

Waterbeach Neighbourhood Plan – Consultation Statement

Appendices

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Appendix 1 - Waterbeach Neighbourhood Plan Inception leaflet

Your Area Your Say

Waterbeach Neighbourhood Plan

Waterbeach Parish Council has made an application to South Cambridgeshire District Council to designate a Neighbourhood Area, for the purposes of developing a Neighbourhood Plan.

What is a Neighbourhood Plan?

A community-led initiative giving communities power to prepare a planning document that includes a shared vision for their neighbourhood. These plans can set out policies on the development and use of land in a parish or 'neighbourhood area' and have formal weight in deciding planning applications.


For Waterbeach the proposed neighbourhood area is the same as the parish.

Opportunity to comment:
If you wish to make comments on the proposed area you can do so via:

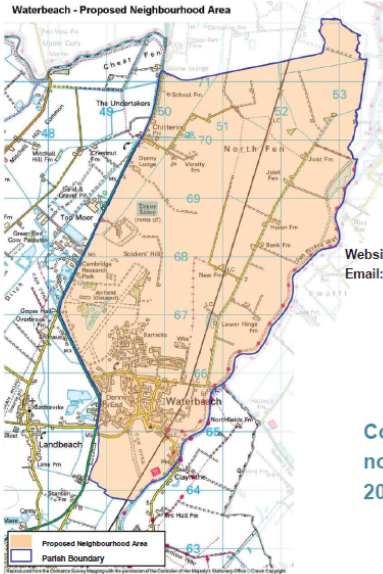
Website: www.scamb.gov.uk/neighbourhood-planning
Email: neighbourhood.planning@scamb.gov.uk

Post:
Jo Mills,
Director, Planning & New Communities,
South Cambridgeshire District Council,
Cambourne Business Park,
Cambourne, Cambridge, CB23 6EA

Comments should be received
no later than 5pm Friday 24 July
2015



South
Cambridgeshire
District Council



Waterbeach - Proposed Neighbourhood Area
Parish Boundary

Waterbeach is on the [Car Dyke](#), a Roman waterway whose course can be traced as far as Lincoln. Recent archaeological investigations have found extensive evidence of Roman settlement at the southern end of the village. Waterbeach appears in the [Domesday Book](#) as Utbech. In the 12th Century, the [Knights Templar](#) were located at [Denny Abbey](#) located to the north of the village. The parish contains two [Scheduled Ancient Monuments](#); [Denny Abbey](#) (which houses the Farmland Museum) and the site of [Waterbeach Abbey](#) (near the present church). <https://en.wikipedia.org/wiki/Waterbeach>.

See <http://www.waterbeach.org.uk/> for links to the Parish Council and more Waterbeach information.

See www.waterbeach.org.uk/neighbourhoodplan for details about the Neighbourhood Area Designation and Neighbourhood Development Plan for Waterbeach.

Published by Waterbeach Parish Council.


Neighbourhood Planning is a way for communities to take a proactive approach to deciding the future of the places where they live and work. Communities can develop their own Neighbourhood Plan to determine the development and use of land and to make other improvements to their neighbourhood, including the development of homes, shops, offices, infrastructure and their design.

Help **Waterbeach Parish Council** work towards the development of a **Waterbeach Neighbourhood Plan** by approving the first step...the designation of the area for the Neighbourhood Plan as the entire Waterbeach Parish. The Online Consultation has links to the justification statement prepared by the Parish Council and opportunities for you to register support and make comments before 24th July at <https://www.scamb.gov.uk/neighbourhood-planning>

