Greater Cambridge Local Plan

Proposed Submission (Regulation 19) Consultation - Response Form

Please submit your comments (known as representations) by **5pm** on **Friday 25 September 2026**.

Data Protection and Freedom of Information

We will treat your data in accordance with our Privacy Notice. All personal information that you provide will be used solely in relation to the Greater Cambridge Local Plan.

Please note that each representation and the name of the person or organisation who made the representation, and the name and organisation of the agent (where used), will be published on our website - representations cannot be treated as confidential.

Additionally, respondent details and representation(s) will be made available to the Planning Inspectorate and to the Inspector appointed by the Secretary of State to conduct the examination.

By submitting this response form you are agreeing to these conditions.

About this Response Form

This response form has two parts:

- Part A – Your details. We cannot formally register your comments without your details.
- Part B – Your representation(s). Please fill in a separate sheet for each representation you wish to make. If you need more space to provide your answers, please expand the boxes or continue on an attached separate sheet.

We strongly encourage the submission of representations via our consultation platform at https://consultations.greatercambridgeplanning.org/proposed-submission-greater-cambridge-local-plan If you are unable to submit your representation using our online system, this response form is available to downloaded to complete electronically from www.greatercambridgeplanning.org/local-plan.

Your completed response form should be:

- emailed to localplan@greatercambridgeplanning.org, or
- posted to: Greater Cambridge Shared Planning Policy Team, South Cambridgeshire District Council, South Cambridgeshire Hall, Cambourne Business Park, Cambourne, Cambridge, CB23 6EA

If you are having difficulty submitting your comments, please contact localplan@greatercambridgeplanning.org or call 01954 713694.

Part A: Your Details

Information required	**Personal details ***	**Agent's details (if applicable)**
Name	N/A	Julia Foster
Organisation (where relevant)	Urban&Civic plc	David Lock Associated Limited
Job Title (where relevant)	N/A	Managing Partner
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* If you have appointed an agent to represent you, you only need to complete the Name and Organisation (if applicable) under Personal Details, but you do need to complete the full details of the agent. All correspondence will be sent to the agent.

Part B: Your Representation

Please fill in a separate sheet for each representation.

Section 1: Which document, and section of that document, does your representation relate to?

Document	**Policy / Paragraph / Site / Map** (please identify)
Proposed Submission Greater Cambridge Local Plan	Policy S/WNT: Waterbeach New Town
Proposed Submission Policies Map	N/A
Sustainability Appraisal	N/A
Habitats Regulations Assessment	N/A

Section 2: Do you consider that the Greater Cambridge Local Plan is sound and legally compliant?

Test	Yes / No
Legally compliant	Yes
Sound	No

Section 3: Your representation

Please set out and explain your comments. Please be as precise as possible, and please do not just refer to an attached supporting document(s). For your representation (comments) to be considered, your representation must be set out here. Wherever possible, set out precisely any changes you think should be made to the plan and its policies.

These representations are submitted by David Lock Associates on behalf of Urban&Civic (U&C). U&C now own the Barracks and Airfield site at Waterbeach, which forms the major part of the Waterbeach New Town allocation. Prior to the purchase of the site U&C were development partner to the previous owners, the Defence Infrastructure Organisation.

As master developer, U&C are delivering the redevelopment of the Barracks and Airfield, primarily under Outline Planning Permission S/0559/17/OL (The OPP) (dated 25 September 2019). Outline Planning Permission for redevelopment is also in place on the remaining part of the allocation, in separate ownership.

U&C is proud of the progress made in delivering Waterbeach New Town and remains fully committed to realising its long-term vision.

The emerging Local Plan still has a very important role to play in this endeavour. The new Plan provides a vital driver. While the principle of the development is established and embedded in extant outline planning permissions across the whole site, there remain some significant challenges to accelerating delivery and achieving full build-out.

U&C very much appreciate the further evolution of the Waterbeach Policy since Regulation 18 and the proactive engagement of officers to clarify and update the Policy.

U&C does broadly support the Policy, but submits objections on a number of detailed points, where the Policy is not clear in relation to what is expected, or inaccurate, or risks ambiguity to the extent of misinforming those less familiar with the details of the planning position.

