Waterbeach Barracks and Airfield

Your guide to the Outline Planning Application
Illustrative layout of the Barracks and Airfield development
Introduction

Urban&Civic has been appointed by the Ministry of Defence to bring forward the development of the former Barracks and Airfield.

The development aims to grow a new, vibrant community at Waterbeach, making best use of publicly owned, previously developed land. It will provide much needed housing for the local area, and support the successful economy of the Cambridge area. It will also play its part in bringing forward significant investment in transport, utility and community infrastructure to improve and benefit the quality of life for residents across the Northern Fringe of the City, investing up to £2billion through the period of the development.

Urban&Civic has been working with local partners and the community on the evolution of this Outline Application. This Guide summarises the key elements of the Application and provides information on next steps for the consultation and process of the Application, as well as where you can find out more information.
The area covered by the Outline Planning Application is owned by the Government, through the Defence Infrastructure Organisation, which is the part of the Ministry of Defence responsible for managing military sites and estates. The application has been submitted jointly by Urban&Civic and the Secretary of State for Defence.

The Barracks and Airfield area is approximately 293 hectares (724 acres) of predominantly “brownfield” (i.e. previously developed) land, having been in use as an operational military base both by the RAF and the Army, through the Royal Engineers. The site consists of buildings, such as hangars, office blocks and accommodation buildings, and structures, including the runway and taxiways. Some of these have been brought back into use for temporary community facilities, but most are unused and many unusable. The buildings are located within a landscape setting which includes grassland, woodland and a man-made lake.

There are no listed buildings on the site, but there are a range of heritage features, interesting and important landscape and ecology features, and key aspects raised in public and stakeholder discussions to date, which have informed plans which draw on the rich legacy of the site’s history, uses and activities. These form a fundamental part of the planning approach and are set out in detail across the range of strategies within the Application.

The site is part of a larger area allocated for development as a “Strategic Site” within Policy SS/5 of the South Cambridgeshire Local Plan, which is being prepared by South Cambridgeshire District Council. The Local Plan is at an advanced stage of preparation, and the planning application that Urban&Civic has submitted is in accordance with the Plan.
The Proposals

The proposals have been informed through an ongoing process of engagement with the local community, partners, neighbouring landowners and technical stakeholders.

What is an Outline Application?

An Outline Planning Application seeks permission for the principle of development, defines key fixes and limitations on the scale of development, and provides the framework within which more detailed proposals can be brought forward through further planning applications. More detail about the planning process and next steps follows on pages 10-11 and 34-39.

At this stage of the planning process, what is being applied for is very much about the size of development, key principles and land uses. This is backed up by many pages of surveys, strategies and background information, which are formally submitted as part of the Application. A key summary of what is being asked for is set out in the list opposite, with a visual representation overleaf.

The following consultation events have been held:

- Open Days, October 2015
- Community and stakeholder workshops, January-March 2016
- Drop-in days, April 2016
- Cambridgeshire Quality Panel review of the Development Framework, August 2016
- 3 day public Consultation event: September/ October 2016

More informal and ongoing engagement has been developed through regular meetings, updates and tours with the Parish Council, community groups and local residents, prompted and promoted through our regular correspondence through the quarterly newsletter and website (www.waterbeachbarracks.co.uk).
Outline planning permission is sought for:

- Up to 6,500 dwellings including up to 600 units of residential institutional use (a care home or similar).
- Up to 9,000 sqm in total of community uses to include: multi-purpose community centres, health care, nurseries, library use, places of worship, museum and other community purposes.
- Access roads including two access points to the A10, construction/bus only access to Denny End Road (Cadets) and 'locally managed access only' to Denny End Road (Barracks) with associated street lighting.
- Pedestrian, cycle, vehicle and bus routes, including plazas, dedicated busway and bus stops with associated street lighting and street furniture.

- Up to 16,500 sqm of retail uses of which no single outlet will be larger than 4,000 sqm.
- Up to 4,000 sqm for hotel accommodation.
- Park and Ride facilities.
- Community waste management facilities.

- Up to 15,000 sqm of employment uses comprising offices, research and development and light industrial only.
- Up to 7,000 sqm for health and fitness, gym and other cultural and recreational uses.
- Vehicular and cycle parking including electric vehicle charging points.
- Provision and/or upgrade/diversion of services.

- Three Primary Schools incorporating pre-school provision.
- Open spaces and other landscaped areas (including parks, play areas, playing fields, multi-use games areas, weather protected structures, skateboard park, public art, all weather pitches and associated floodlighting, woodlands, wildlife habitat areas, managed grassland, allotments, community orchards, Denny Abbey buffer area, formal/informal open space, ancillary maintenance sheds and pavilions and associated lighting).
- Two energy centres.
- Drainage works including foul drainage infrastructure, Sustainable Drainage Systems and ground and surface water attenuation features.

- Secondary School for up to eight forms of entry.
- Demolition of existing buildings and structures.
The Plans

Parameter Plan

This plan sets out the key fixes for access points, key facilities and strategic green space.
Heights and Density Plan

This plan shows the maximum height which the development can be built to across the site. It reflects the potential for apartments in some key locations, for instance around the lakeside and runway park; the energy centres, which will include flues; and the existing barrack block heights. As a point of comparison the Water Tower is 20m.

The height limit is set to allow for a varied and interesting roofscape on new homes, reinforcing the ambitions for character. The range of densities across the site is not necessarily the same as the variation in height, as, for instance, higher densities can be achieved with terraced low rise townhouses as well as with buildings containing apartments. The range of densities also responds to the opportunities and sensitivities of various locations across the site, particularly the edges and the relationship to the Fenland landscape.
**Structure of the Application**

The Outline Application provides both formal and supporting information which underpin the specification of what is being applied for and the Parameter Plan.

