

## Summary of application for Waterbeach Parish Council planning meeting- 16 Nov 2021

21/04625/FUL | Change of use from agricultural land for the construction of an A10 bridge structure with associated earthworks embankment bridge landing, construction of a shared use route for non-motorised users between the Waterbeach Barracks site and Green End including a 3m shared footway cycleway and 2m grassed verge for equestrians and 1m grassed verge, hard and soft landscaping, lighting, construction compound and temporary haul roads | Land Between Green End And The Waterbeach Barracks Site Waterbeach Cambridge Cambridgeshire CB25 9PA



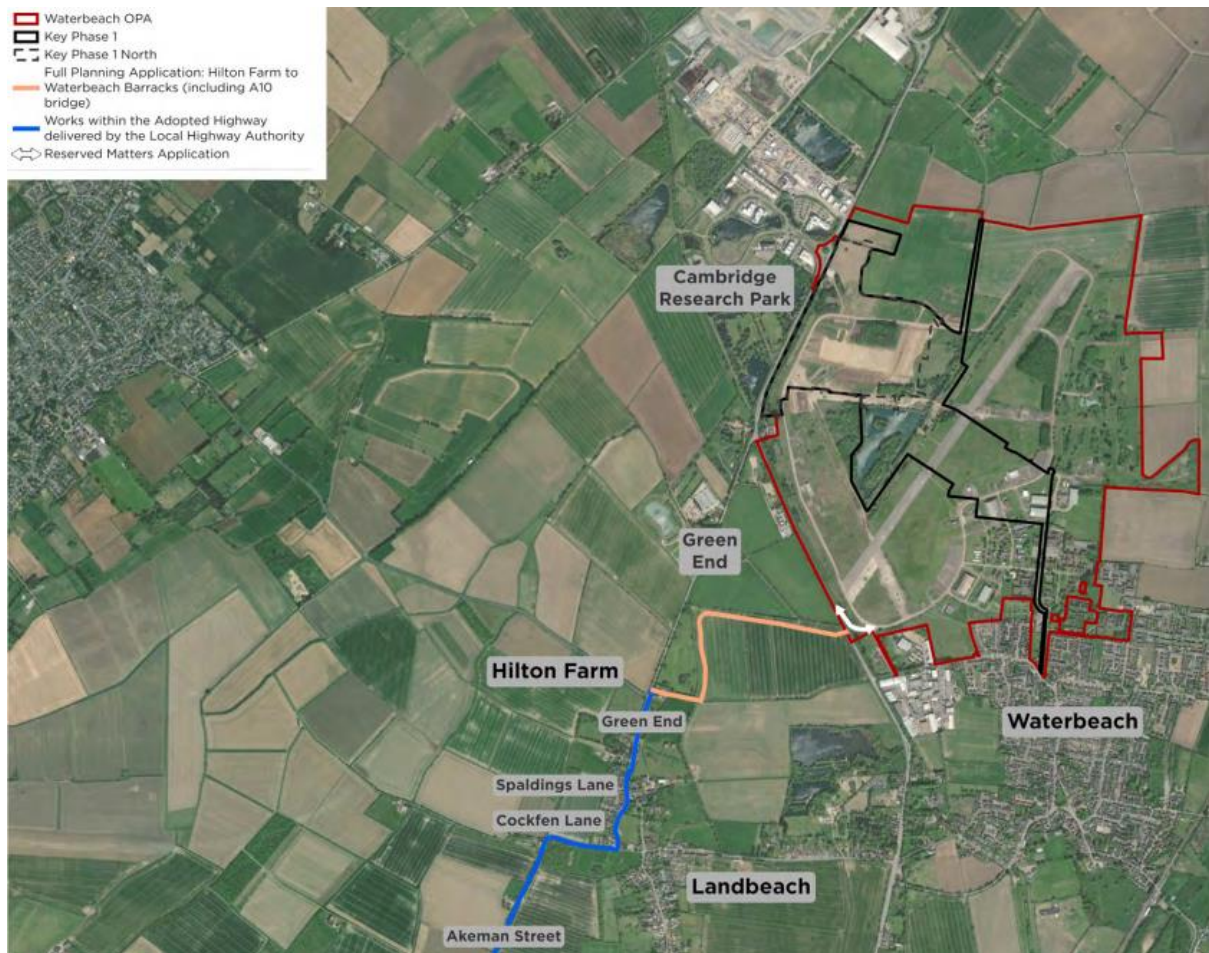


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The partner application for this ref 21/04353/REM has been validated in Sept and 3D Planning provided a summary of this for WPC October meeting. The REM submission covered those parts of the bridge abutments within the Waterbeach new town application site; this application covers the bridge itself and the elements of the footpath/ cycleway / bridle way to the west of the A10 towards Green End, Landbeach.

This application is made as a full planning application as it sits outside of the outline application site for the new town, it relates to the orange line on the inset plan below.



The provision of the Mere Way cycle route is a requirement of S106 pursuant to the UC outline planning permission; under the strategic transportation interventions – Early Transport Measures. The Mere Way cycle route was required alongside A10 cycle way within the outline permission to enable sustainable forms of cycle transport into and out of Cambridge.

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Extracts from the outline permission S106 2, Table A of Annex E.

| Part 2 – Early Transport Measures/Early Transport Contributions  |  |   |  |   |