U&C remain hopeful that many, if not all, of these issues can be resolved through further engagement with officers in advance of Examination.

The Policy and supporting text do not acknowledge that the entirety of the Waterbeach New Town Allocation is now subject to Outline Planning Permissions for development, under which implementation is progressing.

In the case of other allocations in the Local Plan, where comparable permissions are already in place, such as Hinxton Genome Campus, this important context is very clearly set out in the text accompanying the Policy. The drafting of this Policy rather implies that an outline planning permission is still to be granted or that permissions are partial. For example, paragraph 3.382 includes reference to matters that are 'to be secured under S106 Agreement' in circumstances where those matters are very much already secured under the existing permissions.

This context is especially important because the extant planning permissions are not entirely consistent with the emerging Policy and cannot be retrospectively amended to be so. The Policy will be relevant to future reserved matters applications or, should it ever be necessary, different outline planning applications. However, for now, development is progressing under the extant outline planning permissions. Accordingly, matters such as viability, infrastructure funding, Section 106 obligations, subsequent planning requirements and practical delivery considerations are governed by those permissions.

Either the Policy needs to reflect what is permitted, or there needs to be a clear explanation that the development is progressing under extant outline planning permissions.

Part 8a of the policy indicates that Waterbeach is 'allocated for' a range of uses. In principle, this is acceptable: a site can be allocated for a wide range of uses, and subsequent Planning Applications then address what is to be delivered, which may be some or all of what the Policy permits.

The issue with the drafting as it stands is that the Policy expresses key land use requirements (homes, employment and retail) as 'approximate' amounts and, in the case of homes, includes precise details, which, as explained in the supporting text, are now defined as requirements; specifically, 24 Gypsy and Traveller Pitches and 1050 units of specialist accommodation.

The current relevant Outline Planning Permissions express land use requirements as maxima and set 'up to' limits. Some uses are defined and required (not least those that are subject to obligations, such as schools); others represent 'opportunity' that may or may not be delivered in full or may fall short of the ceiling figures. The amount of employment or retail floorspace will, for example, depend entirely upon demand. The degree to which priority is afforded to housing delivery is also important.

Policy Part 9 states that 'the above use will need to be delivered in a timely way', which establishes an expectation that the uses will <u>all</u> be delivered, give or take a margin that is reflective of an 'approximate' figure. This is not the case and not the basis on which the OPPs have been granted. U&C are strongly of the opinion that clarification is needed to ensure that this does not create false expectations or misunderstandings.

U&C and its partners have delivered specialist key worker accommodation for nurses on site and affordable homes, alongside market homes. The precise composition of the residential provision is not defined. However, in the relevant Outline Planning Permission, it is for determination phase by phase, in response to the Applicant's proposal and the Policy in the Adopted Local Plan. The only Outline Planning Permission obligations are to deliver affordable housing and a minimum quantity (5%) of accessible homes: these requirements are fully factored into viability and the U&C delivery plans.

A precise quantity of Gypsy & Traveller and a precise quantity of specialist accommodation is not an obligation under the Outline Planning Permission, and was not a requirement under the extant South Cambridgeshire Local Plan Policy or the Waterbeach SPD in place at the time the Outline Planning Permission was granted. Gypsy & Traveller pitches are not expressly permitted under the OPP. Neither, for that matter, are other uses now included in this Policy, such as burial space. The Local Plan does not demonstrate that these requirements are now deliverable.

U&C can bring forward a range of dwelling types and tenures under the Outline Planning Permission and are working with the local planning authority to achieve a broad mix including specialist housing where delivery partners can be identified, and viability permits; U&C are not obligated or working towards a target number of specialist units, delivery of all types of housing or Gypsy & Traveller pitches. The SPD did not address how or where Gypsy & Traveller pitches might be accommodated on site, and the use has not been factored into parameter plans or subsequent more detailed plans. It is not easy to incorporate this need now, especially given the 'edge' location requirement. As the supporting text to the proposed Policy H/GT states: '*New communities that accommodate Gypsies and Travellers and the settled community from their conception allows for the different land uses to be considered in a co-ordinated and integrated manner through the masterplanning and design process.*' This did not happen as the Waterbeach proposals were shaped, as there was no requirement for it to happen. Waterbeach is now significantly beyond the point of 'conception', and it is not possible to revert to reshape development that is in progress.