The list of these documents are set out below, with List A describing the Formal Information submitted and List B the supporting information.

**List A: Formal Information**

These documents set out the limits and fixes which would apply to a future development. That is why the list on p7 uses the phrase “up to” for a number of the points. It is against these limits that the Outline Planning Application will be assessed by the District Council, supported by technical experts from agencies such as Historic England, the Environment Agency, Natural England and the local Highways Authorities. These fixes – or parameters – then constrain and shape the future development delivered if Outline Planning Permission is granted.

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The Planning Application is large and complex. We have summarised the key principles and approaches over the next few pages, as well as set out the next steps of the planning process.

If you would like to delve into the application documents, there are key documents which provide a useful starting point, including:

- The Planning Statement: this explains the proposals, and summarises the key issues which the application covers, referencing the key context from the range of other material provided.

- The Design and Access Statement: this provides a good introduction to the potential of the site and its planned transformation, setting out key principles of development and illustrative examples of landscape, building and facilities.

- The Environmental Statement: this addresses the impact of the proposed development and the effectiveness of the measures to mitigate those impacts. There is also a non-technical summary of this Statement.

You may also be interested in the Statement of Community Involvement: this sets out the consultation work done to date, and how local views have influenced the plans.

All of these documents will be available through the South Cambridgeshire District Council Planning pages, where you can also leave your views and feedback for consideration by the Planning Authority. To access these please go to: www.scambs.gov.uk/waterbeach

There will be a series of consultation events held by South Cambridgeshire District Council to listen to the views and feedback of local residents. These will be promoted locally through a door to door letter, and will be held at St John’s Church Hall, Station Road, Waterbeach, CB25 9HL at the followings dates and times:

- Saturday 18th March 10am – 2pm
- Thursday 23rd March 3pm – 8pm
- Wednesday 29th March 3pm – 8pm

Urban&Civic are happy to provide a talk through of the plans to individuals or groups who would like more detail or discussion, and to provide electronic copies of key documents referenced here. A full hard copy is being supplied to the Parish Council and the Parish Council’s Planning Consultant, and one will also be available in the Community Rooms on the Barracks, by appointment.

Please contact:

**Rebecca Britton**
Communities and Partnerships

**T** 01480 413 141
**M** 07739 339 889
**E** rbritton@urbanandcivic.com
Our Vision

Our Vision is to grow a Cambridgeshire town at Waterbeach.

The barracks and airfield are a unique place, nestled in a beautiful and established landscape, and connected to a popular and dynamic village. For generations people have lived, worked and played here. It provides the setting for outdoor living underpinned with the virtues of a modern sustainable and well connected community.

Waterbeach is the best brownfield site in the country. Three miles from the Cambridge Science Park with some of the most dynamic employment in the world, the development of Waterbeach will meet a demonstrable shortage of accessible accommodation in the north of the city, both from an expanding workforce and local residents who have lived here for generations.

Crucially, this Application allows the MOD and Urban&Civic to play their role alongside local authorities, partners and communities in ensuring that the area North of the City gets the investment, infrastructure and opportunity for the quality sustainable development the area needs.

Our vision is to support the next evolution of the site, building on centuries of prior settlement in the area: growing along the Causeway route once trodden by medieval monks, linking the heart of the existing village to the re-energised barracks district through its unique waterfront and onwards towards Denny Abbey. This chain of places and activities gives a framework for a growing Cambridgeshire community, layered with history but distinctive and of our age; nurtured and cultivated as it grows and evolves.

Waterbeach will be:
- A Supported Place
- A Happy Place
- A Living Place
- A Connected Place
- A Green Place
- A Growing Place
- A Historic Place
- A Resilient Place

We have set out additional detail on the vision for this special place over the next few pages.
A Supported Place

The scale of new development allows us to bring forward new facilities such as schools, child care, health services, a library and other community facilities. We have been working with local authorities and public sector partners to plan for the right facilities, in the right locations, to come forward at the right time.

Essential facilities will be delivered through a legal agreement with local authorities with delivery linked to the number of houses being built. This will be regularly reviewed to ensure that the right facilities are provided to meet growing need.

Facilities will include:

- Three Primary Schools incorporating pre-school provision on sites providing up to 3 hectares at each school site (up to 9 hectares in total), with adjoining land of up to 1 hectare at each primary school safeguarded for potential expansion (3 hectares in total). The first of these, along with early years provision, would be delivered alongside the occupation of the first homes.

- Secondary School for up to eight forms of entry on a site area of no more than 8.5 hectares and adjoining land of up to 3 hectares safeguarded for potential expansion.

- At least 7,000 and up to 9,000 sqm in total of community uses to include: multi-purpose community centres, health care, nurseries, library use, places of worship, museum and other community purposes.

- Up to 7,000 sqm for health and fitness, gym and other cultural and recreational uses.

- Up to 4,000 sqm for hotel accommodation.

The majority of community and leisure facilities will be located within centres to include: civic uses, sport and leisure centres, gyms, multi-purpose community centres, health centre, other health uses, library, faith spaces, cultural attractions and nursery/crèche.

Care home and sheltered accommodation will be located within 400m of a bus stop or a defined centre.
A Happy Place

The site has areas of abundant beauty: the lake, the open green spaces and the wooded habitats.

They lend themselves to a range of activities such as cycling, running, horse riding, rambling, and boating. We have a legacy of sports and community facilities which have been enjoyed by local people over the last few decades. We have re-opened existing facilities and want to develop new ones for new and existing residents.

Development at this scale will provide facilities, spaces and connections to support the creation of a sustainable community. Leisure and recreation underpins our vision of modern living in this location. The development will provide a whole spectrum of opportunities including: Leisure, community and civic uses.

