p>The second</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				<p>part of this policy applies to all proposals in the plan area and seeks contributions, where applicable, towards improvements in transport infrastructure that is suitable for all users with mobility impairments.</p> <p>Elsewhere in the plan e.g. the safeguarding of the route from existing waterbeach station to the</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				relocated station and improving public realm in the village is about ensuring access for all users including those reliant on mobility scooters.
WT 8 – Managing and mitigating adverse impacts of increased traffic movements on residential amenity	R1 2	Yes	<p><u>Make reference to good practice</u></p> <p>The selection by certain drivers of Waterbeach as a short cut is an artefact of the location of our village on intersecting routes. Sadly someone who is determined to reach their destination looks for the shortest route. Some steps can be taken. A heavily policed 20 mph speed limit from Denny End Road and all along High Street could be implemented. A new street design with a narrowing of the roads will make Denny End Road and High Street look less like through routes, and make speeding seem much more risky. Some pedestrian/cyclist crossing lights demonstrably tip the balance towards other road users. Reference to good practice elsewhere should be considered.</p>	Noted. Please also note that the Neighbourhood Plan Group and Parish Council are working with Urban & Civic to examine how traffic issues within Waterbeach

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				<p>village caused by the development of the new town can be addressed. The objective is to recommend schemes for Waterbeach that improve road safety for pedestrians and cyclists in particular (could be changed to non-motorised users to broaden this). It is also required where possible that</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				<p>any schemes make an improvement to the public realm. We also hope to work with RLW estates in the future. Funding will in the first instance be from U & C Section 106 payments. It is hoped to access other funding streams including Section 106 from RLW and Department of Transport funds. See Recommende</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				d Change WT8-2.
WT 9 - Protecting and enhancing the Public Rights of Way Network (including bridleways)	R1	Yes	I fully support this policy.	Noted
WT 9 - Protecting and enhancing the Public Rights of Way Network (including bridleways)	R7	Yes	My big thing is protecting The Car Dyke as a walking area; this is a wonderful area away from the rec but feels connected to the rec it's perfect quite and tranquil. I would like to see a couple of benches down the river between Bottisham lock and the Bridge Pub, the path is brilliant but a couple of benches would be great for older people to enjoy the river walk.	Noted. The Car Dyke is not a public right of way but protected as a scheduled monument under the Ancient Monuments and Archaeological Areas Act

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				1979 as amended as it appears to the Secretary of State to be of national importance. The NP does however recognise the importance of Car Dyke as a popular outdoor amenity space used by many walkers. See Recommended Change WT9-1
WVH 10 - Maintaining and Enhancing a vibrant	R7	Yes	Heart of the village should include the library	The library is a valued amenity but it is not considered necessary to

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
Village Heart				extend the village heart boundary to encompass the site of the current library.
WVH 10 - Maintaining and Enhancing a vibrant Village Heart	R7	Yes	<p><u>WVH11 development of Nice Garage</u></p> <p>I would love to see the Nice Garage area protected as light commercial; shed/stable approach for small new businesses so that we can enhance work in the expanding village. This redeployment should include building a library/IT centre/evening meeting room under s106 not much bigger than the current one. Thank you for doing all this and a very good document, it must have been a lot of hard work.</p>	<p>Policy WVH 10 would support the use on the site of the Nice Garage which meets the criteria set out in 2) i.e. <i>"support the vitality of the village heart and diversify and enhance the range of shops, services and community facilities will</i></p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				<p><i>be encouraged and supported where access arrangements for deliveries and off-street parking can be satisfactorily provided without any significant negative impact on surrounding residential or village centre amenity."</i></p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
WVH 10 – Maintaining and enhancing a village heart	R19	Yes	<p>While I support this policy over, the emphasis on supporting services by 'facilitating passing car-based trade' is wrong. It is not in the interests of the village to do so, will detract from other objectives related, and is based on a misplaced sense of the importance of cars.</p> <p>The 'Themes and Objectives' for Village Heart includes a point iii related to 'facilitating passing car-based trade'. I would question whether this is in the interests of the village, or indeed needed to retain existing amenities. Along with Point ii., this raises a very fundamental point about whether we are aiming to increase the level of shopping and services overall, or simply ensure a balanced provision appropriate to the nature of the village itself. It must surely be the latter. It should be noted that local shopkeepers do in general tend to over-estimate the benefits of parking, and under-estimate the amount of trade gained by walking and cycling. In truth, it is often the case that a more pleasant and walkable environment increases the tendency to shop locally. (e.g. https://www.citylab.com/life/2012/11/4-reasons-retailers-dont-need-free-parking-thrive/3978/, but Google for many more similar) Arising from this, the policy WVH10 places too much emphasis on supposed benefits of parking for amenity use and particularly passing customers. Replacing commuter parking with vehicles that constantly come/go around the village green would not in my view be a positive step. The policy should make clear that the pursuit of amenities suitable for the village is not necessarily aligned with maximising car-based custom for these amenities. Moreover, I understand that new shops are now planned to open at the north end of the village. This is to be welcomed as it will provide walkable facilities for residents in that area, reducing the need for car trips to the village green and therefore parking. The emphasis on the High St and Village Green area may be misplaced and detrimental.</p>	<p>Regarding the 'Themes and Objectives' for Village Heart and point iii please see Recommended Change Chapter 5-1. The aim of the NP is to ensure a the businesses and shops in the village centre continue to thrive so that local people continue to have access to important amenities. The intention of paragraph 2 in Policy</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				<p>WVH 10 is that any new proposals will not lead to more on-street parking (by requiring access arrangements for deliveries and off street parking to be satisfactorily provided without impact on residential amenity). With regards to 1d), the NP group consider it important that there is some parking provision near to the</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				<p>existing shops where this is available to use by local people for short stay. Some villagers do not have alternative means of accessing the shops whilst others may be deterred from using the shops if this is not available. Currently, the parking spaces in the village heart are not available for such use as we know that</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				<p>some of the spaces are used by commuters and others. Some of the parking provision is also poorly provided and adversely impacts the street scene (for example outside the pub on Greenside). There is potential to improve the quality and appearance of the parking provision. We recognise that once the Railway</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				Station is relocated the situation with regards to on-street parking in the village will evolve. The Parish Council will monitor the situation and work with stakeholders to consider appropriate parking restrictions. See Recommended Change WWH10-1
Paragraph 6.10.3	R19	Yes	Paragraph 6.10.3 This paragraph is poorly drafted, and could do with a re-read.	See Recommended Change WWH10-2

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
WDCH 15 – Important edge of settlement sites in Waterbeach Village.	R1 1		<p><u>Town Holt</u> Thank you for the opportunity to comment on the Neighbourhood Plan. As Clerk to the Waterbeach Charity my response would be regarding the land owned by the Charity known as Town Holt, East and West of the railway line and lying just north of the Railway Station on Station Road....</p> <p>The Trustees have a responsibility to the Charity and the Charity Commission to obtain the best possible price for any land sold by them.</p> <p>With regards to Town Holt East land in which reference is made on pages 72&73 of the Neighbourhood Plan a more sympathetic view is taken by the Trustees.</p> <p>Public Footpaths already exist on this grazing field one of which could be used as a possible alternative to the proposed cycle route by Greenways Partnership.</p> <p>The land is at present being considered for sale by the Charity Trustees with a suggested clause within the sale for it to remain as grass land over the next 25 years.</p> <p>A general overall observation is to query why Town Holt fields have been highlighted in this way within the Neighbourhood Plan when surrounding land has not had the same detailed attention. ?</p>	<p>There has been a mapping error with this site. The site should exclude land to the west of the railway line and be extended south (on the eastern side of the railway line) to reach Station Road. This parcel of land provides an important setting at this village gateway and is experienced by all approaching or leaving the</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				<p>village along Station Road but also by those using the public footpaths number 247/21 (this runs along the western edge of the site and across the site), and bridleway number 247/10 which runs along the eastern edge. See recommended Change WDCH 15-1</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
WDCH 13 - Waterbeach Design Principles	R12	Yes	<p><u>Concerns external design, but what about building performance?</u></p> <p>The expressed wish for consistency in design and keeping with the character of the village is warmly welcomed. Building performance in terms of energy usage, water management, and the appropriate provision of car parking surely need comment too. They interact with the appearance of the house. Car parking adjacent to the property should no longer be assumed.</p>	<p>Noted. The NP policies will work alongside adopted policies in the South Cambridgeshire District Local Plan. Policy CC/1: Mitigation and Adaptation to Climate Change requires of all proposals <i>"Planning permission will only be granted for proposals that demonstrate and embed the principles</i></p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				<p><i>of climate change mitigation and adaptation into the development. Applicants must submit a Sustainability Statement to demonstrate how these principles have been embedded into the development proposal. The level of information provided in the Sustainability Statement should be</i></p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				<p><i>proportionate to the scale and nature of the proposed development.</i> "</p> <p>Policy CC/4: Water Efficiency includes standards for water consumption for new build.</p> <p>The Waterbeach NP supports the approach in the Local Plan and we do not need to repeat it in the NP.</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
WDCH 15 – Important edge of settlement sites in Waterbeach Village.	R4	Yes	<p><u>Map 6.8</u> When reading the plan, I see that on Page 73 the map 6:8 outlining the Town Holt land to the west of the railway line includes land we own to the rear of 5 Adams Court, although there is a line showing the boundary. I would appreciate it if you could correct this error. I am happy to give further clarification if needed.</p>	Noted. This was a mapping error. See Recommended Change WDCH 15-1
WB 19 – Sites of value to biodiversity in the parish	R3	Yes	<p><u>Add provision of integral Swift nest boxes to the plan</u> Clause 6.17.1 Local Plan Policy NH/4: Biodiversity requires that new development must aim to maintain, enhance, restore or add to biodiversity. Provision of bird boxes in new developments is not mentioned anywhere in this plan. The word 'bird' is only mentioned once in the context of wading birds. Provision of integral Swift boxes achieves Biodiversity Net Gain at low cost. Swift boxes are the nearest there is to a general purpose bird box for small cavity-nesting species including House Sparrows, Starlings, Bluetits, Great Tits and occasionally other species such as House Martins and Tree Sparrows. Swifts, in particular, need help, they have declined at an average rate of 5.4% per annum over the last 10 years and by 60% in the last 25 years. Integral Swift boxes also provide roosting space in winter for small birds, insects such as butterflies and the occasional bat. The Royal Institute of British Architects (RIBA) recommends a 1:1 ratio between bird/roost boxes and dwellings in new development. Surveys show that 75% of householders think that integral bird boxes are a good idea, 25% are neutral and <1% are not in favour. Birds in the urban environment are good for people's mental health and well-being. I strongly advocate an explicit statement mandating the provision of integral Swift boxes in new development at a 1:1 ratio of dwellings to nest boxes. The provision of bat boxes should be in addition to this.</p>	Noted. See Recommended Change WT19-1 and WT19-3

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
WH19 - Housing Mix	R19		Words crossed out on p.89 and p.92?	Noted and corrected.
WH 22 - Allocation of affordable homes in Waterbeach New Town	R19	Yes	<p>Append "... or the net provision for property of a similar market or rental value is maintained/increased", or similar so that it is not implied that maintaining the number of mobile park homes on the site per se is a policy aim.</p> <p>I do not believe that it should be policy to necessarily maintain the presence of Mobile Homes, and doubt that respondents who live in them would wish this as an explicit option above others, such as (say) having better quality homes available at an affordable price. Suggest therefore to append "... or the net provision for property of a similar market or rental value is maintained/increased", or similar so that it is not implied that maintaining the number of mobile park homes on the site per se is a policy aim.</p>	<p>Noted. It is not the intention of the Plan to regard the Park Homes as an affordable housing type. However, we do recognise that this housing type, which is generally targeted at the over 50s, is an important element of the variety of housing choice in the plan area.</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
Cycling	R17	Yes	<p>We must protect the village centre; we need separated cycle ways due to increased traffic.</p> <p>The Nice garage area needs to be a commercial protected area, not housing, it needs to keep that open area feel. We do need better traffic management. We need designated cycleways in the village away from cars. Good luck well written.</p>	Noted
Cycling and Air quality	R8	Yes	<p>I agree we need more cycling stands and a cycle network away from pedestrians and vehicles. The cycle network should connect the heart of the village to the Gym industrial site on Denny End Road, Bottisham Locks, rec and the train stations. I love walking to the Cambs Washes and as a disabled person love the fresh air. Can we include air quality for any new developments not already approved such as sewage plants within the area of the plan. Air quality for all regardless of age and abilities should be a given. Can we declare some type of air quality standard within the plan? I love what they have done in London connecting Trafalgar Square to the national gallery. I would be brave and connect the One Stop area to The Green just a small width and thus not making Greenside a small rat run, all the houses would still have access to properties. We need a new library. We need to protect the Car dyke as a walking area too. Can we do something about narrowing the high street and Bannold Road corner I find this really difficult with my disabilities. Big lorries have ruined Bannold Road this Road is now a major obstacle for me, how do we stop a repeat of this tragic event and ensuring our ability to walk is not put at risk. Safeguarding fresh air is key for me, how can we safeguard fresh air within the plan. My brother would like a community orchard.</p>	<p>Recommendations noted. Please note that in the Neighbourhood Plan Group and Parish Council are working with Urban & Civic to examine how traffic issues within Waterbeach village caused by the development of the new town can be addressed. The objective</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				<p>is to recommend schemes for Waterbeach that improve road safety for pedestrians and cyclists in particular (could be changed to non-motorised users to broaden this). It is also required where possible that any schemes make an improvement to the public realm. We also hope to work with</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				<p>RLW estates in the future. Funding will in the first instance be from U & C Section 106 payments. It is hoped to access other funding streams including Section 106 from RLW and Department of Transport funds.</p> <p>With respect to the Car Dyke, this is a registered schedule monument and we</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				recognise the important amenity value it currently provides to Waterbeach residents. See Recommended Change WT9-3 and WT9-2
A General Comment	R2	No	<p>With Greater Cambridge Partnership preparing an overarching neighbourhood plan it would be better to interface with that</p> <p>individual neighbourhood plan too late to have significant effect</p>	The Greater Cambridge Partnership are preparing a Local Plan (not a Neighbourhood Plan as only qualifying bodies such as parish or

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				<p>town councils can do this. A Neighbourhood Plan looks at issues at the neighbourhood level.) The Greater Cambridge Partnership plans for up to 2040 and covers South Cambridgeshire District as well as Cambridge. It will deal with higher level more strategic issues beyond those specific to Waterbeach parish.</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
A General Comment	R5	No	No consideration of EXISTING traffic gridlock As above	Noted. Transport infrastructure is the number one priority shared by the community and the NP recognises this.
A General Comment	R6	Yes	Where is the community orchard? (Intro 3.3) Green spaces need to be protected asap with development all along Bannold Rd and near Back stile. Is the woodland behind Saberton Close still there?	See Recommended Change Chapter 3-7. Yes, there is still woodland behind Saberton Close.
A General Comment	R13	No	Object to the Plan being Adopted see below Despite there being a considerable amount of suggestions on cycleways/routes there is nothing on the link to the Transport and Public Open Spaces Working Group suggesting that the aspirations in the plan are of the few who have been involved in the production of the Neighbourhood Plan. The aspiration to create a cycle route along Burgess Drove seems not to have been given sufficient consideration. The unmade section of the Drove is an unclassified 'soft road' or more commonly known as a green lane which are recorded as such, and	It is understood the first part of this comment relates to the neighbourhood plan

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
			<p>maintained according to its status. Furthermore, the County Council only have a vested interest in the surface of the Drove as the Highway Authority, they do not own the sub soil of Burgess Drove. Further along the aspired route Bannold Drove is a narrow route used by tankers to the sewage works, an operation which is not considered to be changing, and a significant number of large farm vehicles, also an operation for which there are no plans of changing as at the time of the submission of the Neighbourhood Plan. Bannold Drove is bounded on the east side by an Internal Drainage Board Drain - restrictions do not permit for hinderance of maintenance of the drain. On the western side there is an open ditch and both verges are narrow thus making for an increase in pedestrian/cyclist/ vehicle conflict hazardous. The Neighbourhood Plan omits a considerable number of amenity open spaces, e.g. Clare Close, Winfold Road etc., does not include all areas of floodplain under the sites of Value for Biodiversity, Cow Hollow Wood and adjacent fields. In addition there are no aspirations for additional open space in the existing village of Waterbeach particularly to provide areas to the north side of the existing village.</p> <p>The Plan does not cover the greater area of the developing village onto the MOD land which will be covered by the Urban & Civics Design Code. With this Design Code, the Greater Cambridge Partnership Neighbourhood Plan and the fact there is little evidence, borne out by the invitations to comment not distributed to all in the village, (evidence by the fact that I received notification through my employment), and insignificant interest at all stages in the Plan I do not agree to Waterbeach Neighbourhood Plan being adopted by South Cambridgeshire District Council</p>	<p>website, which includes a link to the work of the transport and open space group which doesn't currently have any content.</p> <p>It is however incorrect to assume that this means there has been inadequate consideration of transport and open spaces issues in the plan. It is more a reflection of</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				<p>limited resources by the NP group, all working as volunteers. Chapter 4 of the NP identifies the key issues that have emerged following early engagement work. Transport is described in paragraph 4.2 as the number one concern shared by the community. The NP is limited in the scope in which it can</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				<p>influence issues relating to transport since a NP is about providing planning policies that can be used in assessing and determine new planning applications. But the NP also has key tests known as basic conditions which it needs to meet. This include having to be broad conformity</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				<p>with the strategic policies of the Local Plan and complying with national guidance and policy.</p> <p>The use of Bannold Drove for cycle/pedestrian access to the relocated station is in both the SPD and RLW's approved plans for station relocation. As stated in paragraph 6.2.6, the NP considers</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				<p>that Bannold Drove would provide good access for residents currently in the northern part of the village on the proviso that Way Lane and Bannold Road include priority access for pedestrians and cyclists and do not themselves become priority or busy roads for vehicles travelling through the village to access the</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				<p>relocated Waterbeach Railway Station.</p> <p>See point regarding number of missing amenity open spaces.</p> <p>To assist with clarity, we will insert an additional map in Chapter 3 to show the extent of the flood plain and the green belt. See Recommended Change Chapter 3-8. The</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				<p>Waterbeach NP includes the whole of the parish which includes the MOD land. Whilst the policies are specific and local to Waterbeach parish, they will apply to proposals coming forward as part of Waterbeach New Town.</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
A General Comment	R13	No	<p>Object to the Plan being Adopted see below</p> <p>The Plan does not cover the greater area of the developing village onto the MOD land which will be covered by the Urban & Civics Design Code. With this Design Code, the Greater Cambridge Partnership Neighbourhood Plan and the fact there is little evidence, borne out by the invitations to comment not distributed to all in the village, (evidence by the fact that I received notification through my employment), and insignificant interest at all stages in the Plan I do not agree to Waterbeach Neighbourhood Plan being adopted by South Cambridgeshire District Council</p>	<p>We are sorry you appear not to have received a post card through the door. The following measures were implemented as part of making residents and businesses aware of the Neighbourhood Plan Pre-submission consultation:</p> <ul style="list-style-type: none"> - comprehensive coverage of the village with a post card drop; - large