Directing any residential (Use Class C3) housing land to Gypsy and Traveller use will reduce the number of dwellings delivered against the 6,500 dwelling allocation. To maintain viability and the current Affordable Housing commitment, which remains below policy target, development land could only now be reassigned to uses not currently permitted, at greater than market residential land value, to redress the loss of land for market and affordable homes. This is not an approach which U&C is willing to support.

Policy Part 10 is generally supported, subject to two further proposed amendments:

Policy Part 10d -
Runway Park is not a historic feature – it is a linear area of grass, alongside the former runway that is proposed for amenity, as a green corridor: it is a feature of the proposals coming forward, not an asset to be protected.

Policy Part 10g -

Reference to ‘village’ does not make sense – the SEA is related directly to, and north of, the Town; it is not related to the existing village, so it is not protecting ‘village character’.

Policy Part 12 -
It is not entirely clear what is meant by ‘built form’ being in accordance with the indicative Spatial Framework diagram. The diagram does not show built form. We assume the intention is to limit the built development area and suggest drafting that would correspond to this, as long as it can be suitably keyed on the Spatial Framework Plan.

Policy Part 17 -
A minor addition to this section has been suggested to reflect the fact that not all features on the site can be retained or make a positive contribution. Recent practical experience of seeking to maintain plantation trees on site is a good example of where maintaining older, lower-quality stock is not successful, and new planting is preferable.

Policy Part 22 -
It would be helpful to have greater consistency between the text and Spatial Framework Plan with regard to the location of park and ride, mobility hubs and a full multi-modal interchange at the proposed new Station. The Plan uses a symbol that combines all these elements together.

Policy Part 22a -
This is related to design on site, so (i) should refer to ‘town’, not ‘village’.

Policy Part 23 -
Refers to an ‘agreed master plan’ and the need for a ‘transport mitigation plan’. It is not clear if either of these things exist at present. The Waterbeach SPD provides an overarching form of master plan – is this what is being referred to?
With regard to transport, the OPP establishes a bespoke ‘monitor and manage’ based mechanism for transport mitigation. It is not clear whether this is still aligned with the ‘strategic and local transport mitigation plan’ referred to in the emerging Policy. If the policy is signalling something new/different in relation to a master plan and transport mitigation plan, it should be clear in what circumstances these are required and how they differ to that which is already in place and guiding delivery. It should only apply in circumstances where the mitigation approach is not already settled. Otherwise, it is unclear how and when an applicant should respond to this Policy requirement.

Policy Part 26 -
A minor correction is suggested to reflect that not all development is subject to design code requirements and that Reserved Matters Approvals (RMAs) are the primary determinant of delivery.

Indicative Spatial Framework Plan for Waterbeach New Town
The status of this Plan remains somewhat unclear, but U&C welcome the fact that it is now more closely aligned with the existing SPD and Outline Planning Permissions. To better align with the drafting of the Built Development, it would be beneficial if the yellow area was labelled as the ‘Area for Built Development’. Simplification means that important distinctions are lost, such as the difference between a small mobility hub at the northern entrance and a major interchange at the station (both have the same labelling). It is important that there is clarification somewhere in the Plan that these Diagrams are high-level and indicative or the plan needs a further level of granularity to be accurate.

Please provide a 100 word summary of your representation.

Urban&Civic (U&C) broadly supports Policy S/WNT, but objections on a number of detailed points, where the Policy is not clear in relation to what is expected, or inaccurate, or risks ambiguity to the extent of misinforming those less familiar with the details of the planning position. U&C considers the Policy should better reflect the extant outline planning permissions and avoid creating expectations inconsistent with those consents. Amendments and clarifications are sought in relation to Gypsy and Traveller pitches, specialist accommodation, design, transport mitigation, masterplanning, infrastructure delivery and the Spatial Framework Plan to ensure the policy remains clear, accurate and deliverable.

Section 4: Supporting Documents

If you are submitting any supporting documents with your representation, such as maps or further evidence documents, please provide a list.

N/A

Section 5: Proposed Modifications

Please set out the modification(s) you consider necessary to make the Greater Cambridge Local Plan legally compliant and sound.