The Parameter Plan and the Development Specification determine the broad location of essential community and civic uses, and sports and leisure facilities necessary to support a vibrant, healthy and sustainable community.

The Spatial Principles support the clustering of key local services in a series of new centres, readily accessible to all new residents and offering connections to neighbouring communities via key public transport, pedestrian and cycle links:

• Community facilities to meet local needs will be co-located with primary schools and include multi-purpose community centres.

• The development will support access to existing facilities and recreation areas, including Denny Abbey, the proposed Rowing Lakes development and Milton Country Park.

• The area around the lake will be opened up, providing a range of opportunities from boardwalk dining to pond-dipping.

• Heritage trails will link up the heritage assets of the site, encouraging enjoyment of the wider landscape and nearby attractions.

• A range of sports facilities will be provided from outdoor pitches, to indoor sports and fitness centres.

• Retail and other services will complement and expand existing provision.

These will be located primarily in the defined primary and local centres with the following principles applied:

• Up to 16,500 sqm of retail uses in total distributed across the site.

• The majority of retail and services will be located within the principal centre.

• No more than 2,000 sqm in total will be located in any other centre.

• Any other local retail outlet outside of a centre must be located within 400m of a bus stop or public transport interchange and not exceed 500 sqm in size.
A Living Place

Places where people want to live are about much more than houses. They are about communities, setting, culture and connections – creating homes.

Homes in the new development will combine excellent design, low carbon delivery, and a range of sizes, types and locations. In this way we will ensure homes of interest to all ages, income and interests, and create a robust and diverse community.

From detached houses that nestle within the landscape to lakeside apartments at the heart of the site, the development offers the scale to create a new community: building on generations of activity that have existed on the site previously and complementing existing villages.

The Development Specification provides for delivery of up to 6,500 units. This number ensures the development can meet all other land use requirements and facilities needed, and be in line with the density average specified in the emerging Local Plan, of 40 dwellings per hectare. The Parameter Plan establishes the appropriate maximum height for the built components of the new development, informed by the Landscape and Visual Impact Assessment chapter included in the Environmental Statement.

Core principles for new homes will be:

• The design and sizes of homes will reflect the needs of the area, including different tenures, different sizes and affordable housing. The Affordable Housing Statement outlines the basis of the approach which will be adopted to establishing need and delivering affordable housing across all phases of the development, in accordance with the Emerging Local Plan policy requirement.

• Homes will be located in walkable neighbourhoods with cycle, walking and public transport prioritised.

• Homes will be designed with effective parking solutions, reflecting the need to accommodate cars but discouraging use where possible.

• Design will respond to landscape and setting with character areas defined across the site.

• Designs will build on the historic and local context to create a strong sense of identity with material palettes and forms that draw on local traditions but also showcase modern design.
Character will vary across the site in response to specific locations, edge conditions, building scale, activity and use. Existing assets and the exceptional landscape create settings and opportunities which will help shape distinctive neighbourhoods. At the heart of these neighbourhoods will be high quality civic buildings – schools, community centres and leisure buildings. The key character areas which define the planned neighbourhoods are set out below.

**Lakeside**
The Lakeside neighbourhood is strongly shaped by its location, with a contemporary landscape character and near to leisure and recreation activities. The homes will be varied in type, including apartments and terraced houses with small gardens and large open spaces nearby.

**Denny Lakeside North**
Defined by its proximity to Denny Abbey and its surrounding landscape, this area provides new pedestrian connections and safeguards key views towards the Abbey. The landscape character is informal, with parkland trees set in broad grassland areas and occasional woodland blocks to reflect the historic setting of Denny Abbey and the surrounding Western Claylands. The area is predominantly residential with a primary school at its centre.

**Barracks**
Building on the site's military heritage and its relationship with the existing village, the Barracks district will be a destination within the wider area. It will include new shops, a town square and community and cultural attractions close to the new secondary school. The landscape will reflect the existing street grid of the barracks and make the most of the mature trees, combining its civic qualities with contemporary design.

**Middle field**
Middle field sits between the northern edge of Waterbeach village and the new Runway Park. It is centred around the Control Tower and a new primary school and includes a strong focus on sport and leisure activity. It includes most of the site's outdoor sports facilities, orchards and allotments. Its landscape character is created by mature trees and large open grassed areas for sport and recreational uses, creating breathing spaces within the heart of the site.

**Runway Parkland**
The Runway Parkland sits between two large inherited landscape features: the Runway to the west and the mature woodland blocks to the east. It will have an informal quality with a strong focus on ecology, including wildflower verges, native tree species and planted swales. The homes in this area will have a Fen-edge character with big gardens and homes that accommodate larger families.

**Winfold**
Winfold responds to a special feature of the inherited site, the former golf course, which is retained as a habitat protection area and forms new public open space at the centre of the neighbourhood. It will have a wetland quality with a wildlife emphasis that reflects the surrounding Fen landscape and allows the water story of the site to be revealed.
A Connected Place

We know that investment in transport infrastructure must go hand in hand with development and we believe that this location has the fundamentals of a truly sustainable and connected development.

Just three miles from one of the largest areas of employment in the region, the site has existing rail connections, which can be improved and the potential for significant investment in effective cycle and prioritised bus connections to Cambridge and beyond. We are playing an active role in developing solutions at a strategic and local level which will help to both address the existing road issues, but also provide capacity for new homes: not just here but along the A10 corridor.

The corridor running from the North of Cambridge to the North of Ely and beyond has been recognised by local and central government and statutory partners as a key priority for supporting Cambridgeshire’s growth and providing the infrastructure needed to ensure people can get about.