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				<p>banners put up at each end of the village and at the Beach Social Club;</p> <ul style="list-style-type: none"> - posters were put up at main shops and businesses and in the PC noticeboard; - updates provided on the NP website - updates on social media notice boards (face book page Waterbeach Babble) - public notices placed in the

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				Cambridge News.
A General Comment	R14		<p>Omission of Scheduled monument</p> <p>On page 7 it states that there are three scheduled monuments in Waterbeach. For completeness this should be four. See https://historicengland.org.uk/listing/the-list/list-entry/1012359</p>	<p>Agreed. The missing scheduled monument is the Romano-British settlement at Chittering. See Recommended Change Chapter 2-2</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
A General Comment	R14		<p>Usage of Waterbeach Station</p> <p>Paragraph 3.15. It would be good to have more up-to-date figures. In particular in the last two years, usage of the station has dropped. The 18-19 figure shows a 5.2% decline from the 17-18 figure. This is clearly due to the increasing use of Cambridge North.</p>	Agreed. See Recommended Change Chapter 3-2
A General Comment	R13		<p>Complaint</p> <p>As parish clerk to Fen Ditton I am aware of the consultation for the Waterbeach neighbourhood Plan. However as a resident of Waterbeach I was not aware of the notification and have not received the card which I am informed that Waterbeach Parish Council funded. I am aware of others who have also not received the card which must raise doubt as to verified circulation of notification of the consultation of the Neighbourhood Plan. I am therefore lodging an objection against the consultation of the Neighbourhood Plan due to the above as it is clear that proper circulation has not been made thus raising the question as to how many others are not aware of the consultation.</p>	<p>We are sorry you appear not to have received a post card through the door. The following measures were implemented as part of making residents and businesses aware of the Neighbourhood Plan Pre-submission consultation:</p> <ul style="list-style-type: none"> - comprehensi

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				<p>ve coverage of the village with a post card drop;- large banners put up at each end of the village and at the Beach Social Club; - posters were put up at main shops and businesses and in the PC noticeboard;- updates provided on the NP website - updates on social media notice boards (face book page</p>

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
				Waterbeach Babble) - public notices placed in the Cambridge News.
Transport	R9		<p>Additional Information</p> <p>Regarding paragraph 3.2 "an hourly service runs during the non-peak period", GTR have told me that when the longer platforms are in service the Ely - King's Cross trains will stop here, so we can expect to have a half-hourly service all day by the end of this year.</p>	Noted. See Recommended Change Chapter 3-3
Youth area	R16	Yes	<p>I will be honest I have not read it all but as a young person I would like to see the nice garage stay as a commercial area for small businesses, buildings aimed at single traders the area is important to our village. I would build a "talking" library in this area; this means the library would have some IT stuff so that the youth could have a section in the library (including gaming) so a modern library books and IT. When I was a bit younger I wanted an orchard for people to look after I think this would be nice along your idea of the cycleway between train stations. I want to keep the Car Dyke area for walking; I like the area so does my dog. I enjoy playing football for the colts and air quality is important to me. We need to protect air quality and improve it can air quality improvement be added ? I would think we would need formal measuring stations. I would love a gym for the youth too.</p>	Noted.

Page, policy number etc.	Ref.	Support?	Comment:	NP Group Response
General	R19	Yes	<p>Policy boxes There is a mixture of wording in these boxes, sometimes developments will be 'supported' or 'welcomed' if they meet certain criteria, sometimes 'resisted', 'not supported' or 'refused'. Other times policies simply state what 'should' or 'should not' happen. Some uniformity and care in wording would be helpful to avoid confusion, and also some sense of what occurs when a development scores positively on one criteria and negatively on another. (Both 'supported' and 'refused'?) Perhaps some general commentary about what is implied by the policy boxes and who will consider these responses would help also?</p>	<p>The policy boxes contain policy text. The planning policies provide the basis for the determination of all planning applications (alongside the Local Plan planning policies)</p>
A General Comment	R19	Yes	<p>Chapter 7 The purpose of this entire section and the logic for including it is unclear. There is no clear purpose or introduction, but the opening paragraph suggests it explains how the community and the WPC can work together alongside the Neighbourhood Plan. It reads as a mish-mash of points which have already been made (much better) elsewhere, and a loose unstructured list of actions the WPC will take. The impression is that WPC will take their own view and implement in a manner they see fit.</p> <p>This could be better replaced with a Chapter on Implementation of the plan, making clear that WPC has a central role</p>	<p>Chapter 7 has been reviewed and tidied up</p>

Table 7.9: Comments received from statutory consultees at Regulation 14 Pre-submission stage

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
Maps	S12		5. The Plan would be easier to read and understand if a comprehensive Policies Map were included for the whole of the Plan Area alongside more detailed “inset” or “insets” for the parts of your parish where there are policy designations. It would then be necessary to indicate within each policy of your Plan that the site/area is ‘... as shown on the Policies Map.’	Noted.
Maps	S12		6. It is crucial that the lines on the map to show the intention of policies in the Plan are accurate and at a scale large enough to be clearly seen. A developer, Development Management officer or Planning Appeals Inspector considering a planning application should not have any cause to have to guess where a line on a map runs to understand whether a site is affected by a particular policy in your Plan	Noted
Contents Page	S12		Suggest inserting page numbers.	Agreed. See Recommended Change Contents-1
Paragraph 1.4	S12		Suggest amending the second line to read as follows: ‘<< District Council Local Plan and the national planning policy context set out in the National Planning Policy Framework	Agreed. See Recommended Change Chapter1-1
Paragraph 2.4	S12		Page 6 paragraph 2.4 3rd line after ‘contradict these’ add the words << having to be in general conformity with them >>.	Agreed. See Recommended Change Chapter 2-1
Table 2.1	S12		Policy NH/14 should be referred to by its title ‘Heritage Assets’. In the ‘implications’ column delete the word ‘ancient’. The land parcels affected are correctly called scheduled monuments	Agreed. See Recommended Change Chapter 2-2
Paragraph 3.4	S12		Page 10 paragraph 3.4. Missing full stop at end.	Agreed See Recommended Change Chapter 3-5

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
Paragraph 3.10	S12		Query whether it is correct to say that the remainder of the new town site is owned by RLW Estates. Suggest deletion of the words ' owned by ' and insertion of the words '<< the subject of a planning application from >>.	See Recommended Change Chapter 3-4
A General Comment	S4	No	Page 11. Second Paragraph: Should refer to Fen Edge Area comprising Station Quarter, Fensteads and Fenland Parks. Page 11. Second Paragraph: Refer to relocated station as consented (see earlier confirmation that the decision notice was issued in January 2020).	See Recommended Change Chapter 3-4
Paragraph 3.15	S12		Page 12 paragraph 3.15 line 4. Suggest deletion of the word 'into' and replacement by '<< within >>', given that Waterbeach is located in South Cambridgeshire.	This is not agreed since the sentence is referring to commuting out of Waterbeach into other parts of South Cambridgeshire.
Paragraph 4.8	S6	Yes	Paragraph 4.8, Issue 2i. Should this be updated to mention the school extension? This is intended to accommodate growth within the existing village plus Landbeach, but NOT the Waterbeach New Town. We would be happy to provide further text and information on the extension and plans for the growth of the school.	Noted. Followed up with stakeholder discussions.
Paragraph 4.18	S12		Page 21 1st line. Delete 'identify' and insert '<< identity >>.	Agreed. See Recommended Change 4-1
Vision Statement	S12		References in the vision to new development not being overbearing or overwhelming are unclear in applicability to the new town as are references to development complementing rural vistas and the existing Fen Edge landscape. Reference should be made to the vision for the new town included in the Waterbeach New Town Supplementary Planning Document (SPD).	This is not agreed. This is a vision for the plan area not only for Waterbeach New Town.

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
A General Comment	S4	No	<p>Objective 1 v: Suggest changing to: There should be safe, attractive and direct routes between the Village and New Town and New Town prioritised for non-motorised users.</p> <p>Objective 1 iv: This statement is confusing. It says vehicle access should be convenient but not direct. It is considered this would benefit from clarification</p>	<p>Only partly accepted. Through early consultation work on the Waterbeach Neighbourhood Plan including consultation work on the themes and plan objectives undertaken in the autumn of 2018, the NP group have identified a strong community preference for motorised vehicles (excluding mobility scooters) not to be facilitated with direct access from New Town to existing Waterbeach Village and vice versa. See Recommended Change WT1-1</p>
WT 1 – Securing connectivity between Waterbeach village and key destinations	S1	Yes	<p>Summary comment: DIO/U&C entirely support the ambition of Policy W1T but suggest the diagram is removed/amended</p> <p>Thank you for the opportunity to comment on the emerging Waterbeach Neighborhood Plan (WNP).</p> <p>These comments are made on behalf of DIO and Urban&Civic. DIO own the Waterbeach Barracks and Airfield which forms part of South Cambridgeshire Local Plan policy allocation SS6 for Waterbeach New Town. U&C are development partner to DIO bringing forward the redevelopment of the Barracks and Airfield, in accordance with the adopted Local Plan Policy SS6, the supporting Waterbeach New Town</p>	Noted.

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			<p>Supplementary Planning Document and Outline Planning Permission S/0559/17/OL (the OPP) for the Barracks and Airfield.</p> <p>DIO/U&C very much support the work of the plan making body in bringing forward the WNP; it is a well-structured and comprehensive document with clear focus on realising benefits for local people. The ambitions and objectives are positive and the policies (other than those on affordable housing) offer the potential to align with and supplement the strategic policies of the adopted Local Plan.</p> <p>DIO/U&C offer comment on policies:</p> <ol style="list-style-type: none"> 1. Where they do not appear to be founded upon robust or available evidence. In a few instances this gives rise to an undeliverable policy requirement, which is not therefore appropriate, or a missed opportunity for more far reaching and sustainable policy. National Planning Policy Guidance makes clear that in preparing neighbourhood plans “proportionate, robust evidence should support the choices made and the approach taken”. 2. Where there seems to be a significant risk of the NP failing on general conformity. <p>As acknowledged by the NP the Waterbeach New Town allocation is a significant feature of the NP area. Delivery of the allocation is now underway, supported by the adopted SPD and OPP. The SPD and the Outline Planning Application documents provide a robust body of evidence on which the OPP and legal obligations have been based. To be appropriate, policies must reflect fixes and obligations where they already exist.</p>	

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
WT 1 – Securing connectivity between Waterbeach village and key destinations	S1	Yes	<p>continued from above... Policy WT 1 DIO/U&C entirely support the ambition of Policy W1T.</p> <p>The accompanying diagram show as indicative route for a connection between the village and the Cambridge Research Park. Both the SPD and OPP prioritise pedestrian/cycle routes but not on the alignment indicated. While this diagram is not policy and only indicative, there is little purpose to an indicative diagram for a route which is not going to be delivered.</p>	See Recommended Change WT1-6.
WT 1 – Securing connectivity between Waterbeach village and key destinations	S2	No	While setting out a local design wish-list, this seems mostly to be already required within national or district planning policy or would be hard to justify within s106/CIL rules. It could be re-framed as “community action” to pressurise developers and planners.	Noted.
WT 1 – Securing connectivity between Waterbeach village and key	S3	Yes	<p>Summary comment: Connections from the village to Railways Station are required that will require development along the eastern boundary of the settlement.</p> <p>It is considered that the delivery of the New Town at the former Waterbeach RAF base and barracks will significantly enhance the sustainability of the village. This will be through the introduction of additional community facilities and services that will enhance the</p>	This site falls outside the existing development framework for Waterbeach village and therefore any development of this site would be contrary to the Local Plan. The vast majority of the site falls

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
destinations			<p>service base available for the population residing within the original village. As such, it is important that the Neighbourhood Plan supports the provision of new pedestrian and cycle linkages, as well as enhancing those that already exist, to encourage sustainable modes of accessing these new services. This will promote a modal shift away from the use of private cars and foster healthier transport choices, such as walking and cycling, which will also reduce impacts on highways emissions.</p> <p>The site at Bannold Road will be able to contribute towards improving north-south linkages within the eastern part of Waterbeach. Although the delivery of new services will be focussed to the north of the village, within the allocated area for the new town, delivery of the Bannold Road site will be able to provide new access opportunities northwards for those residents living to the south of Burgess Road. This will encourage accessing the new services provided by the New Town by foot or cycle, rather than by private car.</p> <p>The Bannold Road Site: Located towards the eastern edge of Waterbeach, the site extends over an area of approximately 14ha and is robustly enclosed by a number of physical features. To the east, the site's boundary is strongly formed by the Fen Line railway, in the south by Burgess Road and in the north by Bannold Road. To the west of the site the built up extent of Waterbeach is immediately adjacent and has a coherent relationship with existing built form. The relationship of the site to the settlement edge has the potential to provide pedestrian</p>	within the designated Green Belt.

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			<p>and cycle linkages through from Burgess Road to the relocated railway station. These measures are considered essential to maintain the accessibility to the railway station for existing residential areas as required by the Waterbeach New Town SPD, the Greater Cambridge Greenway Initiative and as indicated through the emerging NP policy. The delivery of the Bannold Road site will enable a truly settlement wide access strategy to be provided, linking southern areas to the new railway station through a new eastern accessibility corridor within the promoted site.</p> <p>To aid with the site's promotion, the landscape context and environmental attributes of the site have been assessed by independent consultants and their findings are currently being produced. These will be provided within a Promotional Document that will be made available to Neighbourhood Plan Group upon its completion. These assessments have been used to produce a development framework or masterplan for the site, which in combination with identified site constraints has determined the developable areas. The enclosed Masterplan clearly identifies the attributes of the land promoted for consideration and the potential it provides to deliver an extension to the Green Infrastructure of Waterbeach, accommodating circa 200 dwellings.</p> <p>The identified developable areas of the site are all located within Flood Zone 1 where residential development should be encouraged. To the eastern edge of the site adjacent to the railway line, the flood risk is defended but is identified as being Defended Flood Zone 3. Southern and Regional Developments (Waterbeach) have established</p>	

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			<p>the extent of flood zones across this eastern area through detailed hydraulic modelling undertaken by WSP in October. This modelling has confirmed that the eastern portion of the site, approximately 6.7ha in size is within Defended Flood Zone 3 and determined the limits of the flooding when taking into account flood events and climate change. This work has established that the identified developable area of circa 7.3ha is within Flood Zone 1 and is not reliant upon flood defences.</p> <p>In response to the assessments undertaken, the Masterplan shows how development will be focussed towards the western side of the site adjacent to existing dwellings. In contrast, the eastern edge of the site adjacent to the railway line, will provide a new landscape buffer to the settlement where flood water storage will be provided for alongside enhanced fenland habitat areas. It is considered that the development will be able to provide for a robust landscaped edge to Waterbeach, mitigating any visual impacts on the perception of openness across the Fenland.</p> <p>Within the site, areas of woodland have been recognised as providing environmental gain with the potential to provide green linkages between Waterbeach and the expanded eastern area, with new footways and cycleway. Such linkages will facilitate access through the proposed development to the railway station, as demonstrated through the proposed Masterplan. This woodland area is recognised through Policy WGI19 the emerging NP as a Site of Biodiversity Value; however, the extent of the woodland needs to be reviewed due to recent maintenance works undertaken. The amended extent</p>	

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			<p>of the woodland is shown on the enclosed masterplan and the area of woodland shown on Map 6.11 requires updating. A plan is enclosed demonstrating how the woodland extent should be amended to ensure that the NP represents the most up to date and accurate information.</p> <p>Claremont Planning believe that the land promoted by Southern & Regional Developments (Waterbeach) represents an opportunity for Waterbeach to deliver housing aimed at addressing local housing requirements and providing for affordable homes within a more immediate timescale that the wider strategic allocation. The Masterplan for the site sensitivity takes into account environmental factors whilst defining a new eastern settlement edge to the town. The scheme promoted will also contribute towards the delivery of NP Policy aspirations, specifically the provision of direct linkages to the relocated railway station and the representations made by the equestrian society to extend and improve the bridleway network.</p>	
			<p>Continued from above: will be provided for alongside enhanced fenland habitat areas. It is considered that the development will be able to provide for a robust landscaped edge to Waterbeach, mitigating any visual impacts on the perception of openness across the Fenland.</p>	
WT 1 – Securing connectivity between	S4	No	Summary comment: Comments on WT1, suggested amendments by way of clarification	Local Plan Policy SS/6: Waterbeach New Town states there will be a creation of a comprehensive movement network that includes specific

