



CLAREMONT

PLANNING CONSULTANCY

SUBMISSION OF CALL FOR SITES UPDATE LAND AT BANNOLD ROAD, WATERBEACH (reference 40466)

A Call for Sites submission was made under the name of Southern & Regional Developments during the Consultation process in March 2019 relating to their land interest at Waterbeach. The Greater Cambridge Local Plan is currently undergoing a period of review and as part of this process a Housing and Economic Land Availability Assessment (HELAA) 2021 has been prepared. Within the HELAA the site at Waterbeach was given the reference number 40466. Set out below is a summary of the findings of the review of the site as provided within the HELAA along with an update from the site promoter.

Site Suitability

The site south of Bannold Road, Waterbeach scored 'red' overall being found to be unsuitable for development.

In terms of the adopted Development Plan policies – the site scored amber due to its location primarily outside of the Development Framework and its partial location within the Green Belt.

Regarding flood risk, the site was scored amber, the assessment identifies that 48% of the site is located within Flood Zone 2 with a further 35% of the site located within Flood Zone 3. A small proportion (1%) of the site is located within 1 in 100-year event area for surface water flood risk whilst 22% lies in a 1 in 1000 event.

In respect of Landscape and Townscape, the assessment scored red. It identified that high wide, local and amenity views of the site are afforded by its low-lying topography and lack of boundary vegetation, particularly to the east of the site. Development on the site is considered to have a significant adverse impact to the settlement character.

In terms of Biodiversity and Geodiversity, the assessment scored amber, this found that all new housing developments will require assessment of increased visitor pressure on nearby SSSI, whilst also detailing a number of biologically sensitive features on site, including woodland registered on the National Forest Inventory and a ditch which will require survey and probable mitigation. The assessment advises that applications on site may find it difficult to demonstrate provision of 10% biodiversity net gain and thus off-site compensation may be necessary. Although the development of the site may have a detrimental impact on a designated site, the impact could be reasonably mitigated.

The Open Space/Green Infrastructure assessment scored Green, the site was found not to be within a protected open space designation and is a site within 50m of formal open space.

The Historic Environment assessment also scored green. This found that the site is located within 100m of a Listed Asset however development of the site would importantly not have a detrimental impact on any designated or non-designated heritage asset.

The Archaeology assessment scored amber, the site was found to be located on the eastern side of the historic village, with evidence of Iron Age and Roman archaeology known in the vicinity.

The Accessibility to Services and Facilities scored Green, the site was found to benefit from good accessibility to key local services, transport and employment opportunities with the proposed development of the site not requiring the delivery of accompanying key services.

The assessment of Site Access scored amber, the site access found the access to be acceptable in principle subject to detailed design with potential access constraints able to be overcome through development.

The Transport and Road assessment scored amber, this found that the A10 corridor is highly congested with CCC having a no net trip increase in requirement for the area which would need to be adhered to. The site's development would therefore need to ensure that zero net additional vehicle trips are generated by providing sustainable infrastructure. Consideration of whether this site can be achieved by ensuring the site links to Waterbeach to Cambridge Greenway, the Mereway, rail facilities and CAM/Mass Transit proposals and a restrictive approach to parking is recommended. The assessment also advises that contributions towards the transport infrastructure package for the wider area, alongside a cumulative assessment will be expected through the site's development. Any potential impact on the functioning of trunk roads, and or local roads could be reasonably mitigated.

The Noise, Vibration, Odour and Light Pollution assessment scored amber. This found that the site will be subject to railway noise and possibly vibration although this is acceptable in principle subject to appropriate detailed design considerations and mitigation. The site is capable of being developed to provide healthy internal and external environments.

The Air Quality Assessment scored amber. This found that the site is reasonably large and will deliver a number of residential units creating potential for AQMA traffic impact without migration.

The Contamination and Ground Stability Assessment scored amber. This notes that there is potential for historic contamination on site and advised that conditions are required.

Further Constraints were identified as strategic highways impact being located within Highways England Zone 3 – A14 which has no capacity for growth. Sites would therefore need to ensure no net increase in vehicle trips within the Strategic Road network.

Availability

The site scored green and the assessment recognises that the land has been promoted by the landowner who has confirmed that the site is available for development. The site has no relevant recent planning history and is considered to be available for development in the next 0-5 years.