|--|--|---|--|---|
| Table A – Early Transport Measures/Early Transport Contributions which are subject to the “Table A Protocol” |  |   |  |   |
| Early Transport Measure  | The earliest stage at which, subject to the Table A Protocol, the relevant measure is required to be delivered (by reference to the Occupation of Dwellings unless stated) | The point at which, unless otherwise agreed, the Owner's obligation shall be to pay the relevant contribution in lieu in accordance with the Table A Protocol (by reference to the Occupation of Dwellings unless stated) | The relevant contribution in each case being, if payable pursuant to the Table A Protocol, an Early Transport Contribution | Drawing   |
| A10 Bridge   | 150  | 100   | £1,922,550   | Drawing A (30509/5521/124/P5 )  |
| Existing Bus Stops Improvements  | 150  | 100   | £7,000   | Drawing J (30509/2003/GA/001)   |
| Mere Way Cycle Route   | 150  | 100   | £1,987,430   | Drawing B (including: 30509/5521/120/REV P6; 30509/5521/121/REV P5; 30509/5521/122/REV P6; 30509/5521/123/REV P5; 30509/5521/124/REV P5; and 30509/5521/125/REV P6);  |
| Milton Cycleway Improvements   | 1  | Commencement of Development of the first Residential Reserved Matters Area  | £560,572   | Drawing C (including: 30509/5513/002/REV B; 30509/5513/005/REV C; 30509/5513/006/REV B; 30509/5513/007/REV C; 30509/5513/008/REV B; 30509/5513/009/REV B; 30509/5513/010/REV D; 30509/5513/011/REV C; and 30509/5513/012/REV C) |

Much of the Mere Way cycle link does not require planning permission as it is described as ‘transportation works within the highway’ this is identified blue on the attached inset plan which extends down Mere Way under the A14 and into the Cambridge Science Park.

The application is made for the construction of the A10 bridge and the change of use of land / construction of the link from this across agricultural land to Green End.