Waterbeach Neighbourhood Area Benefits

- Neighbourhood Area designation will give local residents the powers to prepare a planning document that includes a shared vision for the future of the Parish setting out policies on the development and use of land covered by the Neighbourhood Area, which would have formal weight in deciding planning applications.
- The Neighbourhood Plan would address issues identified as key concerns in the recent public meeting such as: Transport, Flooding & Drainage, Health & Welfare, Schools & Family Services, Recreational Facilities and Environment & Conservation. Additionally our community will receive a greater share of developer contributions for local amenities.
- The area proposed by the Parish Council covers the existing area for which it is responsible. Including the site of a proposed new town dividing Waterbeach and Chatterton; part of the District Council's draft local plan currently being examined by independent inspectors (and recently returned to the District Council because of the Inspector's concerns about the sustainability of new settlements and for consideration of alternative options).
- A Neighbourhood Plan can protect our community from speculative development, driven by developers rather than the community, such as we have experienced in the Barnold Road area.
- Please have your say by responding to the consultation by 5pm on 24th July 2015.

Neighbourhood Development Plan Area Consultation



- **GIVE YOUR SUPPORT** at www.scamb.gov.uk/neighbourhood-planning
- For a **STRONGER VOICE** for Waterbeach Parish on future development
- By **BACKING** our application to have Waterbeach Parish approved as a Neighbourhood Development Area

Appendix 2 – The Neighbourhood Plan Banner



Appendix 3 – Pre-submission post card delivered to households in the village 2019/2020

Waterbeach Neighbourhood Plan

Now Entering Pre-Submission Consultation Phase



The Neighbourhood Plan sets out **planning policies** for the Waterbeach Parish area, including the old Barracks and Chittering. A Neighbourhood Plan is written by the **local community the people who know and love the area**, rather than the local Planning Authority.

Our Vision:

The Neighbourhood area will continue to be a **great place to live and work** by ensuring that the identity and character of the existing communities within the Parish are respected and protected. The plan will ensure that any new development in the Neighbourhood area will provide **sustainable infrastructure**. It will ensure the improvement of the overall quality of life of every resident. New development should not be overbearing or overwhelming and should **complement the rural vistas and existing Fen Edge landscape**.

We are keen to hear your views on the draft Neighbourhood Plan, as we enter the Pre-submission Consultation phase.

Please provide your responses by the **22nd February 2019** to be part of your Neighbourhood Plan

Complete online at

www.waterbeachneighbourhoodplan.org

Paper copies available from

Parish Office, Old Pavilion, Waterbeach rec
Library, Community Centre, High Street, Waterbeach





Neighbourhood Plan Progress Update June 2018

What is a Neighbourhood Plan?

A neighbourhood plan is a document that sets out planning policies for the neighbourhood area – planning policies are used to decide whether to approve planning applications. A neighbourhood plan is written by the local community, the people who know and love the area, rather than the local planning authority.

The Waterbeach Neighbourhood Plan

The Waterbeach Neighbourhood Plan (NP) area covers the whole of the Waterbeach Parish, so includes the old barracks and Chittering. Importantly, the Waterbeach NP cannot be used to stop development which is already required through the district Local Plan.

A steering group was set up by the Parish Council to help facilitate creating the neighbourhood plan. This group consists of some Parish Councillors as well as other interested village residents. If you are interested in contributing, we are always keen to hear from people as it is your plan.

Progress so Far

So far, we have:

- undertaken early community engagement to identify issues of most concern to parish residents;
- developed a vision and identified key themes and objectives; and
- developed an evidence base which will inform the proposals and policies in the neighbourhood plan.

Our evidence currently includes:

- a demographic and socio-economic profile for the parish;
- information relating to traffic and pedestrian movement in the village during the morning rush-hour; and
- a character and heritage assessment as well as proposed design principles which have been informed by this assessment.

Appendix 4 to the Consultation Statement

Next Steps

Before being adopted, the NP will be consulted on widely, examined by an independent examiner and be approved by residents within the plan area at a local referendum. Below we have provided information on the next key stages of plan development. We have also provided details on consultation activity at these stages.

