

8. COMMUNITY ASPIRATIONS (NON- PLANNING POLICIES)

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8.1 Non Planning Policies

8.1.1 As part of the preparation of the NP, the NP Steering group have identified (primarily through community and stakeholder engagement work) a range of community shared aspirations which are not directly related to the development and use of land and/or which cannot be fully addressed through planning policies in the NP (i.e. the policies in Chapter 6 of this plan). They are included here in this chapter to explain how the community and the WPC can work together, alongside the NP, and commit to actions which will assist in realising the vision and aims of the neighbourhood plan.

Managing traffic issues in Waterbeach village

8.1.2 WPC will engage with stakeholders and the community as set out in Transport policies WAT 1 *Improving connectivity between Waterbeach village and key destinations* WAT 6 *Improving road safety in Waterbeach village* and WAT 7 *An accessible village and town* to help identify solutions to existing road safety and accessibility issues in the parish. WPC is intending to engage a consultant to assist with agreeing an overall approach to addressing transport issues in the parish and wider public realm issues in the village (see below for public realm). It is our intention this will result in an identified list of projects which will reflect the priorities shared by the community as identified through ongoing WPC community and stakeholder work (see Table 8.1).

Mitigating the traffic impact of Waterbeach New Town on Waterbeach village

8.1.3 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 implement road safety measures, in particular for pedestrians, cyclists and mobility impaired users. It is also required where possible that any schemes make an improvement to the public realm. We also intend to work with RLW Estates in the future as their proposals progress. As required by Policy SS/6 in the 2018 Local Plan and by the policies in this NP, the developers will need to mitigate the impact of their proposals on Waterbeach village through specific measures including S106 contributions. WPC will continue to work with the developers, with Cambridgeshire County Council as the responsible highways authority and with SCDC to make sure these measures sufficiently off-set adverse impacts

created through the development and to make sure potential benefits to Waterbeach community are maximised.

Village Heart

8.1.4 As acknowledged in the supporting text to Policy WAT 11 – Public Realm Improvements in the Village Heart, the identified street scene improvements may not be **delivered** through the planning policy WAT 11 alone. They can only be delivered where a development proposal necessitates the improvement as a way of mitigating the impacts of a proposed development being considered. Furthermore, it is important that there is a delivery strategy in place so that improvements or contributions towards improvements from individual development proposals collectively deliver the best outcome in the interest of the village. WPC is therefore committed to working and engaging with the relevant landowners, highways, SCDC, stakeholders and the community to work towards the delivery of the identified public realm schemes as set out in Policy WVH 11 – *Public Realm Improvements in Waterbeach Village*. As part of this, WPC is committed to supporting existing businesses in the heart of the village and will maintain a collaborative approach with businesses in its approach.

8.1.5 As part of realising the NP Objective 6 “*Amenities along the Village High Street will thrive and continue to provide essential services to the local community*”, WPC consider it important that the Green and Gault area is made a more sociable place by enabling residents to meet and socialise in the vicinity of shops, pubs and green area.

8.1.6 To enable this to happen, WPC are intending to engage a consultant to assist with identifying available options that could be deliverable in order to complement the Neighbourhood Plan vision, objectives and policies. We intend for this work to be written up in a study and made available for comment from residents, business and other stakeholders.

8.1.7 It is important that the character of the area around the village green is preserved for future generations which will include keeping the existing “green lung” area including the existing trees. WPC aspire to green up the Village Heart and parish wherever possible to prevent the further concreting over of gardens and frontages onto the Green and Gault area

8.1.8 WPC will seek the provision of more bicycle racks to be installed in the Village Heart area to encourage green travel and to encourage people to come to use the village facilities and amenities from all areas of the parish including Chittering and Waterbeach New Town.

Public Footpaths

8.1.9 WPC will seek to ensure that all village and parish footpaths, byways and bridleways are protected and maintained for green connectivity and for the health and wellbeing of its

residents. We will work with landowners to improve the amenity value of footpath number 247/1. WPC wish to increase biodiversity and create green corridors wherever possible throughout the parish as set out in policies WAT 15, WAT 16, WGI 17 and WGI 18.

Housing

8.1.10 WPC will seek to engage with SCDC, stakeholders and the community to ensure a diverse housing mix and to ensure the allocation of affordable homes in Waterbeach New Town to people with a parish connection. As part of this, we will work alongside the Waterbeach Community Land Trust. We will support the provision of self-build homes as set out in policies WH19 WH20 and WH21.

A sustainable and green community

8.1.11 WPC will work with the community and stakeholders to explore how we can create a more sustainable and green community.