Achievability

The site scored green and confirmed that land has been promoted by the landowner/developer and is known to be available for development. The site has a low existing use value and residential development is likely to be economically viable at an appropriate density.

Development Potential

Capacity and Delivery	Response
Estimated dwellings per hectare	22
Estimated dwelling units	330
Estimated employment space (m ²)	-
Estimated start date	6-10 Years
Estimated annual build-out rate (pa)	50
Development completion timescales (years)	11-15 Years

Updated Commentary from Site Promoter

Southern & Regional Developments would like to make the following observations in respect of the suitability of the site for development.

It is recognised that the site is currently located outside the Development Framework however representations to the Local Plan have identified the site's suitability as a potential residential allocation and it could therefore be included within an amended development framework boundary as part of the Local Plan review. The site is adjacent to the existing settlement boundary of Waterbeach and provides a logical direction of growth. The site is bound by existing residential development to the north, south and west demonstrating a coherent eastern extension of the settlement. The site is not highly functioning against the strategic purpose of the Green Belt and there is an opportunity to utilise the embanked Fen Line Railway as a new defensible limit to the settlement.

As part of the updated Call for Sites information that has been submitted, two plans have been provided. The first is an amended red line site boundary to illustrate the site's removal from the flood plain and the second shows the extent of Green Infrastructure to the east of the site that is substantial in nature. The Promotional Document that has previously been submitted in respect of the site, illustrates how the substantial area of Green Infrastructure will seek to strengthen the contributions that this part of the site will have to the area of landscape character in which it is set.

The capacity that is identified within the Promotional Document is for in the region of 200 dwellings rather than 330 identified within the LPA's table above. This takes into consideration the extent of the developable area on the western portion of the site provided as a logical extension to the exiting built up area of Waterbeach and the Green Infrastructure to the eastern part of the site. Development on the site is capable of commencing within the first five years of the plan period the estimated start date in the table above should be altered accordingly.

The site promoters have instructed Ecology Consultants to provide advice in respect of the site proposals. Discussions have also taken place with Cambridgeshire Wildlife Trust to consider the green infrastructure and biodiversity considerations for the site. The team consider that the masterplan proposals will deliver at least 20% biodiversity net gain through a variety of targeted and locally important habitats and biodiversity enhancement.

Over 50% of the site will provide Green Infrastructure that will not only provide landscape and visual benefits to this part of Waterbeach but will also enhance biodiversity and contribute towards new public green spaces. Existing areas of woodland will be enhanced and public access will be afforded to improve linkages to the new railway station from Waterbeach village. The landscape impact of the proposals can be addressed through a high-quality design with substantial buffers to the east along the Fen railway line in this location.

Archaeology is not considered to be a constraint to development and investigations can be carried out to ensure any heritage features are not detrimentally impacted upon through the proposed development of the site.

The site is in an accessible location and accessibility will be improved once the Waterbeach New Town is developed out especially given the linkages between the site and this new strategic proposal. The Site will fund and deliver enhanced pedestrian and cycle linkages between Waterbeach New Town and the existing village. In particular, realising essential connections to the relocated railway station. The Green Infrastructure provision on site will also provide an extension to the bridleway network which is one of the few opportunities to do so in the Parish. Representations have been made previously to the LPA supporting the proposed route of the Waterbeach Greenway, in particular Phase 2 of this route that travels adjacent to the railway track along the eastern boundary of this site as this will improve permeability and accessibility between the existing settlement and the New Town proposals.

In terms of site access this is achievable to provide a safe and efficient proposal. In terms of the local roads and the highway network, the proposal has the ability to provide safe access and increases on the local highway can be mitigated for. The development of the site would contribute towards transport infrastructure for the wider area and any impact on the functioning of trunk roads and local roads could be mitigated.

Noise, Vibration, Odour and Light Pollution can be mitigated for through appropriate design and layout particularly given the green infrastructure area between the developed part site and the Fen railway line. Air Quality and Ground Contamination and stability are all matters that can be mitigated and safeguarded through condition.

Overall, the site offers an excellent location for additional residential development to be delivered in a sustainable location with technical details that can be addressed through a sensitive design and layout. The updated site plan provides assurance that flood risk and landscape considerations have been taken into consideration.