The A10 Transport Corridor Study has been set up directly to develop an agreed set of solutions, which public and private investment – including ours – can then deliver. It will report over the next few months.

Solving these issues is essential to putting in place the necessary infrastructure for the growth along the corridor including the further development of the Northern Fringe of Cambridge, the expanding Science Park, business parks and the Cambridge Research Park. We will actively play our part with partners in developing, supporting and inputting funding to these agreed solutions.

We will also invest from day one in interim solutions which support the early delivery of homes, and will help fund the strategic interventions when they come forward.

The proposals being put forward include:

- Principal access will be achieved through two junctions from the A10 – a northern junction off the existing Cambridge Research Park roundabout and a southern junction at a point north of the existing A10/Denny End Road junction. The southern access is within an area of flexibility and will be determined in a future phase.

- The principal public transport interchanges will be provided in or adjoining the defined centres and a Park&Ride facility will be linked to the public transport network and include cycle facilities.

- At least 80% of new homes will be located within 400m of a bus stop, primary school or a defined centre.

- Cycle and pedestrian connections will be made from the application site to Waterbeach village, Cambridge Research Park and the boundary with Denny Abbey.

- New pedestrian access links will be created from the site to Denny End Road, to connect the village to key green space and facilities; across the A10 south of the Cambridge Research Park roundabout, to Landbeach and Cottenham; and to Cody Road in the south-east corner of the Application Site.

- A re-instated causeway link will be made between the barracks entrance and the northern edge of the site constituting a continuous pedestrian/cycle route from Waterbeach village, through the site, towards Denny Abbey. The link will be of varying character and function, along streets through green spaces and on segregated footpaths.

- The causeway alignment from north of the lake to the northern boundary of the Site (towards Denny Abbey) will be retained and enhanced.

- Three principal points of vehicular access onto the adjacent land are shown to facilitate comprehensive development of the wider strategic site.

- Construction access to be agreed as part of the planning process, but with a commitment for no construction traffic to come through the village.

The implementation of and investment in this transport infrastructure comes forward through two distinct but connected elements set out on pages 22-25.
Planning Guide

Application site boundary
Committed bus+ cycle priority
Proposed bus/cycle link
Highway link
Rail link
Water bodies
Built form
Park and Ride site

1 Major capacity improvements on A10
2 Major capacity improvements on A10/A14 Junction
3 New bus and cycle link between Waterbeach Site, North Cambridge and Cambridge City
4 Relocated and enlarged Waterbeach Station
5 New access into Application site
6 Milton Road and Histon Road bus priority
7 Improved rail capacity and frequency between Ely/Cambridge/London Kings Cross
8 To West Cambridge Orbital Bus Corridor
9 Orbital Bus Corridor between Cambridge Science Park to Addenbrooke’s

Proposal + Existing Transport Measures
Summary for Full Development
Waterbeach Barracks Application Guide

Strategic A10 Transport Mitigation

A package of major new transport infrastructure improvements are being developed through the A10 (North) Transport Corridor Study, which is looking along the length of the A10 growth corridor from the north of Cambridge to the North of Ely.

The study will develop a range of planned improvements which include:

- Highways improvements and capacity
- Guided Bus and Park and Ride services
- Improved rail services and infrastructure
- Cycling and pedestrian infrastructure and initiatives.

Once these improvements are agreed, the development will make a significant investment to support them coming forward. As the roll-out of the development will be phased, construction will be timed to ensure that transport impacts are managed and aligned with the creation of new transport capacity. This will be achieved through a monitoring and management review system agreed with the County Council and planning authorities.

What is Monitor and Manage?

The Monitor and Manage Adaptive Approach seeks to maximise the benefits of transport investment from private sector developers. Under the proposed approach, a menu of potential measures are used to secure a total investment “pot”. The measures or funding commitments are then agreed in detail for each phase, subject to review of traffic survey data and other local analysis with a strategic transport group of the local authorities and Highways England.

The approach ensures that over the course of a 20 year development, the nature and timing of investment responds to demand on the ground, new technologies and other local development, to ensure the right collective decisions are made on the use of funding. The approach also incentivises and monitors the developer’s investment and promotion of sustainable travel options and minimising of car trips.
Planning Guide

Mere way cycle route improvements:
- Resurface path to 3m width
- Improve path foundations
- Control/cut back vegetation
- Street lighting
- Dropped kerbs
- Improved access controls across Butt Lane

Improvements to Landbeach Road/A10 junction to provide NB bus lane, signalisation and provide 2 ahead lanes

Widening of A10 to allow 2 lanes on approach to Milton interchange

Gating of Landbeach Road during peak periods to allow bus priority

A10 cycle way widened to 3m

Bus service between Waterbeach Station

Application site boundary

On-street parking review

Waterbeach Station improvement

Urban design improvement for walking and cycling

Water bodies

Built form

Temporary Park and Ride

Existing Milton Park and Ride

Proposed + Existing Transport Measures

Summary for Early Phases
Early investment in infrastructure

In advance of the strategic schemes to be determined by the A10 study, Urban&Civic has developed a package of measures to support early development. The measures represent a suite of deliverable improvements and investments which address existing gaps in infrastructure and create early capacity ahead of the strategic schemes.

The measures equate to about £12-15m investment in transport infrastructure ahead of a contribution to the strategic solution, and include:

- **Cycle:** putting in place a direct, safe and dedicated cycle connection from the new development to Cambridge, Landbeach and Cottenham by the time of first occupation. Additional works to create a safe cycle route between the development, Waterbeach Rail Station and Cambridge Research Park are also being explored.

  With 37% of people using a bike to commute to work in the Cambridge area, and some key employment locations just a few miles away, across a flat landscape, early investment in the infrastructure to enable high rates of cycle commuting north of the City – and forge connections with other public transport links - are essential.