You will need to say why each modification will make the Greater Cambridge Local Plan legally compliant or sound. Please put forward your suggested revised wording of any policy or paragraph, being as precise as possible.

Set out below are Urban&Civic's (U&C) suggested amendments to the wording of Policy S/WNT (deletions are shown crossed through and additions in black, bold type). PLEASE NOTE – redrafting has not been offered in respect of Policy part 23, subject to further clarification of the local planning authority intention in relation to the matters referred to therein (see representation).

Objectives and place identity

1. *Waterbeach new town will be a vibrant community of a high quality and distinctive design, celebrating excellence in sustainable development and healthy living. It will be a well-connected place, ~~benefitting~~* ***benefiting*** *from the relocation of Waterbeach railway station along the eastern edge of the site. It will be easy to move around in a safe environment where active travel and public transport are the norm.*
2. *A new town centre will be created, and will form a basis for social interaction and provide new employment, with a range of facilities and amenities.*
3. *Across the new town there will also be other supporting facilities to support the growing needs of the new community including retail, community, leisure and sports uses, a hotel, primary, secondary and Special Educational Needs schools, sixth form centre and public open spaces.*
4. *The town will have its own special character and identity, respecting its location on the Fen edge, its historic landscape and features, and close proximity to Cambridge.*
5. *A coordinated and comprehensive approach will be required to deliver the two landownership parcels of land that fall within the new town and SEA. The Councils expect the continuation of engagement and collaborative working, and this will*

need to be demonstrated throughout the construction and long-term stewardship approach to the new town.

6. *A multifunctional Strategic Enhancement Area (S/SEA/WNT) (SEA) will be integrated with the development to ensure sufficient separation between the town and Denny Abbey, maintaining a soft, green landscape to create filtered views between the town and Denny Abbey as well as making provision for sports, recreation, ecological habitats and species as well as supporting the well-being of those living, working and visiting the town.*
7. *As set out in the indicative Spatial Framework (Figure 71), the SEA is inherently linked to the development of the new town and as such, will need to be planned and delivered in a coordinated manner.*

Uses

8. Waterbeach is allocated for mixed-use development, comprising:

*a. ~~Approximately~~ **Up to** 11,000 homes (delivering 5,629 homes within the plan period) in a wide range of dwelling types and tenures, ~~including~~ **which may include**:*

i. Affordable, key worker, extra care and older people's housing, community led homes, and self/custom build;

~~ii. A total of 24 permanent Gypsy and Traveller pitches (within two sites of 12 pitches, each on approximately 1 hectare of land) located within but on the edge of the development, or outside but in close proximity to the site, meeting requirements of Policy H/GT; and~~

*iii. ~~Approximately~~ **Up to** 1,050 units of specialist accommodation (Class C2), particularly for older people or those with disabilities.*

b. Up to 24 permanent Gypsy and Traveller pitches (within two sites of 12 pitches, each on approximately 1 hectare of land) located within but on the edge of the development, or outside but in close proximity to the site, meeting requirements of Policy H/GT; and

*~~b.~~ **c.** Employment floorspace of ~~approximately~~ **up to** 39,800 square metres (GIA) across the total site including offices (E(g)(i)), research and development (E(g)(ii)), light industrial (E(g)(iii)) and storage or distribution (Class B8). This must be:*

i. Focused on the town centre, the station district and other key areas of activity; and

ii. Delivered in phased timescales, and providing space to facilitate home working and flexibility for start-ups and for businesses to grow.

*~~c.~~ **d.** Retail provision of ~~approximately~~ **up to** 25,500 square metres (GIA) across the total site, and a range of services, assembly, leisure and other town and local centre uses, which must be provided in the new town centre, railway station district and at two local other key areas of activity;*

*~~d.~~ **e.** Social and leisure facilities to meet the needs of the development;*

~~e.~~ **f.** *Education including for early years, primary, secondary, sixth form and special educational needs;*

~~f.~~ **g.** *Recreational spaces including allotments and community orchards;*

~~g.~~ **h.** *Cultural facilities ~~including~~ **which may include** faith space, library, burial land and public art;*

~~h.~~ **i.** *Healthcare facilities to meet the needs generated by the development;*