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
Waterbeach village and key destinations			Page 31. Policy WT1. 1.a: Should refer to prioritising non-motorised users and public transport rather than segregation. The design approach is yet to be agreed and is subject to technical constraints.	measures to promote cycling and walking from the start of the development. These specific measures includes "provision of direct, segregated high quality pedestrian cycle links to north Cambridge, surrounding villages and nearby existing facilities such as Cambridge Research Park".
WT 1 – Securing connectivity between Waterbeach village and key destinations	S5	Yes	<p>Summary comment: Needs further provision for bus connectivity</p> <p>There is a need to identify and protect segregated corridors for buses to the north and south.</p> <p>To the north this could be combined with the safe pedestrian and cycle link from Waterbeach Village to Cambridge Research Park (Map 6.1: Indicative route)</p> <p>To the south a combined segregated bus, cycle and pedestrian link – from Car Dyke Road to Ely Road, Milton – should be identified and protected.</p>	<p>Local Plan Policy SS/6: Waterbeach New Town requires the 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>The Waterbeach New Town SPD indicates the locations of the bus routes.</p> <p>Within the NP area, it is not the intention of the NP or the Waterbeach New Town SPD (see Figure 18) for the pedestrian and cycle link from Waterbeach Village to</p>

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
				Cambridge Research Park to be combined.
WT 1 – Securing connectivity between Waterbeach village and key destinations	S4	No	<p>Summary comment: Comments on Page 27, Second bullet, suggested clarification</p> <p>Should refer to prioritising non-motorised users and public transport rather than non vehicular routes.</p>	See Recommended Change WT1-1
WT 2 – Pedestrian and cycle route from Waterbeach village station to relocated train station	S2	No	<p>Summary comment: Not really a NP policy?</p> <p>While setting out a local design wish-list, this seems mostly to be already required within national or district planning policy or would be hard to justify within s106/CIL rules. It could be re-framed as “community action” to pressurise developers and planners.</p>	Noted.
WT 2 – Pedestrian and cycle route from	S3	Yes	Summary comment: The required connections from the old village to relocated station will required development to east of the settlement.	Noted. The Waterbeach Greenways project has proposed this route as part of consultation undertaken in 2018. The NP group agree with

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
Waterbeach village station to relocated train station			<p>The Neighbourhood Plan establishes a response to the strategic policy that requires the relocation of Waterbeach railway station to the north to better serve the New Town site. Whilst this is appropriate given the significant level of development to be delivered at the allocated area, it will adversely impact upon the degree of accessibility experienced at Waterbeach village in comparison to the level it currently experiences. As such, the policy makes appropriate moves to ensure that new linkages are provided between the location of the original station and the relocated railway station. The Plan identifies at Map 6.2 a suggested alternative route to ensure that linkages are maintained between the area currently served the rail station to following its relocation.</p> <p>Southern and Regional Developments (Waterbeach) support this suggested route as it represents the most direct and deliverable link between the old railway station site and the relocated site. However, the Plan does not provide any basis as to how this new route may be implemented or formalised, particularly given that it crosses an area of potential flood risk and has no discernible route. Given that Southern and Regional Developments (Waterbeach) control the site within which the route passes, it is considered that development of the Bannold Road site will provide an opportunity to deliver a more direct route and ensure that the link is implemented. Furthermore, it is maintained that this route will provide an opportunity for both pedestrian and cycle linkages and support the wider significant use of cycle travel that is experienced within the Cambridge area.</p> <p>Provision of this link as a cycle route which is able to connect with</p>	this particular route and consider the future route to be essential for purposes of maintaining good pedestrian and cycle connectivity for Waterbeach parishiners.

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			<p>the wider cycle network is an objective of the Waterbeach New Town Supplementary Planning Document ('SPD') and the Greater Cambridge Greenway Initiative. It identifies the importance in ensuring that both the new town, as well as the relocated railway station, maintains connectivity with the original village and the national cycle network. The SPD identifies these as indicative and therefore, by bringing forward the site at Bannold Road, provision of new linkages can be realised in line with both the emerging Neighbourhood Plan, the Greenway Initiative as well as the adopted Supplementary Planning Document.</p>	
WT 2 – Pedestrian and cycle route from Waterbeach village station to relocated train station	S3	Yes	<p>Continued from above...</p> <p>It is considered that the promoted land south of Bannold Road will provide an opportunity to comply with the aspirations of the Waterbeach New Town SPD, but also realise the objectives of the Neighbourhood Plan as asserted through emerging Policy WT2. As it stands, relocation of the railway station will disconnect it from the wider national cycle network, as the existing arrangement benefits from direct linkages to it. Delivery of the promotion site will be able to contribute towards formalising an alternative route between the new station and the south eastern area of Waterbeach as well as reinforcing new links between the village and the new town overall.</p>	<p>Noted. We do not consider it necessary or appropriate for the site to be developed in order to deliver the Waterbeach Greenways project.</p>
Policy WT2 rail station	S17		<p>The Neighbourhood Plan identifies a new pedestrian/cycle route to be safeguarded which is adjacent to Milton Water Recycling Centre (formerly sewage treatment works) as shown on Figure 6.2. The proposed route is adjacent to the existing vehicular access for this site on Bannold Road. As such there it is essential that the issue of pedestrian/cycle safety be addressed as part of the design of the</p>	<p>Noted. The map has been amended to shorten the route to reflect the intention more accurately. The route is part of the Waterbeach Greenways proposal. It is agreed that pedestrian and cyclist safety is</p>

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			route given that there will be regular traffic movements entering and leaving this site	very important although no more changes are required to the wording of the policy.
WT 3 – A walkable village and walkable neighbour hoods	S2	Yes	Summary comment: Difficult to apply outside new developments This seems mostly to be already required within national or district planning policy or would be hard to justify within s106/CIL rules. It could be re-framed as a design policy over and above SCDC's HQ/1 to pressurise developers and planners.	Noted.
WT 3 – A walkable village and walkable neighbour hoods	S6	Yes	Summary comment: We support the policy but wish to make the requirement for controlled crossings explicit. The school strongly supports this policy, and welcomes para 6.3.2 which accurately describes the poor pedestrian access to the school and difficulties crossing roads. We suggest that this should make reference to the lack of controlled pedestrian crossings on High Street, Bannold Road and Way Lane, which are present in the majority of local villages where schools are located on busy roads. The reference to increased traffic should also highlight that Way Lane has become much busier due to the Bannold Road development. We would welcome any strengthening of the policy itself to include controlled pedestrian crossings where appropriate alongside other measures.	Noted. See Recommended Change WT3-1
Policy WT3 Walkable village	S17		The design principles as referred to in Policy WT3 appear to be focused on proposals for residential development within the plan area. We would therefore suggest that this should be made clear in the wording of this policy	No. The policy would apply to all development proposals that lead to increased movement of people so would apply to employment development as

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
				well as residential development. See Recommended Change WT-3
WT 4 – Creating and maintaining sustainable access routes to Waterbeach Village Primary School	S2	No	<p>Summary comment: How would they be funded / delivered?</p> <p>This seems mostly to be already required within national or district planning policy or would be hard to justify within s106/CIL rules. It could be re-framed as “community action” to pressurise developers and planners.</p>	Noted.
WT 4 – Creating and maintaining sustainable access routes to Waterbeach Village Primary School	S4	Yes	<p>Summary comment: Comments on WT4, Suggested clarification</p> <p>Page 38. Policy WT4. 2: It is noted that Cody Road, Bannold Road and Way Lane (along with High Street) are identified as priority walking to school routes, along which increases in vehicular movements arising from proposals in the Plan area will be resisted unless accompanied by pedestrian and cycle prioritisation measures. It should be recognised in this regard that the consented relocation of the station utilises parts of these routes for village access to the new station, including approved highway works. A financial contribution to further works along Way Lane and St Andrews Hill is also secured in association with this planning permission, and could be used to implement such pedestrian and cycle prioritisation measures.</p>	Noted.

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
WT 4 – Creating and maintaining sustainable access routes to Waterbeach Village Primary School	S6	Yes	<p>Summary comment: The school supports this policy, but requests some clarification and strengthening, and extension of areas covered.</p> <p>The school strongly supports this policy and welcomes the points raised. In the drafting of the text, we feel that the references to the Waterbeach Greenways project are interesting, but the text is not completely clear as to how this relates to school access. We feel that some re-drafting is needed and would welcome involvement in this. In Map 6.3, we suggest that the priority walking routes designated may need extending. Additional roads which are used to access school and should be considered part of this network include: Bannold Road (east), Denny End Road (particularly approaching Bannold Road Junction), Waddelow Road, Pieces Lane, Burgess Road, Station Road, Greenside and Church End/Cambridge Road.</p>	Noted. To follow up with separate meeting with school.
WT 5 – Creating and maintaining sustainable access route to Waterbeach New Town schools	S1	No	<p>Summary comment: DIO/U&C entirely support the ambition of Policy WT5, but suggest amendments to require safe crossing and pedestrian/cycle priority over motorised vehicles, wherever possible and to ensure safe access to school.</p> <p>Policy WT 5 DIO/U&C entirely support the ambition of Policy WT5, indeed DIO/U&C are bringing forward proposals which introduce measures giving priority to cycle/pedestrian movement which are unprecedented within recent best practice in the UK. This includes a first new primary school, with no direct vehicular access for parents and visitors.</p>	Noted. See Recommended Change WT5-1 and WT5-2

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			<p>It is simply not possible, however, as the policy requires, to meet the access requirements for the new town and ensure all children can avoid having to cross primary and secondary routes in order to attend school. Local Plan Policy SS6 requires vehicular access from the A10 to serve the New Town as a whole, including a railway station on the eastern boundary. As a consequence, there will have to be primary, east-west vehicular cross routes. These will intersect with all north-south movement. The SPD requires schools in locations dispersed across the site, within a network of streets. Walking catchments have been and will be a primary consideration in determining their precise location. Many residents, especially those choosing schools close to home, will have access to schools without crossing a primary or secondary route but it will not be possible for all.</p> <p>DIO/U&C wholeheartedly welcome the ambition to minimise conflict between children on their way to school and vehicles. We would suggest that it would be appropriate for the policy to require safe crossings and pedestrian/cycle priority over motorised vehicles, wherever possible and to ensure safe access to school.</p>	
WT 5 – Creating and maintaining sustainable access	S2	No	<p>Summary comment: How would it be funded / delivered?</p> <p>This seems mostly to be already required within national or district planning policy or would be hard to justify within s106/CIL rules. It could be re-framed as “community action” to pressurise developers and planners.</p>	Noted

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
route to Waterbeach New Town schools				
WT 5 – Creating and maintaining sustainable access route to Waterbeach New Town schools	S3	Yes	<p>Summary comment: Southern and Regional Developments (Waterbeach) confirm their support of this policy, as it is a vital consideration that the Neighbourhood Plan promotes new linkages and routes between the original village and the new settlement</p> <p>Southern and Regional Developments (Waterbeach) confirm their support of this policy, as it is a vital consideration that the Neighbourhood Plan promotes new linkages and routes between the original village and the new settlement so that residents may fully take advantage of the new services delivered. It is maintained that the site at Bannold Road will be able to facilitate these new linkages between the north and south of Waterbeach. This will enhance connectivity within the original settlement but also establishing better potential links to the New Town delivered to the north of the village.</p> <p>The Neighbourhood Plan must also ensure that it emphasises that these linkages should be suitable for pedestrian and cycle use in its efforts to encourage a modal shift away from the use of private car. By ensuring that access to the new services within the New Town, including schools, is made by foot rather than car, it will promote healthier lifestyles and contribute towards minimising emissions within Waterbeach. Robust pedestrian and cycle links between the</p>	<p>Noted.</p> <p>Noted.</p>

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			village and the New Town will contribute towards achieving a cohesive community, rather than establishing two separate settlements that fail to appropriately interlink. Provision of new routes through the site at Bannold Road will therefore contribute towards realising the objectives of both Policy WT5, as well as the assertions stressed within emerging Policy WT2.	
WT 5 – Creating and maintaining sustainable access route to Waterbeach New Town schools	S4	No	<p>Summary comment: Comments on WT5, supporting the principle but suggesting too restrictive</p> <p>Page 39. Policy WT5. 2: While supporting the overarching objective of providing safe and attractive walking and cycling routes to schools. Reference to “not locating school entrances on through routes” is too restrictive. Reference to “avoiding the need to cross primary and secondary roads to access school sites” will not be possible for all residents. These requirements should be removed, and reference made to the need to devising an appropriate design response for each school site.</p>	See Recommended Change WT5-1
WT 5 – Creating and maintaining sustainable access route to Waterbeach	S12		Page 39. The references in part 2 of the policy to the location of schools and that children should not have to cross primary and secondary roads to get to school are not considered to be practicable or in general conformity with the Local Plan policy SS/6 ‘Waterbeach New Town’ sections 1 and 17 which states that an SPD will be prepared for the new town to establish the broad location of key components of the new town or with the spatial framework diagram which identifies school locations and a primary and secondary road layout.	See Recommended Change WT5-1

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
ch New Town schools			<p>Suggest that section 2 of the policy be amended as.</p> <p>2. 'To assist this << as far as practicable >> school entrances should not be located beside through roads. Additionally, the spatial framework of the new town should be arranged << as far as practicable and in general conformity with the Spatial Framework Diagram included in the Waterbeach Supplementary Planning Document >> such that children can avoid having to cross primary and secondary roads to attend school. Designs should minimise conflict between children on their way to school and vehicles as much as possible'.</p>	
WT 6 – Improving road safety in Waterbeach Village	S2	No	<p>Summary comment: A problem not fixable by a NP policy?</p> <p>This would be hard to justify within s106/CIL rules. It could be re-framed as “community action” to pressurise developers and planners.</p>	Noted
WT 6 – Improving road safety in Waterbeach Village	S5	Yes	<p>Summary comment: Could be integrated with bus infrastructure</p> <p>Provision for intending bus passengers is generally poor throughout the village, with most stops having no shelter or seating. Recreation Ground, southbound, stop (CMBGDAJM) Green Side/Gibson Close, southbound stop (CMBGDAGW) and Pembroke Avenue, northbound, stop (CMBGDAJA) being the only stops with a shelter. Car Dyke Road, southbound, stop (CMBGAGJD) appears to lack even a bus stop pole and flag.</p> <p>Many stops are situated on narrow pavements, some are plagued by</p>	Noted. See Recommended Change WT6-4 and WT6-5

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			<p>parked cars. No bus stops in the village have on-road markings to prohibit parking.</p> <p>The one higher-quality location is Green Side/Gibson Close, southbound stop (CMBGDAGW) which has an attractive shelter, whilst the northbound Green Side/Gibson Close stop (CMBGDAJG) is poorly marked, by a bus stop flag some 4 metres above ground on a lighting column.</p> <p>Accessibility of both of these stops is poor, as they are frequently blocked by parked vehicles, as is the Waddelow Road, northbound stop (CMBGDADW). This and the southbound stop (CMBGDAGD) are poorly marked, the former by a flag around 4 m above ground, above a traffic sign, the latter by a timetable case with no flag.</p> <p>Parking restrictions, road markings and 'No stopping except buses' signage would be, at the minimum, a simple way to help access by intending passengers.</p> <p>Far better, in many locations, would be build-outs of the pavements at bus stops to prevent blocking by parked vehicles, assisting passenger access, to provide space for small bus shelters, and to act as traffic-calming infrastructure.</p> <p>Re-modelling the excessively wide junction at the Green Side/Cambridge Road junction to improve pedestrian safety could provide space for a northbound bus-only slip road, incorporating a</p>	

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			re-located northbound Green Side/Gibson Close stop (CMBGDAJG) and a shelter.	
WT 6 – Improving road safety in Waterbeach Village	S6	Yes	<p>Summary comment: References to crossing on High St and Way Lane should be more explicit, add Car Dyke Road out of village.</p> <p>‘One strategy would be to cross the High St...’ – could this be more explicit, i.e. ‘provide a controlled pedestrian crossing’? Also there is no reference in the text to give context to the table. Worth stating that it simply lists areas with known issues, but that this should not be considered exhaustive and points 2 and 3 apply to any safety concerns now or in the future?</p> <p>Way Lane: Could this be strengthened to say : “Traffic levels have increased rapidly due to development in the north of the village, exceeding design capacity, and causing dangerous conditions at school pick-up/drop-off times”.</p> <p>I would also add the section of Car Dyke road past the social club, Cambridge Rd and the bend following this. The entire section is extremely dangerous for cyclists, particularly the bend coming out of the village where drivers are often tempted to overtake on a blind bend.</p>	<p>See Recommended Change WT6-6, WT6-7, WT6-8 and WT6-9</p> <p>Points 2 and 3 will apply throughout the plan period.</p>
WT 6 – Improving road safety in Waterbeach Village	S6	Yes	<p>Summary comment: The school strongly supports this policy and welcomes the points raised, but suggests some extensions and clarifications below.</p> <p>The school strongly supports this policy and welcomes the points raised. The list of road safety hotspots is helpful and pinpoints some</p>	<p>See Recommended Change WT6-6, WT6-7, WT6-8 and WT6-9</p> <p>Points 2 and 3 will apply throughout the plan period.</p>