- **Bus:** delivering an extension to Park and Ride services, from the Milton Park and Ride, which would also serve Landbeach, Waterbeach and the Cambridge Research Park, and provide a bus connection every 20 minutes to the City. We will also look to ensure this can support a local shuttle bus service to Waterbeach rail station during peak times, working with the Parish Council to address parking issues for Waterbeach village around the station.

- **Road:** investment in a new arm of the Cambridge Research Park roundabout, which will provide the first access to the new development: protecting the existing village. This work will be alongside proposed improvements to Stretham roundabout and Denny End junction to better manage the flow of traffic at these pinch points.

- **Rail:** investment in facilities at the existing rail station – which may ultimately be relocated as part of the wider investment in infrastructure – including:
  
  - Longer platforms (to be delivered by Network Rail)
  - Improved Cycle parking
  - Taxi drop-off

  On Rail, Urban&Civic will work with partners to find the best approach to not only bringing forward an enhanced rail station – in terms of the facilities, parking and transport connections – but also with more frequent services stopping there. We remain committed to working with all partners to invest in the right means of transport to get people out of their cars and onto buses, bikes and trains, and see rail as playing a key role in that.

We will continue to work with partners to understand the best timing and location of that investment, as the investment in Ely junction and the North Cambridge station come forward. We will continue to work with local residents to ensure strong cycle, walking and other routes are in place for local residents and existing users to have easy access to any enhanced or relocated facilities. This is a fundamental part of ensuring we maximise the effectiveness and inter-connections of the transport investment coming forward, to benefit all.
A Green Place

The Barracks and Airfield is blessed with a rich landscape setting: a legacy of the Royal Engineers that is, at the moment, locked away. We will open up access to the lake, watercourses and green spaces, enhancing existing features and introducing new green spaces for all to enjoy.

We will draw on the inherited richness of the site to:

- Provide strategic green corridors which support and link existing environmental assets, such as Wicken Fen and the Cam Washes.
- Create habitats and landscapes which support people and nature.
- Provide local green connections which provide safe attractive routes and spaces, including the route between the village and Denny Abbey.
- Define and support active and attractive neighbourhoods with open space and landscaped areas such as parks, play areas, playing fields and pitches, woodlands, allotments and orchards.

Provision will include:

- Safeguarding and enhancing existing green infrastructure including species rich grassland, the lake and lakeside setting, heritage assets and the Denny Abbey setting.
- Suitable open spaces amounting to over 100 hectares of publicly accessible open space, including parklands, grasslands, wetlands, informal and formal sport and recreation and play.
- A new formal park adjoining the principal centre, accommodating formal sport and a flexible hardscape market square.
- Local play areas for informal and formal doorstep play within the development areas.
- Productive landscape, promoting local food production, including allotments and community orchards.
- A mosaic of new and existing grassland and woodland habitats managed for wildlife, but accessible to the new and existing community.
- Retention of existing trees where their location and condition makes a positive contribution to the public realm, with a commitment to ensure no overall loss of canopy cover and a target to achieve a net gain. Existing woodland blocks will be managed to open up to safe public use, play and recreation and water management.
- Water bodies, notably the main lake, will be retained to be publicly accessible for informal and formal recreation, to support biodiversity and public realm, and as part of the broader management of water levels and flood risk.
At this Outline stage of the planning process, when the numbers and sizes of homes coming forward has not been finalised, the land uses and amount of facilities coming forward is best described by ranges or with reference to local standards. For example, for open space South Cambridgeshire District Council measure this by the amount of land in hectares per 1,000 population. The Proposed Development will meet the District’s open space standards for outdoor sport at each key phase, with the following overall open space principles:

- All built development will be within 300m of strategic open space or additional public open space provided within development areas, and within 800m of either an equipped play area or natural play space and with access via pedestrian and cycle routes.

- At least 1.6 ha of land per 1,000 population will be provided for outdoor sports including: natural turf pitches, artificial pitches, multi-use games areas, tennis courts, bowling green, athletics tracks, water sports and ancillary uses, including changing facilities and parking.

- At least 0.4 ha per 1,000 population will be provided for productive landscape including allotments, community orchards and edible streets.

- At least 0.4 ha of land per 1,000 population will be provided for informal open space.

- Children’s play space will be provided at no less than 0.8 ha per 1,000 population comprising formal and informal play and to be included in strategic open spaces, woodland blocks and development areas.

- No built development is proposed within the areas identified as strategic open space, woodland blocks or formal open space other than relevant to the functioning of that open space, e.g. through facilities which support its use.
A Growing Place

The site will support the continued growth of an extraordinary local economy.

It will help bring about transformative investment in infrastructure, deliver new homes close to established clusters of technology, innovation and employment, and support the Science Park, Business Park, innovation centres and Cambridge Research Park.

The Northern Science Parks are undergoing exceptional growth — exceeding the Southern Biomedical Cluster — and increasing the density of occupation in the North of the City.

We are actively working with partners to see how the right homes and transport, community infrastructure and investment can create a northern fringe of Cambridge as dynamic as the Southern Fringe. The Northern Fringe must reflect the intrinsic strengths, values and spirit north of the City, and connect people with places and jobs to provide long term managed growth which benefits all.

We will bring forward space and procurement opportunities for local businesses to benefit from up to £2bn in direct and indirect investment which will benefit the local area over the roll-out of the development.

Urban&Civic has an established track record of delivering economic benefits at a strategic and local scale. At Alconbury Weald, we are running the largest Enterprise Zone in England and have delivered new employment space such as the award-winning Incubator. Our approach is based on establishing close partnerships with, for example, the Greater Cambridgeshire and Greater Peterborough Local Enterprise Partnership, local authorities and local businesses and to drive local procurement opportunities and job creation through working with local contractors and partners.