~~i.~~ **j.** *A relocated Waterbeach railway station;*

~~j.~~ ~~Enhanced~~ **k.** *Park and Ride/Mobility Hub facilities;*

~~k.~~ **l.** *A wide range of outdoor sports, leisure and play spaces, which must be quantified and phased in accordance with a strategy to be submitted, to include indoor sporting facilities; and*

m. *Green infrastructure, including for biodiversity and sustainable drainage.*

*9. ~~The above uses~~ **Uses** will need to be delivered in a timely way that is linked to the phasing of residential development. Temporary facilities and meanwhile uses must be provided in the early stages of development to provide services and facilities for new residents and workers, reduce the need for them to travel, create a sense of identity for the new town and foster a sense of community.*

The development of Waterbeach New Town must do the following:

Context

10. Embed exemplar principles of landscape, townscape and heritage protection into the design of all phases of development, by:

a. Creating filtered views to and from Denny Abbey to conserve and enhance the setting of the Scheduled Monument, the Denny Abbey and Denny Abbey Refectory Grade I listed buildings and Barn and Gate Piers Grade II Listed Assets, and protecting key views from and to the Abbey;

b. Conserve and, where possible, enhance the setting of the Milestone Half Mile North of Goose Hall Grade II listed asset on Ely Road;

c. Using The Old Causeway as a key structural element of the masterplans for the new town;

d. Retaining, enhancing and incorporating ~~of~~ other key historical features, specifically:

i. Soldiers Hill earthworks;
ii. The grid structure of the Barracks;
iii. Waterbeach Barracks control tower;
iv. Memorial Garden;
v. Winfold Greenway;
~~vi. Runway Park;~~
vii. Car Dyke; and viii. Bannold Drove.

e. As part of a site wide landscape and ecological network, retaining and enhancing topographical features, hedgerows, tree belts and woodlands, species rich grasslands, watercourses, ponds, lakes, droves and wetlands;

*f. Incorporating key views out of the development to Ely Cathedral, Denny Abbey, Landbeach Parish Church, the East Anglian Heights towards the east, and the fens from Long Drove**;***

g. Providing strategic landscaping within and beyond the Site Allocation into the Strategic Enhancement Area (S/SEA/WNT), to maintain the village character of Waterbeach; and h. h. Maintaining historical links from the Waterbeach village through the site to Denny Abbey, achieved by re-establishing footpaths, in particular the Causeway.

11. Avoid vulnerable development on land to the east of the Bannold Drove, which could be at risk of flooding if a breach of the existing flood defences on the River Cam were to occur.

Built form

12.Ensure ~~built form of the new town~~ ***built development is generally confined to area*** *~~in accordance with~~* ***shown on the*** *indicative Spatial Framework Diagram.*

13. Deliver a form of development which includes:

a. Recognisable streets and other spaces to promote legibility, safety and accessibility;

b. Memorable features, groups of buildings and spaces that create a sense of place;

c. Long view corridors retained from Long Drove to the open landscape to the east and to the north, bringing these fen views into the development;

d. Higher densities and heights in the town centre and station area and the lowest heights and densities in areas closest to Denny Abbey and the town edges; and

e. A density and scale of development at the interface of the existing village that reflects the townscape character of the village including the density and scale of buildings in that area, specifically in the following areas:

i. The Barracks entrance;
ii. Denny End Road;
iii. Cody Road;
iv. Capper Road; and
v. Abbey Place.

14. Deliver a network of new centres for the town, specifically:

a. A town centre, which will be the main location for commercial, retail, leisure, entertainment, health and community uses. It will have civic spaces and functions, a clearly identified 'high street' and include residential uses on upperfloors;

b. A station district, which will be commercial centre and a sixth form college close to the relocated Waterbeach railway station; and

c. Two other Local Centres, one of which will serve the northeastern residential area and include community and other appropriate uses, including educational facilities, primary and secondary schools to meet the needs of the development.

15. Through the preparation of acoustic surveys, provide appropriate noise mitigation for homes that would be affected by the A10, railway station/line and Waterbeach Waste Management Park.