NP Development Stage and Consultation
Evidence building and early plan proposals.
June – August 2018. We are inviting residents and businesses to comment on the Character and Heritage Assessment, themes, objectives and emerging plan proposals.
Pre-submission formal consultation stage.
All residents and stakeholders will be given a minimum period of six weeks to comment on the plan we intend to submit to South Cambridgeshire District Council.
Submission stage.
The NP will be submitted to SCDC who will then publish the plan. At this stage, the NP group can no longer amend the plan. There will an opportunity for all residents and stakeholders to comment on the submitted plan and accompanying documents for a six-week period. All comments will be forwarded to the examiner who will examine the submitted neighbourhood plan against prescribed tests known as basic conditions.
Examination
Referendum
Subject to a successful examination, all residents in the plan area will be given an opportunity to vote at the NP referendum

June 2018 Community and Stakeholder Engagement

Thank you to all of you who have provided feedback on the neighbourhood plan at earlier stages. We could not have progressed our work without this input.

During the period June to July 2018 we are undertaking further engagement. We are inviting residents and businesses to learn more about the work of the neighbourhood plan and provide feedback on the Waterbeach Character and Heritage Assessment, the proposed design principles that have been informed by the Waterbeach Character and Heritage Assessment and the plan proposals progressed so far. Please come and see us at one of our events. You can also provide feedback via our website at www.waterbeachneighbourhoodplan.org

List of Events:

Appendix 4 to the Consultation Statement

How does the Waterbeach Neighbourhood Plan relate to the work of South Cambridgeshire District Council?

South Cambridgeshire District Council (SCDC) are preparing the Local Plan. The Local Plan includes the policy SS/5 which allocates approximately 8,000 to 9,000 homes and other uses on the former Waterbeach Barracks and land to the east and north of this area. SCDC are also preparing a Supplementary Planning Document (SPD) which will provide additional guidance for developers. The SPD is expected to provide a design-led approach and spatial framework for Waterbeach New Town. SCDC are due to consult on the SPD in mid-2018 prior to adopting the SPD.

The Waterbeach NP will cover the entire parish and, alongside the Local Plan, it will provide the basis for determining planning applications. Whilst the NP will apply to land in the Waterbeach New Town site, the NP must be in broad conformity Waterbeach New Town Policy SS/5.

Appendix 5a to the Consultation Statement

Appendix 5a to the Consultation Statement - Notes made by the Neighbourhood Plan group at a discussion evening held at St John's Church 29 April 2015

At the recent discussion evening held on 29th April attendees were invited to make comments on the highlighted topics. These comments were:

Health and Welfare

- Place for older people to meet daily
- Extra care housing for older people
- More GP's out of hours health service
- GP's surgery to offer alternative therapies
- Small intermediate care facility providing temporary stay for frail elderly
- More thought given to the needs of elderly population
- Pedestrian crossing
- Safer access to pharmacy
- Larger pharmacy with parking
- Parish nurse
- Health provision to include optician, dentist, physio, audiologist
- Younger people on Parish Council

Business and employment

- Banking facilities
- More local jobs in the village (to reduce commuting)
- Ensure future development includes opportunities for new shops and businesses

Recreational Facilities

- More options for sport e.g. Running routes
- Encourage better and more extensive use of Tillage Hall
- Disneyworld on Barracks site
- Need to have activities for teens
- More places to safely exercise dogs
- Swimming Pool
- New ground for Cambridge United
- Make more of our riverside location e.g. a community picnic ground
- Village gymnasium and Swimming Pool
- Swimming Pool

Environment and Conservation

Appendix 5a to the Consultation Statement

- Protect existing hedgerows and green roads
- Encourage wetlands
- More footpaths and bridleways
- More trees and hedgerows
- Green separation from large development
- Maintenance to drainage ditches
- Include open space in any large development and do not reduce in planning amendments
- More green belt
- Look after what we've got – it can't be replaced
- Better maintenance of riverside cycle path