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			<p>areas of concern. We have recently had reports of children endangered by vehicles mounting pavements on Way Lane and Bannold Road which we feel should be mentioned here. In this context, inconsiderate and illegal parking is also an issue, and any support for measures to tackle this we feel would be helpful.</p> <p>In the Policy Box itself, we would welcome additional mention of the difficulty of crossing Bannold Road from Cody Road when accessing the school. For Way Lane, could the following text be added: 'Traffic levels have increased rapidly due to development in the north of the village, exceeding design capacity, and causing dangerous conditions at school pick-up/drop-off times.'</p>	
WT 7 – An accessible village and town	S2	Yes	<p>Summary comment: Good aspiration, difficult to fund / deliver</p> <p>With s106/CIL funding focused on necessary mitigations to offset impact of new development, it will be difficult to fund without wholesale redevelopment.</p>	Noted.
WT 7 – An accessible village and town	S12		<p>Page 45 Part 1b of the policy. Query whether the requirement for a bus shuttle service to the new railway station can be justified by appropriate evidence regarding need for the service and viability as is generally required by national planning policy and advice. Reference could be made in the policy to ensuring access to the new station by mobility scooters along suitable routes and the provision at the station of suitable and secure mobility scooter parking.</p> <p>Reason: The new railway station was granted planning permission without such provision and no evidence has been referenced in respect of the need for such provision or its effect on viability.</p>	<p>This is not accepted. The planning application for the relocated train station includes provision for a village shuttle bus and for this shuttle bus to be fully accessible to disabled users. The Decision Notice for the planning application S/0791/18/Ful includes the following provisions: <i>"17. The railway station shall not be brought into use until a</i></p>

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
				<p><i>Station Travel Plan (STP), (based upon the Framework Travel Plan submitted with the planning application) has been submitted to and agreed in writing with the Local Planning Authority. The STP will use SMART objectives and use surveys to monitor parking in the station car park and surrounding roads, monitor the take-up and use of cycle parking, including non standard size bicycles, and will provide a shuttle service between the village and the relocated railway station, It will put forward appropriate measures to deliver on the above. The Plan shall be implemented in accordance with the approved details. (Reason - In the interests of sustainable travel in accordance with planning policies TI/2 and TI/3 of the South Cambridgeshire Local Plan (2018))."</i></p> <p><i>"19.The railway station shall not be brought into use until a</i></p>

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
				<p><i>Traffic Management Plan for all modes of transport including taxis and buses has been submitted to the Local Planning Authority for approval. It will create a servicing and delivery plan to manage the servicing of the station facilities and infrastructure by Network Rail and retail suppliers. The Traffic Management Plan as agreed shall be carried out in full accordance with the details as approved and shall be reviewed at any stage following a request by the Local Planning Authority if it considers there are traffic operational problems. (Reason - In the interests of highway safety and to monitor the impact of the development in accordance with planning policy T1/2 of the South Cambridgeshire Local Plan (2018))."</i></p> <p>Pg. 8 of the Sustainability Strategy which has been</p>

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
				<p>submitted alongside the planning application for S/0791/18/Ful states refers to the shuttle bus linking the existing village to the station as one of the proposed sustainable transport solutions. It states <i>"Bus services will be extended from the old to the new station and will be increased during peak times. There will also be shuttle bus services available from the old to the new station."</i></p> <p>Paragraph 6.97 of the Planning Statement to S/0791/18/Ful states that <i>Bus services will be provided for the new station that integrate with train timetables, and which will assist with the non-car accessibility of the site with the rest of Waterbeach and particularly for those nearest the existing station;</i></p> <p>Pg. 28 of the Design and Access Statement to S/0791/18/Ful states that <i>the shuttle bus will</i></p>

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
				<i>be fully accessible for disabled users.</i>
WT 8 – Managing and mitigating adverse impacts of increased traffic movements on residential amenity	S2	Yes	<p>Summary comment: Needs crafting carefully to create effective policy</p> <p>Who pays and how is it delivered?</p>	Noted.
WT 8 – Managing and mitigating adverse impacts of increased traffic movements on residential amenity	S3	Yes	<p>Summary comment: To deliver true linkags development to the east of the settlement will be required.</p> <p>It is considered that the objective of this policy directly relates to the core purpose of the Neighbourhood Plan in safeguarding the original village from the impacts arising from the delivery of the Waterbeach New Town. This includes managing the impacts of increased traffic movements as a result of the implementation of the new town, but also to small development proposals coming forward within the original village itself. The policy, by focussing on the impacts of increased traffic movement on residential amenity establishes a specific approach for mitigation and it is considered that this should be carefully balanced to ensure that an appropriate management</p>	Noted.

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			<p>process is implemented.</p> <p>Implementation of this policy must be carefully considered, given that the requirements identified in the emerging policy may result in overly prescriptive management that reduces potential in achieving sustainable development. Mitigating impacts of traffic on residential amenity needs to appropriately respond to the tests of CIL Regulation 122 and that it ensures that it complies with the policy basis of the National Planning Policy Framework. The policy also needs to acknowledge how realistic mitigation measures can be achieved, with improvements such as how pavement widening, junction re-arrangement and street planting can be practically implemented without endangering viable delivery of sustainable development. As such, the imposition of Policy WT8 must be done so fairly and appropriately, by demanding reasonable expectations of mitigation that is commensurate with development proposals and their perceived impacts.</p>	
WT 9 - Protecting and enhancing the Public Rights of Way Network (including bridleways)	S2	Yes	<p>Summary comment: Difficult to fund within s106 and/or CIL</p> <p>CIL rules limit funding to mitigation of harms rather than addition of new features.</p>	Noted

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
WT 9 - Protecting and enhancing the Public Rights of Way Network (including bridleways)	S3	Yes	<p>Summary comment: New PROW should be provided to the east of the settlement to link tot he station through development south of Bannold Road.</p> <p>Whilst no public rights of way traverse the promotion site at Bannold Road, it is evident that delivery of the site will be able to contribute towards the enhancement of the public rights of way network in Waterbeach. Specifically, the provision of new linkages in the east of the original village, in a north-south arrangement through the site, will encourage new movements across the village and encourage the use of the existing network located elsewhere. It is appropriate for the Neighbourhood Plan to establish a policy that maintains and enhances the network in the settlement and towards the New Town, so to encourage sustainable modes of transport such as accessing services via foot and cycle.</p>	Noted.
WT 9 - Protecting and enhancing the Public Rights of Way Network (including bridleways)	S4	No	<p>Summary comment: Comments on WT9, suggesting revisions to text</p> <p>Page 52. Policy WT09. 3: This statement is not considered appropriate. The visual amenity and open nature of some routes (in particular those on the site of the New Town) will change as a consequence of development.</p>	See Recommended Change WT9-3
WVH 10 – Maintaini	S2	Yes	Summary comment: Difficult but possible?	Noted.

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
ng and enhancing a village heart			Regeneration of the heart needs increased footfall which might be encouraged by a community transport scheme funded by development	
WVH 11 - Street Scene Improvements in the Village Heart	S2	Yes	<p>Summary comment: Developments in the heart might improve the heart</p> <p>Difficult with CIL/s106</p>	Noted
WE 12 - Denny End Industrial Estate	S2	Yes	<p>Summary comment: Must all elements apply or just "where applicable" to avoid unnecessary rejections?</p> <p>Sub-policy logic needs clarifying</p>	They all apply but they are considerations so will depend on the case by case applications. See Recommended Change 12-1
WDCH 13 - Waterbeach Design Principles	S1	No	<p>Summary comment: Schedule 1 WDP4 and WD14 should exclude the Policy SS6 area (which is adequately dealt with by the existing Policy Framework/SPD) or make separate comment about the appropriate approach in the village and the SS6 Policy area.</p> <p>Thank you for the opportunity to comment on the emerging Waterbeach Neighbourhood Plan (WNP).</p> <p>These comments are made on behalf of DIO and Urban&Civic. DIO own the Waterbeach Barracks and Airfield which forms part of South Cambridgeshire Local Plan policy allocation SS6 for Waterbeach New Town. U&C are development partner to DIO bringing forward the redevelopment of the Barracks and Airfield, in accordance with the</p>	Noted

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			<p>adopted Local Plan Policy SS6, the supporting Waterbeach New Town Supplementary Planning Document and Outline Planning Permission S/0559/17/OL (the OPP) for the Barracks and Airfield.</p> <p>DIO/U&C very much support the work of the plan making body in bringing forward the WNP; it is a well-structured and comprehensive document with clear focus on realising benefits for local people. The ambitions and objectives are positive and the policies (other than those on affordable housing) offer the potential to align with and supplement the strategic policies of the adopted Local Plan.</p> <p>DIO/U&C offer comment on policies:</p> <ol style="list-style-type: none"> 1. Where they do not appear to be founded upon robust or available evidence. In a few instances this gives rise to an undeliverable policy requirement, which is not therefore appropriate, or a missed opportunity for more far reaching and sustainable policy. National Planning Policy Guidance makes clear that in preparing neighbourhood plans “proportionate, robust evidence should support the choices made and the approach taken”. 2. Where there seems to be a significant risk of the NP failing on general conformity. <p>As acknowledged by the NP the Waterbeach New Town allocation is a significant feature of the NP area. Delivery of the allocation is now underway, supported by the adopted SPD and OPP. The SPD and the Outline Planning Application documents provide a robust body of evidence on which the OPP and legal obligations have been based. To be appropriate, policies must reflect fixes and obligations where they already exist.</p>	

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
WDCH 13 - Waterbeach Design Principles	S1		<p>Policy SS6 and the supporting SPD establishes a framework for a quantum, mass and form of development which does not embody Fenland character or that of a rural village that has developed organically and is in part historic. Local Plan Policy SS6 is to deliver a new town that will have a different and distinctive character, responding to the context including the features of the Barracks and Airfield in the west and the interfaces with the countryside and the village. The character will be varied and in parts contemporary and urban. This approach to design is articulated in the Local Plan, the SPD, the Approved Design Principles which form part of the OPP and the Design Code for the first phase of new development. To be appropriate in this context, and in general conformity with the Local Plan, there needs to be a clear distinction between the design approach which is appropriate in the existing village, that being brought forward on the Barracks and Airfield and that which is likely to come forward on the remainder of the SS6 allocation. Specifically, Schedule 1 WDP4 and WD14 should exclude the Policy SS6 area (which is adequately dealt with by the existing Policy Framework/SPD) or make separate comment about the appropriate approach in the village and the SS6 Policy area.</p> <p>Policy WDCH 13 Policy SS6 and the supporting SPD establishes a framework for a quantum, mass and form of development which does not embody Fenland character or that of a rural village that has developed organically and is in part historic. Local Plan Policy SS6 is to deliver a new town that will have a different and distinctive character, responding to the context including the features of the Barracks and Airfield in the west and the interfaces with the countryside and the village. The character will be varied and in parts contemporary and</p>	See drafted Recommended Change WDCH 13-1.

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			<p>urban. This approach to design is articulated in the Local Plan, the SPD, the Approved Design Principles which form part of the OPP and the Design Code for the first phase of new development. To be appropriate in this context, and in general conformity with the Local Plan, there needs to be a clear distinction between the design approach which is appropriate in the existing village, that being brought forward on the Barracks and Airfield and that which is likely to come forward on the remainder of the SS6 allocation. Specifically, Schedule 1 WDP4 and WD14 should exclude the Policy SS6 area (which is adequately dealt with by the existing Policy Framework/SPD) or make separate comment about the appropriate approach in the village and the SS6 Policy area.</p>	
<p>WDCH 13 - Waterbeach Design Principles</p>	<p>S2</p>	<p>Yes</p>	<p>Summary comment: Principles are good but logic unclear</p> <p>Sub-policies need prioritising</p>	<p>Noted.</p>
<p>WDCH 13 - Waterbeach Design Principles</p>	<p>S3</p>	<p>Yes</p>	<p>Summary comment: These design requirements should be implemented in the context of preserving the rural setting of the village, but also that they should not restrict sustainable development proposals from coming forward</p> <p>This policy establishes an extensive range of design requirements for development coming forward within Waterbeach. Whilst Schedule 1 asserts the design requirements by location and how proposals should respond to their locations, the application of these design obligations should not be overly prescriptive. It is recognised that these design principles are intended to actively conserve the</p>	<p>Noted.</p>

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			<p>character of the original village of Waterbeach, particularly against the context of the delivery of the New Town which is regarded as reducing the rural character of the original village.</p> <p>These design requirements should be implemented in the context of preserving the rural setting of the village, but also that they should not restrict sustainable development proposals from coming forward. If these principles are applied widely without due consideration beyond their locational requirements, it will likely prevent delivery of growth that would be normally regarded as sympathetic and sustainable. The site at Bannold Road is considered to be in an appropriate location that exhibits a coherent relationship with the established village edge. As such, Southern and Regional Developments (Waterbeach) acknowledge that Principle 12 of Schedule 1 would apply. In the first instance, it is not considered that the design requirements as they stand would be overly restrictive, but it is maintained that the development proposals should be considered against their own merits. Therefore, the design requirements as they are identified should ensure that they include some degree of flexibility which would otherwise be asserted as inappropriately restrictive in realising the development potential of sustainable sites.</p>	
WDCH 13 - Waterbeach Design Principles	S4	No	<p>Summary comment: Comments on WDCH 13 (WDP 1 and WDP 4), setting out the need to evolve over time and highlighting potential conflict with Waterbeach New Town SPD</p>	<p>See Recommended Change WDCH 13-1. The word 'typical' in the second sentence of WDP1 has changed to 'complementary'.</p>

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			<p>Page 66. WDP1: The first part of this principle is supported. The second part could lead to unintended consequences. Scope must be left in architectural detailing to embrace new technologies, improve environmental performance and define areas of varying character, both of which are essential in achieving the vision for Waterbeach New Town and respecting the villages own identity.</p> <p>Page 66. WDP4: This principle is potentially contrary to the Waterbeach New Town SPD which describes the approach to building heights and massing. It is important to acknowledge that new development is seeking to deliver something of the scale and character of a new town (not a continuation of the village character) and that building form will reflect this.</p>	
Policy WHDC13 – Waterbeach Design Principles	S17		The design principles as referred to in Policy WHDC13 appear to be focused on proposals for residential and housing development within the plan area. We would therefore suggest that this should be made clear in the wording of the policy and Schedule 1 of the Neighbourhood Plan.	This is not considered necessary.
Policy WHDC13 – Waterbeach Design Principles	S12		Page 68. The way that this policy is currently worded attempts to give two supporting evidence base documents the weight of planning policy namely the Waterbeach Heritage and Character Assessment, and the Waterbeach Design Principles document. This approach does not permit any challenge to those documents by interested stakeholders and is unlikely to be found to be in accordance with national planning policy and advice.	The Waterbeach Heritage and Character Assessment and the Waterbeach Design Principles document have been published for some time and available to view by all parties. In addition, they were included as material as part of the pre-submission consultation process. We do not

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			It is suggested that the second paragraph of the policy be amended as follows: delete 'in a positive way' and insert << have regard to >>.	agree that the policy wording has the effect of giving planning policy weight to those supporting documents.
Policy WHDC13 – Waterbeach Design Principles	S12		Pages 66-67. It is suggested that the status of the design principles would be clearer if they were to be included within the policy rather than in the explanatory text of the policy.	Noted.
Policy WHDC13 – Waterbeach Design Principles	S12		<p>Summary comment: Design Principles WDP1, WDP4, WDP8, and WD14</p> <p>Page 66-67. These design principles seek to guide and restrict the design, layout and use of materials in the new town by reference to the existing village of Waterbeach despite the new town on completion being considerably larger in area and population and a clearly a construct of the 21st century rather than of organic growth over many centuries. In practice the new town will have its own distinct identity and character as is made clear by sections 2 and 9 of Local Plan policy SS/6 Waterbeach New Town.</p> <p>In order for the Neighbourhood Plan to be in general conformity with policies SS/6 and HQ1 Design Principles of the Local Plan these particular design principles should not apply to the development of the new town. The Local Plan and the Waterbeach New Town SPD already contain suitable policies and guidance to guide the future design, layout, landscaping and use of materials in its development.</p>	This is not accepted. The wording of Policy WHCD13 is in broad conformity with the Local Plan and Policy SS/6. The design principles which are applicable to the Waterbeach New Town are also in broad conformity with Policy SS/6 of the Local Plan. Paragraph 2 of Policy SS/6 states that "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

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
				encourages the high quality traditions and innovation that are characteristics of the Cambridge sub-region'. Paragraph 9 of Policy SS/6 states the new town will 'establish and follow design principles to deliver a high quality development responding to local character, but also with its own identity'.
Policy WHDC13 – Waterbeach Design Principles	S12		<p>Summary comment: Design Principle WDP5</p> <p>As written this policy would apply to uncontroversial domestic extensions and alterations to modern ‘suburban’ type buildings with limited heritage, aesthetic or cultural value (in circumstances where planning permission is required), and so be unduly burdensome to local residents and businesses. The safeguards it is seeking to secure are already addressed by the policies of the Local Plan and by other elements of WHCD13. Suggest that this design principle be deleted or made more specific.</p> <p>Reason: To ensure that the policy remains in general conformity with Local Plan policy HQ/1 Design principles and to avoid adding an unreasonable burden to local residents and businesses.</p>	See Recommended Change WDCH 13-1
WDCH 14 - Developm	S1		<p>Schedule 2 (last point)</p> <p>If this policy provision is to be effective some further clarification is needed. All new development should respond to setting (it can't</p>	Agreed. See Recommended Change WDCH 14-1

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
ent and Landscape Quality			reflect it; development by its very nature takes away openness). The characteristics and boundary treatments associated with rural farmsteads are not appropriate contextual references in a New Town, but are appropriate in the wider countryside.	
WDCH 14 - Development and Landscape Quality	S2	Yes	<p>Summary comment: Lacks specificity on vistas etc</p> <p>Would be stronger if specific vistas were identified with reasoning</p>	Noted.
WDCH 14 - Development and Landscape Quality	S3	No	<p>Summary comment: As it is currently drafted, the policy is inappropriately prescriptive as it fails to recognise that other technical considerations of significance influence the delivery of new development. Impacts on landscape should be duly balanced against other technical requirements.</p> <p>It is acknowledged that the emerging Neighbourhood Plan attributes significant focus towards conserving the landscape setting of Waterbeach, in particular the setting of the village towards its eastern edge where it is open to the Cambridgeshire Fenland. However, as it is currently drafted, the policy is inappropriately prescriptive as it fails to recognise that other technical considerations of significance influence the delivery of new development. Impacts on landscape should be duly balanced against other technical requirements that require assessment to ensure appropriate demonstration of sustainable development. Although the policy requires a response to the identified landscape value at Waterbeach, particularly at locations where it is recognised to be of significant sensitivity, the</p>	Noted.