8.1.12 Cambridgeshire County Council, South Cambridgeshire District Council and Cambridge City Council have declared a “climate emergency” WPC would wish to support where possible the initiatives and policies that emerge from the local authorities.

Table 8.1: Highways concerns and suggestions provided by parishioners as recorded by Waterbeach Parish Council October 2019.	
Location	Identified concerns and suggestions for improvements
Bannold Road	The road from Way Lane to Bannold Drove is in very poor condition and is narrower than it used to be despite more traffic.
	Traffic calming is needed to prevent speeding
	The public path adj to No. 3 is extremely dangerous. The view on the one side of the road is completely obstructed for both pedestrians and and cars entering Bannold road. Traffic calming is needed.
	I regularly walk our dog along Bannold Road and Way Lane after 18.00 hours and have noted the amount of vehicles travelling north, often 6 or 7 in a line; I must assume the reverse is the case in the mornings. It appears that this is now used as a 'rat run' for entry to the old ministry housing and to new developments off Bannold Rd.
Bannold Road & Denny End Road	A warning or slow down sign by the fork from Denny End Road into Bannold Road. The corner for those turning right is quite blind. There are a lot of people who fly

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	down Denny End road and although they can see someone waiting to turn right from Bannold Road, the person waiting cannot see them until they are upon the corner when it is too late.
Barker Close bend	Volume of parking on the street, also Station Road and around the village green and Cambridge Road near the Social Club and where it joins Car Dyke Road
Cambridge Road	We urgently need a permanent sign on that section of Cambridge Road. Cars race along Car Dyke Road at 50 mph, slow down to 40 (maybe!) yards before the 30 sign and then rarely observe the speed limit as they head down towards the village.
Car Dyke	Investment in the preservation of Car Dyke
Chapel Street	Resurfacing of zebra crossing outside baptist chapel, marks are eroded - WORK PROGRAMMED
	Restricted waiting signs in the layby outside the Village stores/Post Office on Chapel Street
	Renewal of lines on pedestrian crossing - WORK ALREADY PROGRAMMED
Chittering	Gates at entrance to provide visual deterrent to speeding and prevent vehicles mounting the grass verge
	passing place not yet provided (requested in various responses to planning applications)
	Village entrance and exit. Having an electronic sign as cars enter Waterbeach a minimum requirement. Horningsea has permanent ones at both ends.
Clare Close	Need more parking spaces. Some years ago they were promised but a metal railing was put up. There are lots of cars parked around.
Clayhithe Road	Possible filling of lane used for car parking and access to little hithe at Clayhithe Bridge, opposite Bridge Inn
Denny End Road	Install a pedestrian crossing near their entrance or if not possible, impose a reduction in the speed limit
	Request to relocated bus stop on Denny End Road nr Brewery Tap.
Denson Close/Waddelow Road	double yellow lines at junction
Gault	Limit parking time in the existing layby and near the Chinese takeaway to either 15 or 30 minutes.

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	Relining around and on the crossing near the Baptist chapel. It is very worn and almost invisible in some places.
	Pedestrian crossing needs repainting, especially as the blinking lights cannot be seen southbound when the sun is low in the sky
Gault/St Andrews Hill	yellow lines from the crossing to Sunnyside
Gibson Close	some type of permit or restriction on vehicle numbers needed
Green	either a 12-2 parking restriction around the perimeter of the green, or yellow line along one side and make the One Stop road one-way
	One Stop side cars parked on the pavement - especially as on double yellow lines
Green	for at least two further Pedestrian Crossings
	allow parking only on one side of the road
	some type of permit or restriction on vehicle numbers needed
	Possible parked vehicles by commuters - Restrict parking times suggest 30 mins to 1 hour
	restrictions around The Green to prevent all day parking
	No parking/double yellow lines on both the East and West side of the Village green on the side of the road nearest The Green
	Village chemist inconsiderate parking - suggest restrictive bollards
Green/Gault	time restriction (say 1 hour) in lay-by Village Stores and outside the Chinese
Greenside	Introduction of a disabled parking bay and dropped kerb outside the pharmacy and a consequent repositioning of the bus stop
	bus stop markings
	Repair needed to pavements in Greenside (from Cattell's Lane to the Gault). It is a trip hazard. Also, no obvious double yellow lines along that stretch.
	Request for bollards on pavement by Darlings and the Chemist p Greenside and Cambridge Road difficulties