Public space

16. Incorporate formal and informal open spaces as an integral part of the spatial planning of the new town of Waterbeach and the Strategic Enhancement Area, maximising opportunities to promote wellbeing. Specifically, the new town must include:

a. Strategic natural and publicly accessible open space within the Strategic Enhancement Area to positively respond to the setting to Denny Abbey whilst providing wider benefits to residents and visitors;
b. Sports pitches, multi-use games areas (MUGAs) and play spaces, designed based on best practice including appropriate provision for all children and teenagers;
c. Civic spaces, including within the town centre and the railway station quarter; and
d. A generous quantum of informal open space, to establish the identity of the new town as a fenland edge settlement.

Nature
17. Integrate natural features into the development to contribute towards the quality of place and people's quality of life, including making provision for a significant network of green infrastructure. Measures must include:

a. *Retaining, and where needed, enhancing existing* ***and good quality*** *woodland, trees and waterbodies* ***that contribute to placemaking objectives****;*
b. *Providing ecological mitigation measures and ecological corridors;*
c. *Creating multifunctional spaces for amenity, landscape, biodiversity, recreation and drainage; and*
d. *Developing a comprehensive blue network within and beyond the site.*

18. The Strategic Enhancement Area (S/SEA/WNT) must create a clearly defined green buffer, which preserves identified viewpoints from the northern boundary of the town.

19. Promote cycling and walking as the preferred modes of transport from the outset of the development, by:

a. *Creating an active travel movement network, including footway and cycleways, to connect the key locations of the town centre, schools, employment areas and the*

relocated railway station site, and to provide attractive, direct and safe routes that link homes to public transport and key areas of activity;

b. *Providing direct, segregated high-quality pedestrian and cycle links to north Cambridge, surrounding villages and nearby existing facilities such as the Cambridge Research Park; and*
c. *Delivering a Smarter Choices package including residential, school and workplace travel planning.*

20. Incorporate necessary measures for horse riding, particularly within the Strategic Enhancement Area as well as the open spaces which form part of the active travel network.

Movement

21. Deliver a comprehensive and legible movement and connectivity network for the new town, connecting key locations of activity including the new Town Centre, schools, employment areas, and the relocated Waterbeach railway station. The network design must facilitate a low car living approach, where walking and wheeling are the first choice for most residents, workers and visitors from the outset, supported by residential, school and workplace travel planning.

22. This outcome will be delivered by:

a. Ensuring the design of the site:

i. *focuses the movement network on the key areas of activity ~~within the village~~, ensuring they are highly accessible and permeable by non-private modes;*
ii. *provides a series of well connected 'walkable neighbourhoods', each capable of meeting everyday needs, supported by clear and legible routes and effective wayfinding within and between neighbourhoods;*
iii. *includes a clear road hierarchy, including primary routes, and sustainable movement prioritised secondary streets and local access roads; and*
iv. *promotes low car ownership, including through restrained parking provision and innovative approaches such as off-plot car barns and shared parking solutions;*

b. Setting aside land for and/or directly delivering at least the following physical transport measures within the site, commensurate with the phasing of development:

i. *Provision for the Waterbeach to Cambridge public transport corridor and associated multi-modal transport hub. Public transport stops must include the necessary active travel connections, which form part of the wider site wide active travel network, as well as supporting facilities including adequate provision of high-quality bike storage;*
ii. *Provision of a relocated Waterbeach railway station with appropriate access arrangements by all modes to serve the village and the new town; and*

iii. *A primary southern access road from the A10, providing a loop around the new town, to access the relocated railway station and town centre. This will require junction improvements, with a design which discourages vehicles from routing into Waterbeach village and via Horningsea.*

c. Commensurate with the phasing of development, making financial contributions towards and, as appropriate, enabling the following transport measures external to the site:

i. *Improvement options for the cycle crossing at and connection to Bottisham Lock in order to improve connectivity to Wicken Fen and surrounding villages;*
ii. *Additional capacity to meet the forecast road traffic generation of the new town, particularly on the A10 and at the junction with the A14;*
iii. *Measures to mitigate the traffic impact of the new town on surrounding villages including Waterbeach, Landbeach, Horningsea, Fen Ditton and Milton;*
iv. *A review of and improvement to the access arrangements to Denny Abbey and the Farmland Museum; and*
v. *Measures identified within the Ely to Cambridge Transport Study to mitigate impacts of the development on existing roads.*