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			<p>policy should also establish that other aspects of development should be considered.</p> <p>Schedule 2 of the emerging policy establishes locational requirements that correspond to the landscape principles to development around Waterbeach. For example, the site at Bannold Road is located adjacent to the urban edge and as such, any development proposals here would take these requirements into robust consideration. This would include a landscape assessment and strategy that would ensure adequate mitigation and a layout that is sensitively produced. The application of such principles should not be inappropriately restrictive, especially given the established features that exist at the village, such as the Fen Line railway and the development context as established at the Waterbeach New Town site.</p>	
<p>WDCH 14 - Developm ent and Landscape Quality</p>	<p>S12</p>		<p>Page 71. The way that this policy is currently worded attempts to give two supporting evidence base documents the weight of planning policy namely the Waterbeach Heritage and Character Assessment, and the Waterbeach Design Principles document. This approach does not permit any challenge to those documents by interested stakeholders and is unlikely to be found to be in accordance with national planning policy and advice.</p> <p>It is suggested that the first paragraph of the policy be amended as follows: delete 'they accord with' and insert << have regard to >>.</p> <p>It is also suggested that additional wording is provided in paragraph two on the third line after 'views' as follows: << out to the north and</p>	<p>The Waterbeach Heritage and Character Assessment and the Waterbeach Design Principles document have been published for some time and available to view by all parties. In addition, they were included as material as part of the pre-submission consultation process. We do not agree that the policy wording has the effect of giving planning policy weight to those supporting documents.</p>

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			<p>east >>.</p> <p>Reason: To clarify the status of these evidence base documents, and to provide additional clarity as to the application of policy.</p>	Accepted. See Recommended Change WDCH 14-2
WDCH 14 - Development and Landscape Quality	S12		Pages 70. It is suggested that the status of the landscape principles would be clearer if they were to be included within the policy rather than in the explanatory text of the policy.	Noted.
WDCH 15 – Important edge of settlement sites in Waterbeach Village.	S2	Yes	<p>Summary comment: Are these LGS or PVAA sites?</p> <p>If so, list and refer to SCDC Local Plan. If not, how can they be protected?</p>	Noted.
WDCH 15 – Important edge of settlement sites in Waterbeach Village.	S3	Yes	<p>Summary comment: The development of Southern and Regional’s site at Bannold Road would be able to facilitate a comprehensive and effective landscape strategy that would materially enhance the designation of Midload Farm.</p> <p>The policy establishes an appropriate approach through its recognition of the sites at Midload Farm and Town Holt as designated areas of importance. Given that they comprise narrow areas of land</p>	Residential development on this site would not be supported as it is on Green Belt land and outside the Waterbeach village development framework. It is also contrary to landscape policies

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			<p>between the Fenland edge and the fringe of Waterbeach village, they represent significant tracts of land in maintaining openness between the village and the Fenland edge. It should be recognised that the site at Bannold Road is not designated as an important site at the edge the village, and therefore would be able to contribute towards enhancing this edge further, particularly given the proximity of the identified site at Midload Farm to the north.</p> <p>The development of Southern and Regional’s site at Bannold Road would be able to facilitate a comprehensive and effective landscape strategy that would materially enhance the designation of Midload Farm. Given the extent of flood risk that covers the eastern portion of the site, which renders it undevelopable, this area provides the potential to accommodate extensive landscaping. This will allow for comprehensive mitigation of any impacts to the open Fen-edge landscape at the fringe of Waterbeach, but also link with the designated important edge that is identified in the north at Midload Farm. The implementation of a residential scheme on the site will ensure a sympathetic and transitional environment that will reinforce the landscape value of this area. Furthermore, by taking advantage of the Fen Line railway that forms the eastern boundary of the site, this will provide a tangible and defensible line between the open Fens to the east and the edge of Waterbeach village to the west.</p>	
WGI 16 - Protected Village Amenity Areas	S2	Yes	<p>Summary comment: PVAA - new recommendations</p> <p>Need to spell out compliance with SCDC policy.</p>	Noted.

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
WGI 16 - Protected Village Amenity Areas	S3	No	<p>Summary comment: The emerging policy should revise the text in paragraph 6.15.8 and rightly focus the policy upon the green space at Denny End Road alone.</p> <p>Emerging Policy WGI16 seeks to identify land within the village that provides a public amenity where development is restricted to maintain that amenity. Plan 6.9 accurately identifies the green space off Denny End Road that marks the entrance to the Barracks site and is a characteristic green space that informs the street scene. Development on this green space should be rightly restricted to maintain the character of the street scene at this location.</p> <p>The supporting text paragraph 6.15.8 of Policy WGI16 also refers to ‘woodland behind Saberton Close and Park Crescent’ as an appropriate site to be designated as a Protected Village Amenity Area (PVAA). However, at paragraph 6.15.9 the text clarifies that only the green space at the entrance to the Barracks off Denny End Road should be included in the PVAA designation. This intent is replicated in the Policy title of WGI16 Protected Village Amenity Area at Green Space at main entrance to the Barracks off Denny End Road, with no further reference being made to the woodland behind Saberton Close and Park Crescent. The woodland referenced at paragraph 6.15.8 is incorrectly mentioned as it is not a PVAA due it not being publicly accessible, having limited contribution to the overall street scenes of Saberton Close, Pieces Lane and Park Crescent. As such, the reference to the woodland at paragraph 6.15.8 has been incorrectly included and should be deleted.</p>	Agreed. See Recommended Change WGI 16-2

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			<p>The deletion of the reference to ‘Woodland behind Saberton Close and Park Crescent’ at paragraph 6.15.8 is further justified by the woodland’s identification through Policy WGI19 ‘Sites of Value to Biodiversity’ and is distinguished as an area of deciduous woodland and not an amenity area. The woodland is located within the Bannold Road promotion site under the control of Southern and Regional Developments (Waterbeach) and it is their position (having sought expert opinion) that the woodland does not meet the criteria for a PVAA, specifically in respect of providing no public access and providing no direct amenity contribution or recreational value. The presence of the woodland contributes towards the wider environment and Southern and Regional Developments (Waterbeach) maintain that their proposals for the Bannold Road site include enhancements to the woodland that will be complementary to its wildlife designation.</p> <p>As demonstrated, the drafting of this policy includes errors that reduces its effectiveness. The emerging policy should revise the text in paragraph 6.15.8 and rightly focus the policy upon the green space at Denny End Road. These amendments should include removal of any reference to woodland areas at paragraph 6.15.8, to ensure the policy if focussed upon the Denny End Road site.</p>	
WGI 17 – Protected open space in	S12		Table 6.5 page 76. It is unclear why some rows are 3 cells wide and others 4?	This is an error and will be tidied up. See recommended Change 16-1

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
Waterbeach Village				
WGI 17 – Protected open space in Waterbeach Village	S2	No	<p>Summary comment: What is "protected open space"? Is it Local Green Space or Protected Village Amenity Area or something new?</p>	The policy explains what it is.
Paragraph 6.15.10	S4	No	<p>Summary comment: Comments on Page 79. Paragraph 6.15.10, seeking clarification on potential error</p> <p>Is reference to allotments on Bannold Drove an error?</p>	See Recommended Change WGI 17
WGI 18 - Development and Green Infrastructure	S1	No	<p>Summary comment: Open space and SUDs solutions as a shared space can provide an attractive naturalistic landscape features, which can add character, biodiversity and functionality to informal open space.</p> <p>Policy WGI 18 There is no rationale or evidence to exclude all drainage basins from use as public open space and in doing so this Policy may inadvertently undermine sustainability objectives. Best practice in sustainable urban drainage (SUDs) involves the creation of a range of attenuation features. Many are attractive, naturalistic landscape features which offer benefits for wildlife and recreation (for example ponds, water gardens, rills). Some serve an attenuation function only occasionally and temporarily. These features add character, biodiversity and functionality to informal open spaces. If there is no</p>	Noted. Further text provided to explain the rationale behind the policy.

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			scope for them to contribute to open space areas the policy may well discourage best practice in SUDs provision and result in more engineered high capacity solutions, which are less attractive, and without dual purpose or sustainability benefits.	
WGI 18 - Development and Green Infrastructure	S2	No	Summary comment: What is it? LGS or PVAA or?	Not relevant to the policy
WGI 18 - Development and Green Infrastructure	S12		Page 80 paragraph 6.16.3 line 1. Should the reference to policy WGI17 be a reference to WGI18?	Agreed. See Recommended Change WGI 18-2
WB 19 – Sites of value to biodiversity in the parish	S1	No	<p>Summary comment: DIO/U&C would welcome a policy that reflects wider opportunity for biodiversity, contributing to greater sustainability, rather than the focus on the existing large tree blocks; the Policy could instead require net gain in biodiversity.</p> <p>As acknowledged by the NP the Waterbeach New Town allocation is a significant feature of the NP area. Delivery of the allocation is now underway, supported by the adopted SPD and OPP. The SPD and the Outline Planning Application documents provide a robust body of evidence on which the OPP and legal obligations have been based. To be appropriate, policies must reflect fixes and obligations where they already exist.</p>	See Recommended Change WGI19-1

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			<p>Policy WB 19 The use of magic mapping as the basis for Policy WG1 19 underplays the potential for richness in biodiversity on the Barracks and Airfield. There is much more accurate, detailed information available in both the SPD and OPP which describes the complex range of biodiversity features and areas on the Barracks and Airfield site; this includes trees but also other valuable features (for example grassland and waterbodies).</p> <p>DIO/U&C welcome the ambition to maintain and increase biodiversity; the commitment is embedded in the OPP (including bio-diversity net gain). There is an ambitious Bio-diversity management plan, implementation of which is about to commence. The only issue arising from the wording of the Policy WG1 19 is the potential for the policy to be interpreted as preventing any tree felling/thinning in the locations identified on the accompanying plan (Map 6.11). Specifically, it is unclear what is meant by 'protection' of all trees; they will not all be retained. Existing trees, which are spread widely across the Airfield and Barracks site, have been subject to detailed survey (information accompanied the Outline Planning Application with further detail submitted for the first phase of development).</p>	
WB 19 – Sites of value to biodiversity in the parish	S1		<p>Continued from above:...</p> <p>Careful consideration has been given to where trees can and should be retained (in accordance with the OPP commitment to retention) and where trees need to be removed/thinned (licences have already been secured to undertake this work). Overall tree cover will increase; thousands of new trees are to be planted some to reinforce</p>	See Recommended Change WG119-1

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			<p>and diversify the species in the existing woodland blocks, many more to create a mosaic of new landscape features and habitats.</p> <p>DIO/U&C would welcome a policy that reflects wider opportunity for biodiversity, contributing to greater sustainability, rather than the focus on the existing larger tree blocks; the Policy could instead recognise the approach to the retention of management of trees already approved and/or require net gain in biodiversity.</p>	
WB 19 – Sites of value to biodiversity in the parish	S2	Yes	<p>Summary comment: Are there too many</p> <p>Are they large enough to protect?</p>	See Recommended Change WGI19-1
WB 19 – Sites of value to biodiversity in the parish	S3	No	<p>Summary comment: The biodiversity areas are not shown accurately</p> <p>As established, the promotion site at Bannold Road includes an area of deciduous woodland that is identified on the proposed Masterplan for retention. It is considered that although these woodland areas may be considered of some biodiversity value, it is likely that they would also appropriately form part of a wider Green Infrastructure or landscaping scheme including a green route linking the open space areas within the development masterplan.</p> <p>The ongoing ecological and arboricultural surveys have provided interim results, with final conclusions included as part of a comprehensive assessment of the Site through a Promotional</p>	Noted. The locations of deciduous woodland shown on Map 6.11 are indicative locations as sourced by www.magic.gov.uk See Recommended Change WGI 19-1

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			<p>Document. This will be made available to the Neighbourhood Plan Group upon its completion. The interim results from these surveys did not identify the scrub areas to the east as being of any particular ecological or arboricultural value. The assessments assert that the larger area of woodland to the rear of Park Crescent is undermined by established growth of bramble and scrub, which limits its maturity potential and longevity.</p> <p>This woodland area is recognised through Policy WGI19 in the emerging NP as a Site of Biodiversity Value; however, the extent of the woodland needs to be reviewed due to recent maintenance works undertaken. The amended extent of the woodland is shown on the enclosed masterplan and the area of woodland shown on Map 6.11 requires to be suitably updated. A plan is enclosed demonstrating how the woodland extent should be amended to ensure that the NP represents the most up to date and accurate information.</p>	
WB 19 – Sites of value to biodiversity in the parish	S12		<p>Page 82. There is no evidence presented to justify the protection of all of the existing areas of deciduous woodland shown on Map 6.11. Note that the River Cam is a County Wildlife Site.</p> <p>Reason: A policy which cannot be justified is unlikely to prove effective. To add a missing County Wildlife Site.</p>	See Recommended Change WG19-1 and WG19-2
WH 20 - Housing Mix	S1	No	<p>Summary comment: The Neighbourhood Plan is in conflict with the Local Plan; the provision of affordable homes in the strategic new town is to be for those in need in the wider district, not just those in the immediate locality.</p>	It is crucial to the successful integration of the two communities that the new housing is suitable for meeting the needs of Waterbeach parish

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			<p>Policy WH20 and WH21</p> <p>The plan making body supported by others, including the Community Land Trust, have an ambition to support provision of homes for local people, including those in need of affordable housing. This has been translated into policies which seek to skew the mix and allocation of affordable homes delivered through Section 106 in the New Town to specifically favour those local needs over and above wider need within the District.</p> <p>The allocation of the New Town is a strategic policy in the adopted Local Plan. The allocation was made and justified with reference to meeting the housing needs and supporting economic growth across the District and the City as a whole (the two authorities having adopted a joint trajectory for the delivery of homes and adopting a joint Housing Strategy). To allocate any affordable homes delivered through Section 106 obligation to those that would not otherwise qualify, or those who may qualify but not have priority for an affordable home, would prejudice others from outside the Waterbeach area in need, who have a reasonable expectation of priority based upon the adopted Local Plan and the Council’s housing policies. This places the Neighbourhood Plan in conflict with the Local Plan; potentially impacts upon the ability of the Council to meet statutory obligations in relation to housing those in need; and impacts upon the individual rights of those on the Housing Register.</p> <p>It is for the South Cambridgeshire District Council to fully address this conflict.</p>	<p>as well as needs in the wider district.</p>

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
WH 20 - Housing Mix	S2	Yes	<p>Summary comment: Local people understand local needs</p> <p>District and Developer needs are not Local Needs and lead to increased traffic etc.</p>	Noted
WH 20 - Housing Mix	S3	Yes	<p>Summary comment: Further sites are required to deliver housing specific to local requirements.</p> <p>The provision of adequate housing mixes is a core component of residential development management policy and therefore it is appropriate for such policy to be included in the Neighbourhood Plan. The policy should ensure that it reflects the needs of the Parish and that it is able to satisfy the growth requirements of the community over the Plan's established period. The requirements of the policy reflect the needs of the village, in particular the demand for smaller properties and it is considered that the site at Bannold Road is able to comply with these requirements.</p> <p>Although the delivery of the New Town to the north of Waterbeach will deliver a significant number of homes, these homes may not necessarily meet the requirements of Waterbeach village. It is considered that given the strategic site has been identified at the development plan level, the majority of these homes will be to meet the strategic requirements of the District, rather than the needs at the lower level within Waterbeach village itself. Southern and Regional Developments (Waterbeach) propose that the delivery of their site at Bannold Road will be able to implement the</p>	Noted.