Schools and Family Services

- Encourage teenagers to be more involved in village life
- School crossing
- Continue to develop preschool, afterschool activities and youth provision
- Gritted school bus routes and safer school buses
- Need more spaces for young children (preschool and younger)
- Library improvement
- Ensure school sizes stay ahead of the development

Housing and Development

- Ensure houses have adequate parking and for visitors
- Extra care housing for older people
- All roads wide enough for fire engines and bin lorries
- Build on built area of Bannold road only
- Mix of housing types, sufficient off road parking, local open spaces/play facilities
- More affordable houses
- Small developments and extensions must keep materials on site – don't block access or neighbours
- High speed internet connections
- New houses eco-friendly and have solar panels
- More children's play areas
- Keep farmland as farmland
- Local houses for local people
- Parking spaces for residents and visitors
- More social housing
- Good links to local services
- The land is good arable land and should be returned to farming not built on as it will flood

Appendix 5a to the Consultation Statement

Flooding and Drainage

- Review sewage capacities
- Drainage and potential flood issues
- Proper assessment of all impacts of proposed new developments. Don't 'talk down' the risks
- Maintain drain network around village
- Need better drainage on Station Road
- Planning applications must detail drainage arrangements and effect on existing homes
- Consult closely with Anglia Water so we know what their plans for the future are for our treatment works
- Sewage disposal
- Don't build on flood plain
- Ensure drainage will be properly maintained

Transport

- Infrastructure before development
- Public transport times to be extended
- Road infrastructure (A10, A14) must be improved before any large development
- Cycle path along A10 towards Chittering
- Improve the A10
- Better cycle links
- Work hard to achieve cycle route on to Ely
- Cycle routes to Lode and Wicken Fen
- Pavement both sides of the road and railway crossing at the station
- Better bus links
- 20mph in village centre
- Traffic calming to stop the village being used as a rat run
- Manning of Waterbeach station at busy times
- Reduce speed in the village to 20mph
- Transport infrastructure must be improved (safety and traffic flow before any further developments)
- Traffic congestion safety issues
- Better footpaths
- Too many bends and blind corners
- Live radar signs telling drivers if they exceed speed limits
- Keep station where it is
- Extend station for longer trains
- Minibus service between Milton, Landbeach, Horningsea, and Waterbeach
- Pedestrian crossing in chapel street in chapel street before someone is injured
- More parking at the train station

Appendix 5a to the Consultation Statement

- Gritted school bus routes and safer school buses
- A request stop for people wanting to get off in Waterbeach (bus)
- Ask Stagecoach for half hourly service and Sunday buses
- Crossing points on road
- Sunday buses
- Bypass out over river to join up with Marshall's roundabout to provide relief for Station Road and rat running through village
- A10 to be reclassified as trunk road – funding more likely from department of transport

Neighbourhood Development Plan

“Do you want to help to protect the identity, and shape the future, of your village and community?”

Thank you to everyone who contributed to the public consultation on the Waterbeach Neighbourhood Plan Development Area. In assessing the application, the District Council cited the positive contributions from the community as being a significant factor in their decision to grant the application. The area defined includes the whole strategic site comprising the former barracks and farmland beyond. This has been accepted despite opposition from developers.

The Neighbourhood Development Plan will give us a platform to express our views on the future development of Waterbeach and Chittering. Following independent inspection, the Plan will be voted on by local residents and, once agreed by community referendum, it will come into force. From then on any developers will have to comply with it.

For this plan to properly reflect the views and priorities of our community, it is vital that we have input from as wide a section of our community as possible. We would therefore welcome input from anyone living or working in the development area.

Do you have an interest in, experience in, or enthusiasm for:

- Flooding and drainage
- Health and welfare
- Transport infrastructure
- Education
- Rural nature and environment
- Community and recreation
- Business and Employment
- Housing/Planning
- Conservation and heritage

If so then please join the focus group for your area of interest and help the Neighbourhood Development Plan Working Group form a plan for the future of our community.