23. To support delivery of the agreed masterplan, a strategic and local transport mitigation plan must be prepared by the developer in consultation with the Local Highways Authority and Local Planning Authority. This must include making financial contributions towards and, as appropriate, enabling any other transport measures necessary to make the development of the site acceptable in transport terms, as evidenced at planning application stage;

a. *Sustainable and public transport measures;*
b. *Vehicular transport measures, including site access arrangements;*
c. *A comprehensive parking strategy aligned with low-car living objectives;*
d. *Infrastructure costing and delivery phasing; and*
e. *mechanisms for delivery, monitoring and review including potential delivery through Section 106 obligations, or CIL or other appropriate funding mechanisms.*

Resources

24. To maximise its sustainability, the development must provide opportunities for food production.

Lifespan

25. Development proposals should explore different models of delivery for new buildings and supporting infrastructure to accelerate the construction of the new town.

26. The delivery of Waterbeach must be in accordance with ***relevant planning permissions*** ~~*prepared,*~~ ***and, where required****, demonstrating compliance with approved*

design codes, prepared and submitted by the applicant to guide ~~reserved matters applications for~~ all phases of development.

27. Planning applications must establish a mechanism for the long-term stewardship of Waterbeach New Town. This must enable a sense of ownership for its residents and provide for well-managed and maintained spaces and facilities. In particular, management and maintenance plans will be required for:

a. *Landscape and open spaces;*
b. *Community buildings;*
c. *Indoor and outdoor sports facilities;*
d. *Unadopted roads; and*
e. *Parking enforcement for unadopted roads.*

28. In addition to the requirements on the Validation Checklist, the following will be required at the submission of an outline or major planning application:

a. *Acoustic surveys;*
b. *Strategic and Local Transport Mitigation Plan; and*
c. *Transport Assessment.*

Figure 71 (Spatial Framework)
Key the yellow area as 'Area for Built Development'.
Supporting information

3.3.80 The policy supports the continued development of the Waterbeach New Town. ***The allocated area is subject to three key separate planning permissions which together provide for comprehensive redevelopment to deliver the Waterbeach New Town and a new (relocated) railway station (application reference S/0559/17/OL, S/2075/18/Ol, S/0791/18/FL). These permissions were granted in accordance with the relevant policies in the Adopted South Cambridgeshire Local Plan 2018 and the Waterbeach New Town - A Spatial Framework & Infrastructure Delivery Plan Supplementary Planning Document 2019.*** *During the Plan period, the town is expected to deliver a significant proportion of the total number of new homes and the policy identifies a number of policy requirements to ensure a coordinated and effective approach is taken to deliver on the objectives and vision identity of the new town. The Councils will also support innovative models of delivery in order to accelerate the construction of the town.*

3.3.81 Since the allocation of Waterbeach New Town as a strategic site in the 2018 South Cambridgeshire Local Plan, the town has started to deliver new homes and associated facilities and infrastructure. The Council maintains high aspirations for the new town, ensuring that it delivers exceptional standards of sustainability, high quality design, a strong sense of community and respect for its historic setting. The indicative Spatial Framework identifies a number of strategic interventions for the new town to bring forward the site in line with the policy above whilst the Waterbeach New Town Supplementary Planning Document will continue to be a material planning consideration in the determination of future planning applications.

3.3.82 Waterbeach New Town will be a town set within a network of open spaces, building on the existing mature trees and vegetation found across the site. This Fen

edge inspired landscape network will establish the character of the new town and make it distinctive from other settlements in Greater Cambridge. The new town will need to be delivered in coordination with the Strategic Enhancement Area (SEA), which is a key feature of the town. The SEA Policy Area will play a multifunctional role, including filtering key views to and from Denny Abbey, providing strategic open space and areas for biodiversity enhancement as well as supporting the overall health and well-being of those living, working and visiting the new town. Taking inspiration from the landscape character, the EA will ensure the new town is rooted in its local Fen edge context.

3.3.83 Denny Abbey is a Grade I Listed Building and Scheduled Monument in an extensive landscape setting. The building and its setting should be conserved and enhanced. The reinstatement of the historic causeway connecting Denny Abbey with Waterbeach village, which pre-dates the barracks, would support this. There is a network of other old paths across the allocated site which should be retained and reinstated wherever possible. The retention of other historic features and important views would also support the context and identity of the new town.