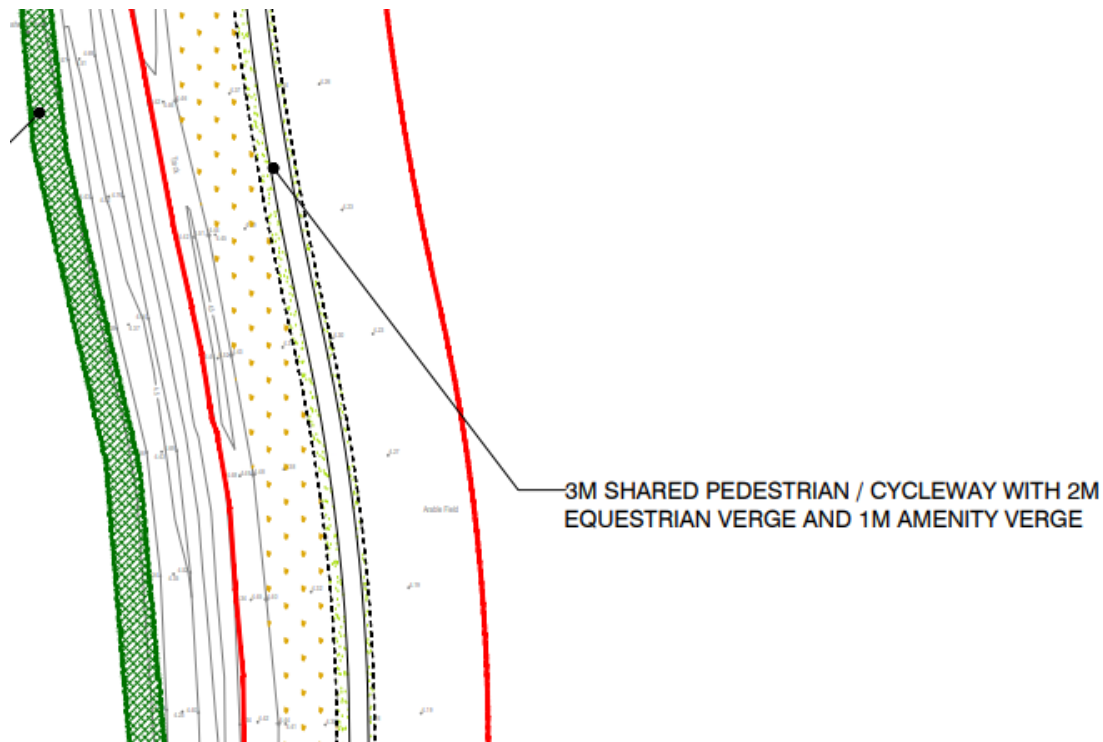
Reference is made to the Design and Access Statement which accompanies the submission for a full explanation.

Overall justification on behalf of the applicant is as set out in the Outline and reiterated in the DAS. It is a requirement of the S106 to be in place before occupation of the 150<sup>th</sup> property.

The specification of the cycleway link is basically;

- 3m footpath cycleway-
- 2m verge for horses and
- 1m +grassed verge
- additional ecological grassland planting on peripheral land

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Design- illustrations of the bridge are shown on page 1.

The route of the cycleway from the A10 to Green End is not the most direct- but follows existing field boundaries, however in practice this does not add much to the length of the route.

Ecology; the impact are set out in the ecological assessment- alongside the mitigation and net biodiversity enhancements from planning of native wildflower mixes on the verges adjacent to the cycleway.

Trees; an arboricultural planning statement is submitted with the application – it notes that there are a number of trees to be removed to facilitate the bridge embankments and cycle way – although these are mostly at the A10 edge of the site – and the assessment suggests that the losses are not of high quality trees. I can't comment on this as I haven't done a site visit.

At the time of writing there are no substantive objections from statutory consultees on file.

Summary of Issues for Waterbeach Parish Council.

- The principle of the link is enshrined within the outline planning permission(S106) for UC.
- The application is made for full planning permission as it is not within the application site for the outline permission- whilst the eastern side of the bridge embankment is made as a separate reserved matters application.
- The elements of the overall scheme that require planning permission is limited as set out in this application.
- The application submission sets out impacts and mitigation.

It is considered that the proposal is consistent with the planning permission/ transport strategy for the outline planning permission for the UC site and within that context the planning application proposal seeks to provide the link in the most expedient and least impactful manner.

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