The proposals include up to 15,000 sqm of employment uses comprising offices, research and development and light industrial uses as part of the development. The application also includes other commercial uses including a hotel, retail uses and leisure/commercial activities. The scale of supporting uses is appropriate to support local enterprise, meet local needs, reduce the need to travel and inject vibrancy into the community.

This will support the economic growth of the development and wider area, including:

- Substantial investment in new infrastructure and much needed homes, supporting the wider economy.
- Opportunities for a variety of jobs on site, including retail, commercial and community uses and space for small and medium sized businesses.
- Supporting home working and start-ups through well designed homes and flexible, supported business space.
- Supporting local businesses through procurement and contract opportunities, to maximise the benefit of our investment to local purses and infrastructure.
- Introduction of a jobs brokerage scheme to ensure local employment in construction and support military veterans into new careers.

Alongside this economic support, the application has also been designed to ensure capacity and infrastructure is planned for wider development of the strategic site, including:

- Three points of road connection to the neighbouring land.
- Two primary routes from the two A10 access junctions to connect with the boundary with the Adjacent Land.
- The location of the first secondary school in a central location, directly adjoining the boundary, providing flexibility for expansion.
- Through design codes for relevant phases of development, we will bring forward plans with sympathetic boundary treatments to work with plans for the neighbouring land.
- In circumstances where development on the Adjacent Land has not yet been subject to a design code, the relevant phases will be designed for an edge with open space, a public thoroughfare or boundary feature.
Strategic Site Framework Plan

- DFO area
- Existing built form
- Existing local shops and businesses
- Facilities in the barracks area already open to the community
- Intensified area with non-residential uses
- Primary road network
- Secondary road network
- Strategic landscape spaces
- Green network

Woodlands
Denny Abbey buffer
Soldier’s Hill
Primary school locations
First secondary school location
Safeguarded second secondary school location
A Historic Place

Waterbeach is a historic place with rich layers of heritage that span millennia making it a unique place to live, love and explore.

The development will celebrate the historic uses and the legacy of generations within and around the site. It will bring forward building styles and settings which complement the local area. Areas of the site also provide an ideal location for modern design and striking architecture to support an integrated, enlarged and enriched community.

We will build on the rich legacy of landscape, layout and buildings, celebrating the layers of history in a variety of ways, including:

The setting of Denny Abbey will be respected by:

• Establishing a northern development edge beyond which the setting will be preserved through open grassland. No built development will occur with the area managed sensitively for drainage features and public open space.

• Establishing a permeable tree belt as structural planting along the northern boundary of the Application Site to provide a softer transitional edge and reduce the visual impact of development.

• Retaining and enhancing the existing causeway alignment and Soldiers Hill within the setting area, and recreating the lost link of the Causeway to the village.

• Careful and sympathetic design of the northern development edge, to ensure a sensitive transition between built development and the setting area, through density, massing and landscaping.

The military history of the barracks and airfield will be respected and reflected through:

• Retention of the grid street pattern of the barracks.

• Retention of existing buildings where it is practical, economic and compatible with new development.

• Establishing strategic open space responding to the alignment of the main south-west to north east runway.

• Providing space for the Waterbeach Military Heritage Museum.

The application provides for the opportunity to respect, link up and celebrate other aspects of the site and local area's heritage including:

• A green buffer along the western boundary containing the route of the former Car Dyke.

• A buffer to Soldier’s Hill to the north of the northern development edge.

• Retention of the 19th Century wellhead north of the lake.

Alongside this, excavation and the recording of archaeological deposits found as part of future survey work, and the recording of the nature and usage of all military structures will be undertaken prior to demolition, remediation or construction works and may provide further opportunity for celebrating this site’s rich heritage.
Heritage assets
- Application site boundary
- Water bodies
- Historic field pattern
- Listed pattern
- Non-designated heritage assets
- Historic causeways
- Scheduled monument
- Conservation area
A Resilient Place

A Resilient Place is one that manages its resources in the most ecological way to cope with future changes – not least climate change.

The site provides a real opportunity to invest in infrastructure and engineering expertise at scale and ensure the place is sustainable and resilient for future generations. The way energy is used and generated, water managed and people connected digitally is all critical to our thinking. But it is about more than pipes and wires and the proposals reflect the way people live their lives, and allow capacity for new technologies to be added during the rollout and lifetime of the development.

We are committed to:

- Reducing water and energy demands in the first place through the design and approach to construction.
- Setting ambitious standards and targets for energy efficiency at each phase of development.
- Fully exploring the site wide energy and district heating opportunities, with at least 10% on-site renewable energy generation.
- Managing water efficiently and designing a sustainable drainage system which responds to the site and to local concerns about flooding and waste water.
- Achieving the best digital connectivity possible.

The proposals include:

Water management:
The vast majority of the Application Site is in the lowest risk area for flooding (Flood Zone 1) having a less than 1 in 1,000 annual probability of river flooding (<0.1%) in any year.

Surface Water:
The proposed surface water drainage strategy will mitigate the impact of the increase in impermeable area by the provision of ditch systems, which draw on the fenland tradition, and discharge to attenuation basins across the development. This will provide a drainage system for a 1 in 100 year event, including an allowance for climate change projections.

Any excess beyond this will be managed away from development toward public open space and roads. As an additional measure floor levels will be set at least 150mm above surrounding ground level or 300mm above the area of the 1 in 100 year flood level. A buffer of 9m will also be ensured between any development and the top of Internal Drainage Board drains.