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Location	Identified concerns and suggestions for improvements
	accessing bus services for residents with mobility scooters etc due parked vehicles
High Street	Parking restriction to 3 hours or yellow lines around The Green and establish a one-way system around The Green
High St/Primrose Lane	Double yellow lines across entrance to Primrose Lane, shared space, paving surface. Also shared space, paving if no 11 High Street becomes a residential property, as both these areas have blind spots for pedestrians.
Lode Avenue	line renewal at both ends of Lode Avenue S
Primrose Lane	Shared use paving and double yellow lines around the mouth of Primrose lane and pavements for safety reasons
St Andrews Hill	Double yellow lining at corner of St Andrews Hill and the Gault
	Residents only parking or double yellow lines up to the Rosemary Road junction. The wide width of the road as it meets Station Road often makes it quite dangerous for pedestrians to cross as the many parked cars obscure the traffic.
	Paint relatively short yellow lines at two locations to overcome sightline problem for cars turning left from Chapel Street, and on opposite side to prevent cars coming from Way Lane backing up behind cars parked on the southern side of St Andrew's Hill. WPC- HIGHWAYS ISSUES RAISED Ref Location Issue
	Double yellow lines between Salvation Army Hall and the dotted Give Way line (although small in length this stretch gives rise to considerable visibility problems for drivers heading towards the church)
	Prevention of parking on St. Andrew's Hill, junction between there and Way Lane/Rosemary Road P Waddelow Road and Denson Close New housing and school overflow has increased on street parking at peak times
Station Car park	to be extended
Station Road	renewal of lines
	extend double yellow lines in in front of the level crossing
Waterbeach Station Car Park	Danger caused by bicycles using the footpath into Waterbeach Station car park as a shortcut, especially as

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	no lighting in winter months. Install a set of off-set rails to prevent bicycles from using this very short footpath? I understand that bicycles are NOT meant to use it. Waterbeach Station Car Park Larger car park needed.
Way Lane	<p data-bbox="632 472 1383 741">Dangerous crossroad (Cattells and Pieces lanes). Parked cars very close to the corner of the crossroad making it hard to see oncoming traffic when coming out of Pieces lane. Needs road markings or sign to ensure PARKING for 10 metres from the intersection. S Way Lane A traffic sign for 'Elderly/frail/disabled crossing' near Box Tree Cottage to help vulnerable residents</p> <p data-bbox="632 757 1383 904">Cars on Way lane, on the village green side of the corner of Way Lane and Pieces lane, are blocking the view of cars turning out of Pieces Lane. Creating a bottle neck of traffic.</p>
Way Lane/corner of Bannold Road	Opposite the Doctors - Pavement is in bits and huge holes in pavement. Bollards on corner to protect nos. 116 and 114 Way Lane
Whitmore Way	By the rail Station Resident feels the pull out is dangerous because of the speed cars are going by and limited sightlines
Winfold/Denny End Rd	Double yellows at junction.

GLOSSARY

Affordable Housing Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.

Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).

Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.

Homes that do not meet the above definition of affordable housing, such as “low cost market” housing, may not be considered as affordable housing for planning purposes

Public Realm Area of open space (hard (paved) or soft (vegetated) that members of the public have access to. Public realm includes pavements, parks and areas of space outside community facilities.

Waterbeach Greenway The Waterbeach Greenway is a proposed route to enable cyclists, walkers and equestrians to travel sustainably from Waterbeach into Cambridge.

Following a public consultation on this route, the results were analysed. The Executive Board took the decision at its meeting in February 2020 to proceed with the Waterbeach Greenway and approved an outline budget of £8million.

Local Plan The South Cambridgeshire Local Plan sets out the planning policies and land allocations to guide the future development of the district

	<p>up to 2031. It includes policies on a wide range of topics such as housing, employment, services and facilities, and the natural environment. The South Cambridgeshire Local Plan was adopted on 27 September 2018.</p>
NPPF	<p>National Planning Policy Framework. The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. It was last updated in Feb 2019.</p>
SPD	<p>Waterbeach New Town Supplementary Planning Document. The SPD relates to an area of land covering approximately 580 hectares situated about 9km north-east of Cambridge City Centre. The site is focused on brownfield land formerly used as Waterbeach Barracks, accompanied by adjoining farmland.</p> <p>The SPD provides guidance about how the new town should be designed, developed and delivered consistent with the new Local Plan. It has been prepared to guide a comprehensive approach to its development and the provision of infrastructure across the whole site.</p>
Quiet Road	<p>A quiet road is defined by Waterbeach Greenways 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.</p>
WHCA	<p>Waterbeach Heritage and Character Assessment undertaken by AECOM in 2018 to support the Neighbourhood Plan</p>
DSE Review	<p>Demographic and Socio-Economic Review for Waterbeach undertaken by Cambridgeshire ACRE in 2017</p>