3.3.84 The development strategy for Greater Cambridge is to direct any new homes, which includes specialist accommodation and Gypsy and Traveller pitches, to strategic sites on the edge of Cambridge and new settlements. ~~It is therefore important that the policies for these allocations include specific requirements~~ ***These policies therefore seek to introduce specific requirements*** *for specialist accommodation and Gypsy and Traveller pitches~~, as well as the overall number of homes to be provided. Waterbeach New Town as a whole is required to provide 24 Gypsy and Traveller pitches and 1,050 units as specialist accommodation (Use Class C2) during the Plan period~~ to contribute towards meeting the district's identified needs.*

3.3.85 Convenient services and facilities are required to support the new community. Many of these are to be secured under S106 Agreements and must be linked to the phasing of development to support this emerging community and support place identity.

3.3.86 To manage the movement network and promote health and wellbeing, walking and cycling will need to be more attractive than driving to access services and facilities within the new town and beyond. The new town is close to Cambridge and good quality transport links are vital, particularly for public transport. To support this, the existing Waterbeach railway station will be relocated to within the new town to enable a multimodal transport hub to be created to enable seamless travel. A mobility hub facility with a segregated public transport corridor will provide rapid public transport to Cambridge to access further employment and facilities.

3.3.87 A range of highway and transport mitigation measures will be necessary to manage the additional traffic and movement associated with the development. These measures will go beyond the site boundary and may include both work to the A10 and the junction with the A14 interchange.

3.3.88 A range of densities and building heights are required to provide the amount of development envisaged and to respect the existing townscape and landscape context. Higher densities and buildings should be concentrated mostly at the town centre and the station quarter, where services and facilities will be focused and within easy walking distance of new homes. Lower heights and densities will be necessary at the settlement edges to reduce the impact of development on the existing village, historic Denny Abbey and the surrounding Fen landscape characteristics.

3.3.89 Whilst most of the site lies within Flood Risk Zone 1 and at low risk of flooding, the impact of flooding needs to be mitigated. It had been demonstrated through the previous Local Plan that parts of the site are at risk of flooding in the event of a breach of the existing flood defences on the River Cam and therefore appropriate measures need to be introduced to mitigate this risk. Future planning applications may need to undertake a revised detailed Flood Risk Assessment, particularly in the eastern part of the town. 3.3.90 For the new town to be successful in the long-term, provisions for the management and maintenance of infrastructure, services and facilities are necessary and are to be agreed with the Local Planning Authority. The LPA also expects the relevant landowners/developers to work collaboratively to support the continued comprehensive and coordinated approach to delivery and to the long term stewardship of the town.

Please note your representation should cover succinctly all the information, evidence and supporting information necessary to justify your representation and any proposed modification(s), as there will not be a subsequent opportunity to make further representations other than at the invitation of the Inspector during the Examination process.

Section 6: Participation at the Examination

If you are proposing a modification to the Greater Cambridge Local Plan, do you consider it necessary to participate at the examination hearings?

Examination	**Yes / No**
Participate at the hearing sessions	Yes

If you wish to participate at the hearing sessions, please outline why you consider this to be necessary.

Urban&Civic (U&C), as master developer, is delivering the redevelopment of the Barracks and Airfield site. U&C owns the Barracks and Airfield site at Waterbeach, which comprises the majority of the Waterbeach New Town allocation. These representations are submitted in respect of U&C's interests within Greater Cambridge and are particularly focused on securing a consistent, effective and policy framework that will enable continued delivery at Waterbeach, determined and implemented efficiently.

Please note: the Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate in Examination hearing sessions. You may be asked to confirm your wish to participate when the Inspector has identified the matters and issues for examination.

Section 7: Being Kept Informed

Would you like to be kept informed of the progress of the Greater Cambridge Local Plan through to adoption?

Notifications	**Yes / No**
Informed of submission of the Local Plan to the Secretary of State for independent Examination	Yes
Informed of the publication of the Inspector's recommendations following the Examination of the Local Plan	Yes
Informed of adoption of the Local Plan	Yes