Utilities:
The Application provides for the provision and/or upgrade of services and utilities. Extensive surveys have allowed the team to develop a planned investment in local infrastructure which takes into account other planned development in the local area. The phased investment will support the new development and improve the local capacity, including:

- Electricity - Landbeach primary substation to the north-west of the Site, with sufficient capacity to supply the Proposed Development. Three 11kV feeds from the substation to the Application Site will be supplied.
- Gas - There is sufficient capacity in the local network to supply approximately 1000 residential units. Beyond this level investment will be agreed with suppliers to reinforce and expand the local network.
- Potable Water – There is sufficient capacity available in the local network to supply approximately 1000 residential units. Beyond this, reinforcement/upgrade of the local network including a new main (4 kilometres in length) will be put in place to get the supply to Site from Cherry Hinton Reservoir.
- Foul Water – A new Water Recycling Centre (WRC) will be required to accommodate the full development. Investment will be made in existing facilities to create capacity in advance of the new centre coming forward.
- Telecoms – Fibre to premises will be delivered up to 300MB, with the aim of offering a dual network and choice of provider between BT Openreach and Virgin Media.

Submission of this Application enables the detailed timing of the investments to be agreed with the Utility Companies.

Energy:
Two energy centres are proposed in general locations set out on the Parameter plan, on sites of up to 1,000 sqm each, including a storage area (up to 0.4 hectares in total). These are intended as facilities for local energy generation, employing low or zero carbon technologies. The precise technology to be used will be determined in further detailed studies and planning applications, to ensure the latest technological advances are considered. A range of options are set out in the Energy Strategy.
The strategy also commits the development to comply with Part L of the Building Regulations 2013 and exceed mandatory Fabric Energy Efficiency Standards (FEES); to drive a reduction in the amount of CO2 emitted per year by at least 10% compared to the minimum Building Regulation requirement; and BREEAM Excellent standards for non-residential buildings such as schools.

Additional Environmental Sensitivities will be supported through:

- Lighting schemes deployed for each phase within built areas and along primary roads will minimise light spill and effects on surrounding countryside and ecology.
- External lighting for outdoor playing fields will be designed to limit direct light spill and glare.
- Uses considered as sensitive to noise and air quality will not be located immediately adjacent to the A10 road or any energy centres and related infrastructure.
What Happens Next?

As part of pulling the application together, Urban&Civic has consulted extensively on the plans for the site.

With the submission of the Outline Planning Application, this consultation process becomes led by South Cambridgeshire District Council (SCDC) as the Planning Authority.

The next steps are set out below:

Consultation

The Outline Planning Application will be considered by the District Council, and they will take the views of other statutory consultees as part of the process, as well as local residents.

All of the documents of the Application, and the chance to have your say on it are available via specific pages on their website at: https://www.scambs.gov.uk/waterbeach

As part of the local consultation, South Cambridgeshire District Council will also be holding consultation events locally for people to find out more, ask questions and share their views. These will be held at St John’s Church Hall, Station Road, Waterbeach, CB25 9HL, on:

Saturday 18th March 10am — 2pm
Thursday 23rd March 3pm — 8pm
Wednesday 29th March 3pm — 8pm

A letter has been sent to residents setting out the timetable, links and references for the consultation, but full details are also available through the website.

Determination

Following on from the Consultation comments received, the District Council will make the final decision as whether to grant planning permission for the development. Part of this will include an Officer’s report which summarises the feedback from the consultation and makes a recommendation to the SCDC Planning Committee who will then decide on the Application.

Part of this determination process will also include discussion to ensure that the commitments made at this stage of the process are fulfilled and to develop a range of Conditions and Obligations which will come with a consent, and which Urban&Civic will be legally obliged to deliver as part of the development process or approach.

STEP ONE: Consultation and Determination
Conditions and Obligations
An Outline Planning Application consent secures approval for the proposed development as defined by the Development Specification Report, the Parameter Plan, the principles contained within the Design and Access Statement and the mitigation requirements from the Environmental Statement.

Alongside this a series of planning conditions and obligations are imposed which aim:

• To ensure that the development provides sufficient infrastructure at the right time.

• To ensure the development does not have an adverse impact on the local and wider environment.

• To address concerns and issues raised by key parties in the consultation.

The planning conditions will set out a number of requirements on the permission, some of which will have to be discharged before building works can start on site, others will control the type of works that can be undertaken. These can cover a range of issues from putting in place additional strategies or approaches, to managing construction hours and routes. They are regularly reviewed and evidence needs to be provided that they are being met before related works can start or on an ongoing basis, depending on the nature of the Condition.

Urban&Civic and the Secretary of State for Defence will also enter into a Legal Agreement, known as a Section 106 Agreement. This is a legally binding agreement between South Cambridgeshire District Council, Cambridgeshire County Council, Urban&Civic and the Secretary of State for Defence. It sets out a series of obligations on all parties, but primarily on Urban&Civic, to provide or financially contribute towards necessary infrastructure and other requirements related to the proposed development.

Traditionally this will include:

• Key milestones for the planning, land and money transfer, design and build costs for the primary and secondary schools.

• Investment in road improvements, rail and bus investment and cycle connections, with timings set for work to be completed or money transferred for local authorities or third parties to carry out the work.

• The amount and mix of affordable housing.

• The management of public open spaces and community facilities.

• Support for other agreed local projects, connections or infrastructure agreed through the determination process with statutory and local partners.

• Quarterly reporting back of build progress, occupation of homes and businesses and traffic surveys, and funding to support the local authorities to analyse these and carry out monitoring of delivery.

The Outline Planning Consent, Planning Conditions and Obligations, including the Section 106 Agreement, all make up the Outline Planning Permission when granted, and that provides an established and agreed Framework under which development can come forward.