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			<p>requirements of emerging Policy WH19 insofar as delivering a locally stipulated mix of housing, but that which will also contribute towards satisfying the local need for homes.</p> <p>Although the emerging Waterbeach Neighbourhood Plan seeks to establish a robust policy framework to safeguard the village’s rural character and Fenland setting, it does not sufficiently recognise the potential that small to medium scaled developments could contribute. Delivery of further development at Waterbeach through non-strategic scaled developments would ensure delivery of affordable homes and housing required by local residents, instead of addressing the wider Cambridge housing needs. Indeed, the promoted land at Bannold Road could also contribute significant public open space within an area of the village that the NP identifies is deficient, whilst also contributing to direct ecological and biodiversity enhancements.</p> <p>The Southern and Regional Developments (Waterbeach) site at Bannold Road should be considered a sustainable and suitable location to achieve new residential growth that can meet the needs of the village, but also contribute towards achieving the objectives of the Neighbourhood Plan. These representations are commended to the Waterbeach Neighbourhood Plan and Southern and Regional Developments (Waterbeach) look forward to working with the Parish Council in realising the mutual benefits of the site’s development potential.</p>	
WH 20 - Housing Mix	S4	No	<p>Summary comment: Comments on WH 20 (WH19), seeking greater flexibility to respond to changes over time</p>	<p>It is considered the policy is flexibly written since the second paragraph starts off with the</p>

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			<p>Page 89. Policy WH20 (WH19). Second bullet point: Flexibility should be added to the statement that 40% of market housing and a majority of the affordable housing properties to comprise 1 or 2 bedroom homes to reflect changing needs over time and to allow an appropriate mix to be defined spatially across the New Town.</p>	<p>words "Unless up to date information indicates different local housing needs..". The first bullet point also recognises that the new town is intended to address local and sub-regional needs. It requires an appropriate proportion of the housign mix to be targeted towards meeting different needs in Waterbeach parish. The requirement for 40% of the market homes to comprises 1 or 2 bedroom homes is informed by evidence set out in the Waterbeach SPD and evidence supporting the Waterbeach NP.</p>
WH 20 - Housing Mix	S12		<p>At page 84 the policy is numbered WH20, but on page 89 it is numbered WH19.</p> <p>Paragraph 6.18.6. The housing mix of a new town of approximately 8,000-9,000 dwellings cannot sensibly be determined by the household characteristics of a much smaller existing village of 2,070 dwellings. The new town is intended to address local and sub-regional needs over a number of decades and the second bullet point of the policy which requires 40% of market homes and a majority of affordable homes to comprise 1 or 2 bedroom homes is considered to be too rigid and inflexible in respect of both the market and</p>	<p>Agreed the policy numbering has gone astray and this will be remedied.</p> <p>It is considered the policy is flexibly written since the second paragraph starts off with the words "Unless up to date information indicates different local housing needs..". The first bullet point also recognises that</p>

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			affordable housing mix and should be deleted. Needs and demand can change over time and can be influenced by external factors such as the 'bedroom tax' which could potentially change in the future.	the new town is intended to address local and sub-regional needs. It requires an appropriate proportion of the housign mix to be targeted towards meeting different needs in Waterbeach parish. The requirement for 40% of the market homes to comprises 1 or 2 bedroom homes is informed by evidence set out in the Waterbeach SPD and evidence supporting the Waterbeach NP.
WH 21 - Rural Exceptions Housing	S1	Yes	<p>Summary comment: The Neighbourhood Plan is in conflict with the Local Plan; the provision of affordable homes in the strategic new town is to be for those in need in the wider district, not just those in the immediate locality</p> <p>Policy WH20 and WH21 The plan making body supported by others, including the Community Land Trust, have an ambition to support provision of homes for local people, including those in need of affordable housing. This has been translated into policies which seek to skew the mix and allocation of affordable homes delivered through Section 106 in the New Town to specifically favour those local needs over and above wider need within the District.</p>	Noted

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			<p>The allocation of the New Town is a strategic policy in the adopted Local Plan. The allocation was made and justified with reference to meeting the housing needs and supporting economic growth across the District and the City as a whole (the two authorities having adopted a joint trajectory for the delivery of homes and adopting a joint Housing Strategy). To allocate any affordable homes delivered through Section 106 obligation to those that would not otherwise qualify, or those who may qualify but not have priority for an affordable home, would prejudice others from outside the Waterbeach area in need, who have a reasonable expectation of priority based upon the adopted Local Plan and the Council's housing policies. This places the Neighbourhood Plan in conflict with the Local Plan; potentially impacts upon the ability of the Council to meet statutory obligations in relation to housing those in need; and impacts upon the individual rights of those on the Housing Register.</p> <p>It is for the South Cambridgeshire District Council to fully address this conflict.</p>	
WH 21 - Rural Exceptions Housing	S2	No	<p>Summary comment: Clash with National and Local Plan strategic policies Hard to get around the conflict</p>	Noted.
WH 22 - Allocation of affordable homes in	S12		<p>The principle of a development such as Waterbeach New Town bringing some direct benefits to local residents in housing need is worthy of support, provided that the policy provides as appropriate balance between meeting local needs and wider district and sub regional needs. This is not however the case as the policy is currently</p>	Accepted see Recommended Change WH21-1

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
Waterbeach New Town			<p>worded. The affordable homes at Waterbeach could eventually number up to 4,000 dwellings (40% of 10,000 homes) whilst the number of homes in the entire existing village in 2015 was only 2,070.</p> <p>It is proposed that the policy be reworded as follows to provide a more appropriate balance between wider needs and the extent of demonstrated local needs (paragraph 6.20.2 refers to a November 2019 local need of 92 units):</p> <p>Policy WH 21 – Allocation of Affordable Housing at Waterbeach New Town</p> <p>To be supported, residential development proposals at Waterbeach New Town must make a meaningful contribution towards meeting affordable housing needs in Waterbeach parish.</p> <p>This means that people with a strong local connection to Waterbeach parish (through residence, employment or close family) whose needs are not met by the open market will be << given priority of allocation >> (be first to be offered the tenancy or shared ownership of the home) << for >> a proportion of affordable homes being delivered at Waterbeach New Town as follows:</p>	
WH 22 - Allocation of affordable homes in			<p>Continued from above...</p> <ul style="list-style-type: none"> • 50% of the << first 200 affordable homes for rent >> Affordable Rent units within the first 5 years << from the first new-build dwelling completion on site >> of the build out; 	Accepted see Recommended Change WH21-1

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
Waterbeach New Town			<ul style="list-style-type: none"> • 25% of the << first 50 intermediate affordable >> Low Cost Home Ownership homes within the first 5 year <<s from the first new-build dwelling completion on site >> of the build out. <p>If, after the first five years << from the first new-build dwelling completion on site >> of build out, the Waterbeach affordable housing needs, are not yet satisfactorily addressed, << an appropriate >> local connection criteria should << may >> continue to be applied to a proportion of the affordable homes << based upon evidence of local need and the take up of affordable completions from the first new-build dwelling completion on site >> until it is.</p> <p><< The above provisions will be subject to a cascade mechanism so that if a completed affordable dwelling has not been taken up within a reasonable time period it will be made available to address wider affordable housing needs >>.</p> <p>A proposal comprising a different percentage (to that set out in this policy) of affordable homes to be tied to a local connection criteria will be supported where this is justified through provision of up to date evidence on anticipated housing completion figures and affordable housing needs in the parish.</p> <p>Reason: To ensure that the policy is in accordance with national policy and advice, will provide for sustainable development and is in general conformity with the policies of the Local Plan.</p>	
WH 22 - Allocation	S2	No	Summary comment: Clash with SCDC allocation policy	Noted.

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
of affordable homes in Waterbeach New Town			SCDC policy likely to prevail, although persistence may pay off.	
WH 23 – Safeguarding Waterbeach park homes	S2	Yes	<p>Summary comment: Park homes play a part in affordability</p> <p>Worth persisting</p>	Noted.
A General Comment	S2	Yes	<p>Summary comment: Adapt and develop - persistence will pay off</p> <p>Personally I can only sympathise with this group, setting out on a complex route full of planning ambiguity, few real milestones to measure progress and a lot of misleading advice. At risk of adding to the confusion, here are some observations.</p> <p>Overall There's some good issue analysis, but it loses focus when trying to translate the issues into objectives and, ultimately clear, valid NP policies focused on current and future land use – supposedly the essence of a good Neighbourhood Plan.</p> <p>For me, it fails the test that, to avoid the need for multiple re-consultation, a Regulation 14 pre-submission plan should be pretty much the same as that which will eventually be submitted and subsequently examined.</p>	Noted.

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			<p>It is not sufficiently clear how each proposed planning policy relates to and supports specific objectives. This will make it difficult for the end-user – the development controller – to interpret intent and degree of compliance.</p> <p>Some policy logic is too loose - without being clear whether compliance is needed with all (in which case, unlikely to pass the independent examination) or just some sub-policies. Judicious use of “where practicable” will help the planner prioritise.</p> <p>Clarity and rights of maps is a key consideration yet map 3.1 does not clearly show the extent of the area and has no copyright acknowledgement and map 6.5 also does not have copyright recognition.</p> <p>I was slightly surprised that there is no “carbon ambition” here to influence the heating and insulation of the new developments, especially so as to benefit the existing community.</p>	
A General Comment	S4	Yes	<p>Summary comment: Sets out introduction and context to comments on behalf of RLW Estates</p> <p>As you may be aware, RLW Estates is currently progressing proposals for development of land within the Neighbourhood Plan Area as part of the allocated Waterbeach New Town site, following its promotion through the Local Plan. They have submitted an outline planning application for up to 4,500 dwellings and a range of other uses, supporting facilities and infrastructure, to South Cambridgeshire District Council in May 2018 (ref: S/2075/18/OL) for the eastern part of the new town, which remains to be determined. Additionally, they have secured full planning permission for the relocated railway station that is required by the new town allocations policy in the</p>	Noted.

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			<p>Local Plan (ref: S/0791/18/FL), the decision for which was issued on 9th January 2020.</p> <p>As such, RLW Estates has a keen interest in the emerging Neighbourhood Plan, with particular regard to ensuring that any overlap with the new town allocation is appropriate and compatible with the existing overarching policy framework, and with the shared objective of creating an effective relationship between the existing and new communities.</p> <p>The legislative framework for the preparation and making of Neighbourhood Plans is provided by The Town and Country Planning Act 1990 (as amended). Planning Practice Guidance provides guidance on the basic conditions that need to be met in order for a Draft Neighbourhood Plan to proceed to referendum, including the following:</p> <p>“e. the making of the order (or neighbourhood plan) is in general conformity with the strategic policies contained in the development plan for the area of the authority (or any part of that area).” [Paragraph: 065 Reference ID: 41-065-20140306]</p>	
A General Comment	S4	Yes	<p>Continued from above: It goes on to expand on what is meant by the term “general conformity” as follows: “When considering whether a policy is in general conformity a qualifying body, independent examiner, or local planning authority, should consider the following:</p> <ul style="list-style-type: none"> • whether the neighbourhood plan policy or development proposal supports and upholds the general principle that the strategic policy is 	Noted

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			<p>concerned with</p> <ul style="list-style-type: none"> • the degree, if any, of conflict between the draft neighbourhood plan policy or development proposal and the strategic policy • whether the draft neighbourhood plan policy or development proposal provides an additional level of detail and/or a distinct local approach to that set out in the strategic policy without undermining that policy • the rationale for the approach taken in the draft neighbourhood plan or Order and the evidence to justify that approach” <p>[Paragraph: 074 Reference ID: 41-074-20140306]</p> <p>Further guidance is provided on the issue of how policies in Local Plans are determined as being “Strategic” in this context, which includes whether the Local Plan in question explicitly identifies the policy as being strategic.</p> <p>In this regard the South Cambridgeshire Local Plan (Adopted 27th September 2018) duly presents an assessment of those policies considered to be strategic for the purpose of Neighbourhood Planning, specifically at Paras. 1.19-1.20 and Appendix E, concluding that the vast majority of policies meet the relevant criteria.</p> <p>This therefore includes the two principal policies related to allocation of Waterbeach New Town, as follows, although also extends to a wide range other relevant policies:</p> <ul style="list-style-type: none"> • Policy S/6 (within the Spatial Strategy Chapter) identifies “A new town north of Waterbeach” as one of “3 new strategic scale allocations” to meet the majority of the additional development 	

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			<p>needs to 2031 and beyond.</p> <ul style="list-style-type: none"> • Policy SS/6 (within the Strategic Sites Chapter) sets out detailed policies for the new strategic allocation at Waterbeach New Town. 	
A General Comment	S4	Yes	<p>Continued from above: The latter also refers to the requirement for preparation of a Supplementary Planning Document (SPD) to provide further guidance and detail on the implementation of Policy SS/6. This has subsequently been prepared and adopted (in February 2019) by South Cambridgeshire District Council, following public consultation.</p>	Noted.
A General Comment	S6	Yes	<p>Summary comment: Statement in support of the plan</p> <p>Waterbeach Primary School welcomes the Neighbourhood Plan and wishes to express support for both the aims and the policies drafted. We believe that policies WT3, WT4 and WT6 recognise correctly the importance of having safe and sustainable routes to school. We believe that since work commenced on the plan, these problems have increased significantly, and are at the point where urgent action will be needed. We have requested that in places the wording be strengthened to place more emphasis on these issues.</p> <p>We look forward to working with the Neighbourhood Plan Committee and the Waterbeach Parish Council to ensure that the plan is agreed and implemented to the benefit of the whole village.</p>	Noted.
A General Comment	S7		<p>Natural England is generally supportive of the draft Waterbeach Neighbourhood Plan. We welcome policies which seek to promote sustainable development including sustainable travel and access and protection and enhancement of landscape character, green</p>	Noted.

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			infrastructure and biodiversity including the Cam Washes Site of Special Scientific Interest (SSSI).	
A General Comment	S8		Please note that the site is outside the area of jurisdiction of both the Commissioners and the drainage boards for whom we act and we, therefore, have no comments to make.	Noted
A General Comment	S9		<p>National Grid has appointed Avison Young to review and respond to Neighbourhood Plan consultations on its behalf. We are instructed by our client to submit the following representation with regard to the current consultation on the above document.</p> <p>An assessment has been carried out with respect to National Grid's electricity and gas transmission assets which include high voltage electricity assets and high-pressure gas pipelines. National Grid has identified that it has no record of such assets within the Neighbourhood Plan area.</p>	Noted
NPPF s.12 Para 127	S10		<p>Developments should create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience. In regards to design and layout regarding new commercial and residential development we would wish to make the following comment: Crime prevention should be considered as an integral part of any initial design for a proposed development. It should incorporate the principles of 'Secured by Design'. In particular to demonstrate how their development proposal has addressed the following issues, in order to design out crime to reduce the opportunities for crime: Natural Surveillance of public and semi-private spaces, in particular,</p>	Noted.

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			<p>entrances to a development, paths, play areas, open spaces and car parks. Defensible space and the clear definition, differentiation and robust separation of public, private and semi-private space, so that all the spaces are clearly defined and adequately protected in terms of their use and ownership. Consideration for some lighting, in particular shared parking courts and footpaths. Design and layout of pedestrian, cycle and vehicle routes into and within the site, including how these integrate with existing patterns in the village. Landscaping and planting, in particular, potential hiding places and dark or secluded areas should not be created. In practice this means that Secured by Design status for new housing developments and commercial premises including railway stations can be achieved through careful design and the use of a limited number of through routes, so that they are well used, effectively lit and overlooked, thereby creating a safe and secure atmosphere. Developers should, at an early stage, seek advice from the Police Designing out Crime Officers at Cambridgeshire Police Headquarters on designing out crime.</p>	
A General Comment	S11		<p>Due to resource pressures we are no longer able to provide you with comprehensive bespoke advice on Neighbourhood Plans. Notwithstanding the above I attach a copy of the Agency's 'Planning Application Guidance' (PAG) document for the applicant's assistance</p>	Noted
Flood Risk	S13		<p>We note that the Neighbourhood Development Plan does not include any policies relating to flood risk or surface water drainage in Waterbeach. Given that a number of flood events have been reported in Waterbeach in recent years, we advise that such policies are included and we would draw your attention to the</p>	Noted.