This still does not mean you can build anything. The next pages set out the next steps of defining the first phase of development and then the detailed designs which need to be consulted on and agreed before development can take place.
Phasing Development

The three tiers of planning which will come forward at Waterbeach are set out below:

On a strategic site such as this, the nature of the site and the timescale of development mean that a tiered approach to planning provides the best mechanism to ensure the right fixes and controls are in place, but there is also enough flexibility to respond to changes in technology or local issues over the course of a 20 year development.

Tier 1: Outline Planning Approval

Parameter Plan for the whole site.

Tier 2: Key Phase Approval

Illustration of Proposed first phase of the development, showing key layout and infrastructure.

Tier 3: Reserved Matters Applications

Illustrative example of a Reserved Matters Application, with detailed design and layout.
The Key Phase and Reserved Matters Applications will need to be in accordance with the Outline Planning Application Framework. Other relevant guidance and documents, including Supplementary Planning Documents prepared by the District Council, will need to inform these more detailed stages in the process.

The commitments and obligations set out in the Section 106 Agreement and other documents will also need to be reflected in these more detailed documents to ensure that the investment in infrastructure and other commitments is timed in alongside the development going forward. This will be monitored through planning discussions, but also through quarterly monitoring reports and meetings.

For example it is expected that the first primary school will be in from day one, the second would need to be delivered at an agreed number of homes being occupied. Similar requirements will be put on delivery of the health centre, early years provision, community space and key transport facilities and infrastructure.

**Design, Deliver, Review**

The processes set out here include a range of controls and reviews, which ensure that the development must deliver the quality and commitments agreed.

This happens before, during and at the end of each phase, and includes assessing traffic survey data, site demographics and any changes locally which might affect the overall plans. Any additional elements which needs to be addressed can then be built into the next phase of development.

The approach Urban&Civic take for Reserved Matters Applications is to put in applications for landscape and infrastructure first – so that it is in place for each phase early – and then follow on with applications for the homes and buildings which will sit within the area that has been developed.

While some housebuilders will come on board to take forward the build out of homes, Urban&Civic retain the role of putting in place infrastructure, driving the Design quality of each key phase, and managing the site on a day to day basis, including construction management and supporting jobs and skills opportunities.

**STEP THREE: Delivery and Review**

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<thead>
<tr>
<th>Key phase agreement</th>
<th>Early infrastructure</th>
<th>New homes and facilities</th>
<th>Phase Review</th>
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<tbody>
<tr>
<td>Including key infrastructure required</td>
<td>Roads, utilities, green spaces</td>
<td>Building homes, schools, community space</td>
<td>Analysis of use &amp; need</td>
</tr>
</tbody>
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Delivering Co-ordinated & Comprehensive Development

As set out above, the planning process is managed to ensure that key facilities and infrastructure are delivered alongside the roll-out of the development.

As the Barracks and Airfield site are part of a wider Strategic Site identified for development, and will be coming forward alongside other growth along the A10 Corridor, Urban&Civic has approached the site in a comprehensive and co-ordinated way, working with local partners.

The Neighbouring Land

Part of the preparatory work for the application, was to work up a Development Framework Document with the promoters of the land to the east of the Barracks running up to the railway line. This set out some core principles in the nature and scale of development, that have then been applied to the Barracks and Airfield site, for example:

• Planning transport and access routes, which are large enough to take the full development of the strategic site, even though the application is only for part of that.

• Designing appropriate settings to the edge of the site, that ensure that if development comes forward to the East there is a sensible "join".

• Providing space and potential expansion room for a range of community facilities so that they work for the 6,500 homes proposed but can respond appropriately if development comes forward on the neighbouring land.

An example of this is the secondary school which has been located at the south east of the new development area, so that it sits centrally between the new and existing community, but also has expansion space to the east if the wider strategic site comes forward.

The wider growth projections for the Area

In looking at the Barracks and Airfield, we have always looked beyond the red line of the boundaries to ensure the development comes forward in the context of the wider landscape, heritage, transport links and communities. There is a range of development planned for the northern fringe of Cambridge through to the north of Ely, and in looking at the potential impacts of the development, we have included the planned development, so that we have an accurate – and in many ways “worst-case scenario” of the maximum amount of development and impact.

Working on the timeline of strategic sites like this fundamentally connects you to the partners, planning and transport authorities in the area, and the communities around you.

This submission is another milestone within the process of development and we will continue to work with local authorities, key statutory stakeholders, local communities and businesses to bring forward development in the right way.
“We have worked hard to bring together years of forensic research and analysis; the feedback and views from local residents and partners; and the desire from central government to use publicly-owned brownfield land to deliver much needed homes and infrastructure for the area. Happily there has been important consensus on key priorities and opportunities.

We have developed an exciting, aspirational and robust vision for an enlarged Waterbeach community, as well as a commitment across the team to continue to develop the detailed delivery with full engagement from local stakeholders. Together we can do justice to a legacy of thousands of years of activity and, more recently, the work of the Royal Engineers who invested half a century in creating an extraordinary lakeside landscape that is unique in Cambridgeshire. Together we can also help ensure that the infrastructure is delivered hand in hand with development to ensure that the emerging northern fringe to Cambridge continues to consolidate.

We are absolutely committed to playing our part in ensuring this happens and continuing to involve all our neighbours at every stage.”

Nigel Hugill, Chief Executive, Urban&Civic
All documents associated with the Application are available online: https://www.scambes.gov.uk/waterbeach or by searching for Application Reference S/0559/17/OL

Copies and additional information, including tours and discussions, are available from Urban&Civic.

Please contact:

Rebecca Britton
Communities and Partnerships

T 01480 413 141
M 07739 339 889
E rbritton@urbanandcivic.com