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			Cambridgeshire Flood and Water Supplementary Planning Document which should assist in the development of the Neighbourhood Plan.	
A General Comment	S14		We welcome the production of this neighbourhood plan, but do not currently have capacity to provide detailed comments. We would refer you to our detailed guidance on successfully incorporating historic environment considerations into your plan, which can be found here: https://historicengland.org.uk/advice/planning/plan-making/improve-your-neighbourhood/ .	Noted
A General Comment	S15		Sport England has a statutory and non-statutory role in the planning system. Our statutory role relates to proposals which affect land in use as playing fields. Our non-statutory role relates to proposals for new sports facilities, or proposals that result in the loss of existing sports facilities (not playing fields) and residential developments of at least 300 units. We have assisted SCDC in the development of the new settlement at Waterbeach Barracks, with regard to provision for sport and physical activity. We consider that for some sports (e.g. cricket) provision should be through the improvement to existing provision at Waterbeach Recreation Ground. This could be secured via a s106 agreement that secured funding towards enhancing existing facilities within the catchment area of the new settlement. Sport England, in conjunction with Public Health England, has produced 'Active Design' (October 2015), a guide to planning new developments that create the right environment to help people get more active, more often in the interests of health and wellbeing. The guidance sets out ten key principles for ensuring new developments incorporate opportunities for people to take part in sport and physical activity. The Active Design principles are aimed at contributing towards the Government's desire for the planning	Noted

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			<p>system to promote healthy communities through good urban design. Sport England would commend the use of the guidance in the master planning process for new residential developments. The document can be downloaded via the following link: https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design</p>	
A General Comment	S3		<p>Claremont Planning have been instructed by Southern and Regional Developments (Waterbeach) to prepare representations to the pre-submission consultation exercise of the Waterbeach Neighbourhood Plan. The submission relates to land under their control at Bannold Road, Waterbeach and the emerging policies proposed through the Neighbourhood Plan. Southern and Regional Developments (Waterbeach) are keen to establish the Bannold Road site's suitability, availability and deliverability as a location to achieve sustainable residential development that can achieve the objectives identified in the emerging Neighbourhood Plan. Southern and Regional Developments (Waterbeach) will also submit a Site Promotion Document which provides an overview of the site and technical details demonstrating the site's suitability. Technical assessments are currently undergoing on the Site and these will establish a comprehensive assessment of the Site. This document will be made available to the Neighbourhood Plan Group upon its completion. Southern and Regional Developments (Waterbeach) specialise in the promotion and delivery of strategic sites through the plan preparation process and by securing planning permission for development. They have a long proven track record in achieving residential allocation and development in sustainable locations across central, southern and eastern England. They believe the UK's</p>	Noted

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			consistent failure to provide the number of homes it needs is best addressed through the provision of homes on sustainable sites, but particularly those which address housing shortfall and deliver well-designed schemes that address the local demographic.	
A General Comment	S3		Continued from above: The consultation on the draft Neighbourhood Plan is an ideal opportunity to presented the Bannold Road site for consideration, following it's submission to South Cambridgeshire District Council through both the Call for Sites exercise held in March 2019 and through the Issues and Options Consultation of the emerging Greater Cambridge Local Plan. It is the objective of Southern and Regional Developments (Waterbeach) to promote the site as an appropriate location for development at Waterbeach that is able to contribute towards meeting specific requirements of the village. The delivery of the Bannold Road site will not be restricted by infrastructure delivery and will not cause any increase in flood risk to neighbouring lands. The development has the potential to deliver 40% affordable housing on site as well as substantial recreational open space and over 6.6 hectares of Green Infrastructure incorporating a footway/cycleway to the new railway station from the old (as sought by the Greater Cambridge Greenway Initiative) and a bridleway adjacent to the railway. The eastern limits of the site are influenced by the River Cam's flood extent and this promotion provides the opportunity to provide an area of recreated Fenland habitat that will deliver significant biodiversity enhancements.	Noted
A General Comment	S12		The following response from South Cambridge District Council is intended to provide constructive assistance for the Waterbeach Neighbourhood Plan Steering Group and Parish Council. It fully	Noted

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			<p>appreciates the effort that has gone into its preparation and supports its aspirations to secure the future of Waterbeach in so far as allowed by the planning system. The comments we have made on your Plan are provided in two sections – General overarching comments about particular issues that relate to your Plan as a whole & A schedule which is set out in Plan order with more detailed comments on each policy and its supporting text.</p>	
A Missing Policy	S2	Yes	<p>Summary comment: A carbon policy for Waterbeach may be appropriate</p> <p>Decarbonising is a good idea but there are a lot of misleading / doom-saying projections which, like the "dash for diesel" may do more harm than good in rural areas with poor public transport, especially now the Big Oil companies are promising to go carbon-negative even when including consumers' own downstream use in heating homes or propelling cars.</p>	Noted
A General Comment	S6	Yes	<p>Summary comment: General comments on drafting of plan</p> <p>6.1.2 “The signalised junction on Denny End road not only allows access to/from the northbound A10, but also creates traffic breaks which are vital to allow similar movements from Slap Up junction”. Para 6.1.6 References to 2019 events in future, update? Also ‘A quiet road’ – should be ‘quiet’!</p>	See Recommended Change WT1-3 and Recommended Change WT1-4
A General Comment	S16		<p>Cambridge Past, Present & Future appreciates the invitation and opportunity to review and comment on the draft Neighbourhood Plan for Waterbeach. Overall, we feel the plan is sensible but are a bit surprised that the village have not seized on the chance to be</p>	

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
			<p>bold and more ambitious with the document.</p> <p>For example, we feel the plan should include an assessment of the relationship between the existing village and the new planned developments which are to be within the parish boundary, i.e. the 11,000 (which is misquoted in your draft as 9,000) new homes plus much other associated development. There is also the relocation of the rail station worth assessing and including. It would be worthwhile to consider how the existing and proposed will work together, what could improve the integration and impact, etc.</p>	
A general comment	S16		<p>The intention of a Neighbourhood Plan is for the Parish to have some control over development in their village to protect and preserve the special character of their village. It is an expansion of the conservation area appraisal which sets out the character and setting of the village, what makes the village special, what are threats to the area, what the opportunities are, and how you wish to see any growth and expansion incorporated. You can also include what the short term and longer-term needs are for the village, such as social housing, affordable housing, balance of employment, etc.</p> <p>Seeing the quantum of development and change being proposed for the village there is an opportunity for your Neighbourhood Plan to influence some of that change. We are given to believe from South Cambs Council that your historic conservation area is at risk due to the proposed developments and your Neighbourhood plan is a mechanism to manage this with careful consideration of what the impact will be.</p>	

Pg, policy etc.	Ref.	Support policy?	Extended Comment	NP Group Response
Glossary	S12		7. The current draft does not include a comprehensive glossary. As planning uses a number of specific terms that may not be widely known by your local community it may be beneficial for you to consider including a glossary. The adopted Local Plan for South Cambridgeshire has a glossary which could help you define some of the commonly used words. This is Appendix D in this plan. There is also a glossary at the back of the NPPF which could provide you with useful definitions.	Agreed. A more comprehensive glossary will be prepared.

Table 7.10: Schedule of Recommended Changes to the pre-submission plan prior to the preparation of the submission plan.

Reference	Page number, paragraph etc.	Recommended Change
Map -1		Include a map in Chapter 2 showing key constraints including green belt and flood plain.
Contents-1	Contents Page	Insert page numbers to assist in navigation.
Chapter 1-1	Paragraph 1.4	Amend paragraph 1.4 to read. <u>"The Waterbeach NP cannot be used to stop development which is required of it by the District Council Local Plan and the national planning policy context set out in the National Planning Policy Framework. district and national policy context"</u>
Chapter 2-1	Paragraph 2.4	insert the words " <u>, having to be in general conformity with them,</u> they can provide...
Chapter 2-2	Table 2.1	Amend the item against NH/14 to read: " <u>The Waterbeach Plan Area</u> includes 3 <u>four</u> parcels of land which are designated as scheduled ancient monuments. These are: <ul style="list-style-type: none"> • Denny Abbey • Car Dyke • Site of the Waterbeach Abbey - <u>Romano-British Settlement at Chittering"</u> <p><u>Correct the title of NH/14 to Scheduled Ancient Monuments Heritage Assets</u></p>
Chapter 3-1	3.3	change 2 allotment sites to "two allotment sites"
Chapter 3-2	Paragraph 3.15	Add a last sentence to paragraph " <u>Since the opening of Cambridge North Railway Station, passenger numbers using Waterbeach Train station have started to decline but numbers are still significant (recorded as 407,000 in the 2018/2019 figures published by Office of Rail and Road).</u>
Chapter 3-3	paragraph 3.2	Add at the end of the paragraph (although the off peak service is expected to increase soon).
Chapter 3-4	Paragraph 3.10	In addition, there is an emerging strategic site allocation in the Waterbeach Neighbourhood plan area for a further 9,000 dwellings to come forward as part of the Waterbeach New Town. An outline planning application S/0559/17/OL was approved in September 2019 for up to 6,500 new homes and associated facilities by Secretary of State for Defence and Urban and Civic Plc. The planning application covers the MoD-owned land (former barracks and airfield) that falls within the Waterbeach New Town strategic site allocated in the emerging Local Plan. The remainder of the Waterbeach New Town strategic site is owned by <u>is subject of a planning application from RLW</u>

Reference	Page number, paragraph etc.	Recommended Change
		Estates. They have consulted the community once in April 2017 and a second time in November 2017 with their emerging proposals for their part of the site. Their proposals include 4,500 new homes in the eastern part of the allocated strategic site. They refer to their scheme as <u>Fen Edge Area comprising Station Quarter, Fensteads and Fenland Parks.</u> Station Quarter and Fen Edge park. In March 2018, they submitted a planning application (planning reference S/0791/18/FL) to SCDC with proposals to relocate the existing Waterbeach train station. <u>This was approved on 9 January 2020.</u> According to RLW proposals, the new station is set to open in 2021 and will be built for eight carriage trains with land safeguarded to allow future expansion to twelve carriage platforms.
Chapter 3-5	Paragraph 3.12	Amend paragraph 3.12 as follows: "Affordable housing <u>(see glossary for definition)</u> makes up a similar proportion of the housing stock as elsewhere in South Cambridgeshire and Cambridgeshire. In 2011 there were 280 affordable homes available on a rented basis and 17 shared ownership properties. Together these accounted for 15 per cent of housing stock."
Chapter 3-6	Paragraph 3.4	Insert missing full stop at end of paragraph. Also insert a comma in the penultimate sentence after the words Cam Washes and before a Site of Special...
Chapter 3-7	Paragraph 3.3	Remove reference to the Community Orchard
Chapter 3-8	Paragraph 3.7	Include a map to complement the information provided in Landscape showing the extent of the NP area, the flood extent and the extent of the green belt.
Chapter 4-1	Paragraph 4.18	Correct the word Identify to identity.
Chapter 4-2	Paragraph 4.3 Issue 1iii)	Amend this issue as follows: "Unavailability of parking spaces close to shops and services. There is evidence of users of Waterbeach station leaving their cars parked on streets within the village all day. Who is it an issue for? <ul style="list-style-type: none"> • Local businesses • <u>Local</u> Users of local shops and businesses • Pedestrian environment and residential amenity where parked cars obstruct pavement/safe crossing points"

Reference	Page number, paragraph etc.	Recommended Change
Chapter 5-1	Themes and Objectives table	<p>Amend item v. and vi under "A Sustainable Community" as follows:</p> <p>v. There should be safe, attractive and direct non-<u>motorised</u> vehicular routes between the two communities.</p> <p>vi. There should be convenient <u>motorised</u> vehicular routes between the two communities but, in order to minimise rat running and congestion, this access should not be direct.</p> <p>Amend item iii under Village Heart as follows:</p> <p>iii. Traffic management and parking measures to facilitate local passing car-based trade (<u>for those that need to</u>) in Waterbeach village heart</p> <p>Also delete green infrastructure from 5th theme (as it is in 6th theme).</p>
Chapter 5-2	Paragraph 5.3	<p>Amend paragraph 5.3 as follows:</p> <p><u>"Seven</u> five themes and ten objectives underpin this vision."</p>
Chapter 6-1	Policy chapter and Core Objective 1	<p>Provide an explanation in the plan as to the relationship of Objective 1 with the polices in the plan.</p>
WT1-1	Policy WT1	<p>Amend paragraph 1 in Policy WT1 as follows:</p> <p>"1. Development coming forward as part of the Waterbeach New Town will be required to make provision for:</p> <p>a) a direct, safe and high-quality segregated pedestrian and cycle route providing access for residents in Waterbeach village to shops and services provided at Waterbeach New Town and the planned relocated train station;</p> <p>b) a footpath from the built-up area of the proposed Waterbeach New Town to Denny End Abbey along the causeway;</p> <p>c) a direct, safe and high-quality <u>non-motorised</u> pedestrian and cycle link from Waterbeach Village to Cambridge Research Park; and</p> <p><u>d) a direct motorised route for public transport vehicles only from Waterbeach Village to Waterbeach New Town."</u></p>

Reference	Page number, paragraph etc.	Recommended Change
WT1-2	Supporting text.	Add the following text to the end of paragraph 6.1.5 <u>"The Causeway proposal is of great significance to the Village and allows an old and well used route to be restored to its pre-WW2 status. The route will connect the south side of the village centre through the historic village and into the New Town, passing close the lake and finally to Denny Abbey. It links old and new as well as providing a significant amenity for both village and New Town."</u>
WT1-3	Paragraph 6.1.6	Amend this paragraph as follows: the Waterbeach Greenways route. The Waterbeach Greenways is a project initiated by the Greater Cambridge Partnership to create a route to enable cyclists, walkers and equestrians to travel sustainably from Waterbeach into Cambridge. The Greater Cambridge Partnership consulted on potential routes in the autumn of 2018 and <u>published further work in the autumn of 2019</u> . The proposed route runs largely parallel to the existing Cambridge to Waterbeach railway line and deviates from this to serve different locations in Waterbeach village. In terms of surface treatment, most of the routes is proposed to be made up of a shared use path (proposed to comprise a 3 metre path with a 2 metre grassy strip running parallel). Other sections will comprise a quiet road (for example on existing residential roads including Way Lane in Waterbeach). A quite quiet road is defined by <u>Waterbeach Greenways</u> as a 'route on the carriageway could have speed limits reduced to 20mph. White painted signage could be added to the carriageway where appropriate. Where there is no existing footpath, signage may be used to warn motorists that this is a multi-use route. Other sections will comprise a protected path which is defined as 'a 3 metre wide path with features that separate cyclists and pedestrians. Where possible, as much protection from the carriageway will be applied, this may include grass verges or shrubs'; and
WT1-4	Paragraph 6.1.2	Amend the second and third sentence in paragraph 6.1.2 as follows: The signalised junction at A10/Denney End Road creates queues on the A10 as well as from Denny End Industrial Estate during the morning and evening peak. <u>But this junction also creates traffic breaks which are vital to allow similar movements from Car Dyke Road onto the A10.</u> The village can also be accessed from the east along Car Dyke Road.

Reference	Page number, paragraph etc.	Recommended Change
WT1-5	Paragraph 6.1.1	Delete the second bullet point which reads "No vehicular route north of the village other than via the A10"
WT1-6	Map 6.1	Remove the map.
Wt1-7	Paragraph 6.1.8	Delete "such as the A10" in paragraph 6.1.8
WT1-8	Paragraph 6.1.9	Insert an additional paragraph under Policy intent to read: <u>"To complement this policy, Waterbeach Parish Council is committed to working alongside the community, SCDC, the County Council in its capacity as a highways authority and the developers to agree priorities with respect to required improvements in the cycle and pedestrian environment in the parish. Please see the community aspirations chapter (Chapter 7) for more detail. It includes a non-planning policy commitment for the parish council to continue working alongside landowners and highways to explore appropriate solutions in the village."</u>
WT3-1	Paragraph 6.3.2	Insert sentence after existing sentence which ends "during the peak morning rush": "There is inadequate controlled pedestrian crossings on the High Street, Bannold Road and Way Lane. The school also report that Way Lane has become much busier since new development has come forward on Bannold Road (see pre-submission comment)".
WT3-2	Policy	Amend policy to clarify that it would apply to development that involves increases in traffic movement. "1. All new development proposals <u>(where they generate movement of residents, workers, shoppers etc) should...</u> "
WT4-1	Paragraph 6.4.2	Amend paragraph 6.4.2 as follows: The Waterbeach Greenways project currently proposes to designate the High Street as a quiet road (could mean, <u>according to the Waterbeach Greenways project, 'speed limits reduced to 20mph White painted signage could be added to the carriageway where appropriate. Where there is no existing footpath, signage may be used to warn motorists that this is a multi-use route)</u> which would mean a stronger focus on pedestrians over vehicles. This measure would be supported by the Neighbourhood Plan.
WT5-1	Policy	Amend policy as follows: "2. To assist this school entrances should not be located beside through roads. Additionally, the

Reference	Page number, paragraph etc.	Recommended Change
		spatial framework of the new town should be arranged such that <u>the need for</u> children can avoid having to cross primary and secondary roads to attend school <u>is minimised and preferably avoided altogether</u> . Designs should minimise conflict between children on their way to school and vehicles as much as possible."
WT5-2	Policy intent	Insert additional policy intent paragraph after paragraph 6.5.1 as follows: <u>"6.5.2 Policy WT5 states that any proposals involving new schools should be designed and located so that the school entrance is not located beside through-roads. The purpose of this is to maximise pedestrian safety for pupils accessing the school and it is also intended as a deterrent to parents and carers who may otherwise drop-off children as part of their own vehicular journeys. An example of where this layout has been achieved successfully is at Bar Hill, where the primary road is located around the periphery of the town and the primary school within the peripheral primary road. Furthermore, current proposals by Urban and Civic include the design and location of a primary school which has no direct vehicular access for parents and visitors which is welcomed."</u>
WT6-1	Policy text	Table in Policy WT6, Item "St Andrew's Hill, Way Lane, Station Road and Rosemary Road junction". Amend the last sentence as follows: "Parked cars (documented on site as <u>comprising both residential and commuter parking</u>) along St Andrew's Hill presents further safety issues at this junction."
WT6-2	Paragraph 6.6.2	Insert additional paragraph after 6.6.2 to state <u>"Proposed road safety improvements could also benefit the look and feel of the Village Heart. For example, a narrower junction at St Andrew's Hill could add land that would add to the Gault. It is important that any highway improvement works do not adversely impact the significance of the historic buildings within the conservation area or the conservation itself."</u>
WT6-3	Policy text	Add a sentence to the first paragraph as follows: <u>"All highways works in or in the vicinity of the Waterbeach Conservation Area must be sensitively designed and seek to conserve or enhance the historic assets of individual buildings and the Conservation Area itself."</u>
WT6-4	Paragraph 6.6.2	Insert additional paragraph after 6.6.2 to state under new sub heading: <u>Pedestrian safety and public bus infrastructure</u>

Reference	Page number, paragraph etc.	Recommended Change
		<p><u>"There is a relationship between pedestrian safety and public bus transport infrastructure. Provision for bus passengers is generally poor throughout the village, with most stops having no shelter or seating (there are only 3 stops with a shelter).</u></p> <p><u>Many stops are situated on narrow pavements and ease of use is adversely impacted by parked cars. No bus stops in the village have on-road markings to prohibit parking.</u></p> <p><u>Measures which could assist with improving the safety of public bus users include:</u></p> <ul style="list-style-type: none"> <u>- smaller measures such as parking restrictions, road markings and 'No stopping except buses' signage would be, at the minimum, a simple way to help access by intending passengers.</u> <u>- more substantial improvements such as build-outs of the pavements at bus stops to prevent blocking by parked vehicles, assisting passenger access, to provide space for small bus shelters, and to act as traffic-calming infrastructure; and</u> <u>- re-modelling the excessively wide junction at the Green Side/Cambridge Road junction to improve pedestrian safety could provide space for a northbound bus-only slip road, incorporating a re-located northbound Green Side/Gibson Close stop (CMBGDAJG) and a shelter."</u>
WT6-5	Policy text	<p>Insert new item in the table in the Policy</p> <p><u>Location</u></p> <p><u>Bus stops in the plan area</u></p> <p>Safety issue</p> <p><u>Many stops are situated on narrow pavements and ease of use is adversely impacted by parked cars and road junctions which bus users need to navigate to arrive at a bus stop.</u></p>
WT6-6	Policy text	<p>Amend the text under safety issue for the first item (Denny End Road/High Street/Bannold Road Junction.</p> <p><u>"An exceptionally wide junction preventing safe crossing in addition to blind corners at the Bannold Road/High Street junction which prohibits safe crossing. One strategy would be to cross the High Street/Denny End Road at this location but blind corners along High Street/Bannold Road prohibits</u></p>

Reference	Page number, paragraph etc.	Recommended Change
		this. Cyclists turn right from the High Street into Bannold Road at risk also due to blind bends. <u>Measures are needed in this location which will result in improved pedestrian safety.</u>
WT6-7	Policy text	Amend the text under safety issue for the last item (Way Lane). Add the following text to the end of existing text: <u>“Traffic levels have increased rapidly due to development in the north of the village, exceeding design capacity, and causing dangerous conditions at school pick-up/drop-off times”.</u>
WT6-8	Policy text	Before recommended change WT6-5, add a further row in the table at the end as follows: Location <u>Car Dyke Road</u> Safety issue <u>Car Dyke road past the social club, Cambridge Rd and the bend following this. The entire section is extremely dangerous for cyclists, particularly the bend coming out of the village where drivers are often tempted to overtake on a blind bend.</u>
WT6-9	Paragraph 6.6.3	Amend the last sentence as follows: : "The policy therefore identifies these <u>in the table contained within the policy. This list is not intended to be exhaustive.</u> "
WT7-1	Policy text	Amend part 1 of the policy as follows: <u>1. Land is proposed for a Railway Station on land between Cody Road and the railway line, as shown on Map xx. The following requirements will apply to any future applications (including revisions to the existing consent) on this site. Development coming forward as part of the Waterbeach New Town will be required to make provision for disabled users travelling to and from work as part of any proposal to relocate the train station.</u> Provision should include: a) designated blue badge parking spaces (available to disabled users who have been granted a blue badge) at the relocated train station and outside principal shops and services b) securing a bus shuttle service suitable for access via mobility scooter and served by stops at accessible locations Include criteria c) in the policy:

Reference	Page number, paragraph etc.	Recommended Change
		<u>c) safe and easy access for disabled users to train platforms from points of arrival at the Railway Station such as the disabled parking parking bays and the public transport drop off locations.</u>
WT7-2	Paragraph 6.7.5	Amend paragraph 6.7.5 as follows: Planning consent has been <u>was</u> granted for the relocation of the train station on <u>9 January 2020</u> . It is deemed essential to retain this policy as planning permission expires after a two <u>three</u> -year period. Furthermore, the policy will provide essential guidance in the event of applications coming forward to amend or revise existing planning consents and the planning conditions associated with them.
WT7-3	Paragraph 6.7.3	Insert a new paragraph after 6.7.3 to state: "The viability of providing a bus shuttle service suitable for access via mobility scooter and served by stops at accessible locations, is demonstrated through the provisions of the planning application submitted and subsequently approved (09 Jan 2020) by RLW. The Planning Statement, the Design and Access Statement and the Sustainability Strategy all refer to the inclusion of the village shuttle bus as part of their sustainable solutions where the shuttle bus will be fully accessible for disabled users (e.g. pg 28 of the Design and Access Statement)
WT8-1	Supporting paragraph 6.8.3	Add a bullet point at end of 6.8.3 <u>"supporting measures which will make Waterbeach a less attractive option as a through route such as installation of pedestrian crossing points and a new street design which leads to a narrowing of the roads to make Denny End Road and High Street look less like through routes."</u>
WT8-2	Supporting text. Paragraph 6.8.3. Insert a new paragraph	Add a paragraph after paragraph 6.8.3 <u>6.8.4 We could also look at other non planning-related measures such as the implementation of a 20mph zone along Denny End Road and Waterbeach High Street</u>
WT8-3	Policy intent	Amend paragraph 6.8.4 as follows: 'The intention of this policy is to ensure that where new development comes forward that will

Reference	Page number, paragraph etc.	Recommended Change
		exacerbate existing <u>residential amenity</u> problems relating to traffic in the village, measures to mitigate those problems will be secured'
WT9-1	Policy intent	Insert additional policy intent paragraph after the current paragraph 6.9.9 <u>"In addition to the permitted public rights of way, there are other outdoor walking routes including the popular Car Dyke which provide important recreational amenity to the Waterbeach residents".</u>
WT9-2	Policy intent	Insert additional policy intent paragraph after paragraph 6.9.8 as follows: <u>"6.9.8 Policy WT1 is also relevant to the objectives underpinning Policy WT9 since it requires the provision of a new footpath from the built-up area of the proposed Waterbeach New Town to Denny Abbey along the causeway".</u>
WT9-3	Policy	Amend the policy as follows: Policy WT09 – Protecting and enhancing the provision and quality of <u>Waterbeach's walking routes including the Waterbeach Public Rights of Way (PROW) network</u> 1. The Public Rights of Way network <u>and the Car Dyke scheduled monument</u> shown on map 6.5 <u>are valued as providing important outdoor recreational opportunities and will be protected or enhanced.</u> 2. Proposals which include new public rights of way, including bridleways in suitable locations, will be viewed favourably and where opportunities arise to create new links into the existing PROW network, proposals will be expected to do so. 3. <u>Where a proposal comes forward which will be visible from a public right of way, consideration should be given to the design and layout so that visual amenity from the public right of way is maintained and, where possible, enhanced.</u> Development proposals which adversely impact on the amenity value of the PROW network either through interruption to the network or through proposals which impact adversely on the enjoyment of the network (e.g. impacting on the visual amenity, wildlife value or open setting of a PROW) will not <u>normally</u> be supported. <u>In the case of the Waterbeach New Town and the permitted proposed relocated Railway Station where it is expected there will be visual amenity impacts on the surrounding PROW, proposals will be expected to minimise impacts through sensitive design and</u>

Reference	Page number, paragraph etc.	Recommended Change
		<p><u>mitigate impacts through appropriate landscaping".</u> Insert additional text following at the end of point 3 in the policy:</p>
WT9-4	Map 6.5	Amend the map to include the Car Dyke scheduled monument.
WVH10-1	Policy	<p>Amend the first paragraph of the policy as follows:</p> <p>"1. Development proposals within the defined Village Heart (as defined on Map 6.7) will be supported where:</p> <ul style="list-style-type: none"> a) existing town centre uses (shops, services, community facilities) are retained at ground floor level; b) existing shop fronts which contribute to the character and appearance of the village are maintained or enhanced; c) proposed development will otherwise not undermine the function of the village heart as a hub for village shops, services and community facilities; and d) <u>where there is adequate provision (in terms of quality and quantity) of parking provision to serving</u> serve the existing shops are either maintained or improved
WVH10-2	Paragraph 6.10.3	<p>Amend paragraph 6.10.3 as follows:</p> <p>"The village heart is easily accessible by many from many parts of the village residents by foot and many residents will walk through it on their daily route to the train-railway station or the bus stop. This includes including secondary school children. However, many customers to the shops in the village heart will have arrived by car. may travel by car, They are either as they are parishioners on the way to work or home or because they are non-parishioners visiting the services whilst passing through. There are free car parking facilities all the way around the edge of the Green. Many of the spaces are in practice used up by commuters who leave their car for the day before parking up their cars and then walking to the train station. Some of this parking around the Green can detract from the quality of the public realm and also present <u>presents</u> pedestrian safety issues around at crossing points. Policy WVH2 <u>WVH11 (Public Realm Improvements in the Village Heart)</u> supports improvements in the quality of the street scene environment (public realm) which <u>itself may result</u></p>

Reference	Page number, paragraph etc.	Recommended Change
		in a reduction of impact on provision of on street parking provision in specific places. But, overall existing parking provision which supports businesses in the village should be retained or improved."
WE12-1	Policy	Amend the policy as follows: 1. Development proposals for new employment uses at Denny End Industrial Estate and Cambridge Innovation Park will be supported. The following considerations apply: a) A need to maintain a high-quality frontage to Denny End Road; b) Maintaining or improving residential amenity to neighbouring properties; c) Utilising opportunities to improve street scene within the site itself; and d) Improved non- <u>motorised</u> vehicular access to the site.
WHCD13-1	Design Principles	Amend where the following design principles are applicable: WDP1: change 'typical of' in the second sentence to 'complementary to' WDP4: amend text in the third column as follows 'applicable to all development in all locations. <u>With respect to the Waterbeach New Town it is acknowledged the new town will have its own identity separate to that in Waterbeach Village but, nevertheless, and inkeeping with Policy SS/6 of the Local Plan, the design approach should be an appropriate response to existing local character including that in Waterbeach Village.</u> WDP5: change from "applicable for all development in all locations to "applicable to proposals in Waterbeach Village only" WDP11: amend to "The rural landscape (<u>beyond the approved Waterbeach New Town</u>), should be managed to retain its distinctive sense of remoteness and isolation". Change the second column as follows. 'Applicable in the Central and Northern rural parts of Waterbeach <u>the parish</u> ' WDP14: amend to "Opportunity for innovation and the creative interpretation of the design principles is encouraged, so long as the design enhances the distinctive character of Waterbeach (including the open Fenland Character). <u>In the case of development coming forward as part of Waterbeach New Town, proposals should respond sensitively to the open Fenland character which surrounds it.</u>
WDCH 14-1	Schedule 2	In last point, replace "reflect" with "respond".

Reference	Page number, paragraph etc.	Recommended Change
WDCH 14-2	Policy	Amend the second paragraph of the policy as follows: "Beyond the settlement edge (including, once developed, the newly defined edge at Waterbeach New Town), the distinctive sense of remoteness and isolation experienced in our fen edge landscape shall be respected and the long distance, uninterrupted views, <u>out to the north and east</u> , across the flat fenland landscape especially from the River Cam shall be protected or enhanced."
WDCH15-1	Policy map	Amend the map to show the correct extent of Town Holt.
WGI16-1	Tables 6.4, 6.5 and 6.6	Ensure the tables are accessibility compliant. Also ensure the information relating to Ownership and other comment is included in tables 6.4, 6.5 and 6.6
WGI 16-2	Paragraph 6.16.8	Amend paragraph 6.16.8 as follows: "The following sites which are currently not designated as PVAAs under the Local Plan are also considered appropriate and suitable for PVAA designation: <ul style="list-style-type: none"> • Green space at entrance to Barracks • Woodland behind Saberton Close and Park Crescent"
WGI 17-1	Paragraph 6.16.10	Last bullet point: replace Bannold Drove with "Burgess Drove"
WGI18-1	Paragraph 6.17.3	Replace WGI17 with WGI18 in paragraph 6.16.3
WGI 19-1	Policy	<u>Amend the policy as follows:</u> <u>The sites listed below and identified on Map 6.11 are valued highly by the community for their contribution to supporting biodiversity in the parish and are to be protected. Development proposals will be resisted if they result in damage to biodiversity value at these sites. Any development proposals which impacts upon them must contribute to, rather than detract from, their biodiversity value:</u> <ul style="list-style-type: none"> - Floodplain grazing marsh south of St John's Church, to the east along Station Road, along the River Cam and at Denny Abbey

Reference	Page number, paragraph etc.	Recommended Change
		<p>- <u>Areas of deciduous woodland in the parish including south west adjacent to the A10 and in the south east behind Saberton Close and at Waterbeach Barracks</u></p> <p>- <u>Site of Special Scientific Interest in the north east of the parish which is the southern extent of the Cam Washes.</u></p> <p>- <u>County Wildlife Site along Denny End Road</u></p> <p>- <u>Cow Hollow Wood</u></p> <p>- <u>River Cam County Wildlife Site</u></p> <p><u>All development should provide net gains in biodiversity by creating, restoring and enhancing habitats for the benefit of species. In doing so, applicants should seek to retain and enhance the biodiversity value of the network of deciduous woodland, species and habitats in the parish. This applies to development coming forward at Waterbeach New Town as well as other strategic and major (e.g. 10 or more dwellings) development proposals where opportunities for creating and reconnecting existing and new habitat networks may be the greatest. However, it also applies to smaller development proposals (e.g. less than 10 dwellings) where opportunities for tree and hedgerow planting will exist, together with measures such as the incorporation of bird and bat boxes and installation of green or brown roofs.</u></p> <p><u>Map note. The locations of deciduous woodland shown on Map 6.11 are indicative locations as sourced by www.magic.gov.uk</u></p>
WGI19-2	Map 6.11	Add the part of the River CAM county wildlife site that falls within the plan area
WGI19-3	Paragraph 6.18.1	<p>Insert the following sentence after paragraph 6.17.2</p> <p><u>"... duplicate these in the NP. The specific measures relating to net gains in biodiversity set out in the second paragraph of Policy WGI 19 have been identified as they are specifically applicable to Waterbeach parish and have been informed through community and stakeholder engagement."</u></p>
WH 20 -Housing Mix – 2	Policy numbering	Correct the policy numbering.

Reference	Page number, paragraph etc.	Recommended Change
WH 20 Housing Mix -2	crossed out text	Remove the strikethrough text.
WH 21 Rural Exception site affordable housing in Waterbeach Parish	Policy wording	<p>Policy WH 21 – Rural Exception Site Affordable Housing in Waterbeach Parish</p> <p>Proposals for the development of small-scale affordable housing schemes on rural exception sites adjoining the Waterbeach Village development framework boundary will be supported provided that:</p> <ul style="list-style-type: none"> • the number, size, design, mix and tenure of affordable homes are confined to, and appropriate to, meeting identified local <u>parish</u> needs; • for green belt locations, that no alternative sites exist that would have less impact on Green Belt purposes; • that the affordable homes are secured in perpetuity; • the proposed development contributes positively to existing character of the village in terms of design, layout, materials, landscaping and biodiversity; and • the scheme provides for pavements and direct walking routes into neighbouring settlements.
WH21-1	Policy text.	<p>To be supported, residential development proposals at Waterbeach New Town must make a meaningful contribution towards meeting affordable housing needs in Waterbeach parish.</p> <p>This means that people with a strong local connection to Waterbeach parish (through residence, employment or close family) whose needs are not met by the open market will be <u>given priority of allocation</u> allocated (be first to be offered the tenancy or shared ownership of the home) <u>for a</u> proportion of affordable homes being delivered at Waterbeach New Town as follows:</p> <ul style="list-style-type: none"> • 50% of the <u>first 200 affordable homes for rent</u> Affordable Rent units within the first 5 years <u>from the first new-build dwelling completion on site</u> of the build-out; • 25% of the <u>first 50 intermediate affordable</u> Low Cost Home Ownership homes within the first 5 years <u>from the first new-build dwelling on completion on site</u> of the build-out. <p>If, after the first five years <u>from the first new-build dwelling on completion on site</u> of build-out, the Waterbeach affordable housing needs, are not yet satisfactorily addressed, <u>an appropriate</u> local connection criteria should continue to be applied to a proportion of the affordable homes until it is.</p>

Reference	Page number, paragraph etc.	Recommended Change
		<p><u>The above provisions will be subject to a cascade mechanism so that if a completed affordable dwelling has not been taken up within a reasonable time period it will be made available to address wider affordable housing needs.</u></p> <p>A proposal comprising a different percentage (to that set out in this policy) of affordable homes to be tied to a local connection criteria will be supported where this is justified through provision of up to date evidence on anticipated housing completion figures and affordable housing needs in the parish.</p>
General		Change all references to Train Station to Railway Station
Glossary		Review glossary to be more comprehensive
Chapter 7		Review chapter 7

9. Appendices

Note: Appendices are contained in a separate document

- Appendix 1 - Neighbourhood Inception leaflet
- Appendix 2 – Public Engagement Banner
- Appendix 3 – Pre–Submission Post Card delivered to household in the village 2019/2020
- Appendix 4 – Midway Engagement Leaflet sent out via E-mail to Villagers – October 2018
- Appendix 5 – Neighbourhood Development
- Appendix 6 – Community Consultation – October 2016 Plan meeting at St John’s Church, Winter 2015 Edition
- Appendix 7 – Survey Monkey Results – October 2016
- Appendix 8 - NP Objectives Survey Results 28 Mar 2018
- Appendix 9 - May 2017 – NP Beach News
- Appendix 10 - Nov 2018 – Workshop Invitation
- Appendix 11 - Nov 2018 – NP Survey
- Appendix 12 - Workshop Overview Report
- Appendix 13 - Nov 2018 – Midway Engagement Consolidated Findings
- Appendix 14 - November 2018 – Transport Midway Consultation Analysis
- Appendix 15 - November 2018 – Paper & Online Survey Results