To find out more or to get involved, please call 01223 441338 or send your details to council@waterbeach.org.uk

Appendix 6 to the Consultation Statement

Appendix 6 - Notes from the Community Consultation 1st – October 31st 2016

To gain further understanding of local businesses in the heart of the village and local community groups a series of consultations have been held. Visits have been made by Cllr Myra Gaunt and Jane Williams. Questionnaires and emails have also been completed to gain to help us to develop Waterbeach Neighbourhood Plan.

This initiative will continue as the NP evolves.

Comments from local businesses situated in the heart of the village around the village Green in the conservation area of Waterbeach.

What is good/ bad about being located within the Parish of Waterbeach?

- Friendly nature/good local shops and community spirit
- Most customers local
- Good road and rail access to Cambridge and London

Bad:

- Bad parking and road network
- Unavailability of parking spaces for the local shops. It's a problem for the customers creating loss of business
- Traffic congestion through the village at peak times.
- No bank or different shops or attractions.

Another pharmacy or supermarket opening in the village

Does the business have any specific needs to help it thrive and stay in the parish?

- Parking should be limited to the rear of Greenside area of the village
- Train station parking should be extended to free spaces for customers in the village to access shop
- Extra parking
- Resident permits
- 3hr limit parking for non- residents
- One way system around the Green
- The price of houses should be lower
- Cheaper business rates and tax
- Open another pharmacy in other area of the parish as the village develops
- More events in the village to attract more people. The village doesn't offer anything interesting so all the businesses are struggling with not enough money to survive and the tax is very high.

Voluntary Community groups – There is a need to list community meeting places and recreational places throughout the parish.

Here are some findings from the following groups that were visited: Happy Folks Club/

Appendix 6 to the Consultation Statement

Denson Close Day Centre/Beach Social Club

Letting senior citizens enjoy each other's company Waterbeach/ Landbeach villages

Denson Close sheltered housing for older people/ day centre – SCDC operated. There is a warden but the day centre is run by volunteers. There various activities throughout the week. Need more volunteers. Residents pay for use of day centre through their rent/rates. Because of government cuts the day centre is being charged £40 per week. They have a little funds but fear for the future.

Happy Folks Club meets at the Beach Social Club Waterbeach. Run By volunteers. Various activities and outings arranged.

Current issues to both groups transport – lack of buses. Congestion around the Green.

Lack of care in sheltered sites.

Improvements to mobility – More buses, parking meters, double yellow lines. Traffic calming.

Re- instate wardens.

Waterbeach Bowls Club - Pavilion and bowling green situated on Waterbeach recreation ground.

Approx. 20 members age range 20-76. Established 90 years ago. Well established and successful. Run by volunteers. Great pride in the club by members. Pavilion is the responsibility of Waterbeach Parish Council. Green maintained by WPC.

Current issues and concerns facing the group:

- Ensure building and green maintained. Extend pavilion as limited space when home and visiting team meeting there. Pavilion in need of repair.
- More members to ensure continuity.
- Machinery to ensure green is kept to a high standard.
- Use of social media to promote club.

Way (Waterbeach Action For Youth) Project: Funded by local churches/Parish Council/Individual donors.

Group description and community interests represented by the group?

WAY manages Waterbeach Youth Club and operates on 3 nights per week – Monday, Wednesday & Thursday 7 – 9 p.m. We represent the interests of our young people and offer a safe environment for them to meet & make friends, learn new skills (e.g. music, cookery, arts & crafts), let off some steam (sports), become more involved in the wider community (e.g. litter picks).

Appendix 6 to the Consultation Statement

Number of members – currently around 58 Age range 11-18

Location – Tillage Hall

Current key/issues concerns facing your group

- Recruiting and keeping staff
- Training our youth workers
- More soundproofing in the Tillage Hall
- Keeping our young people safe (we have a grant application pending asking for portable lights which can be used on the recreation ground to allow our young people to do sports on dark nights) and recruiting more adult volunteers to boost our staffing levels.

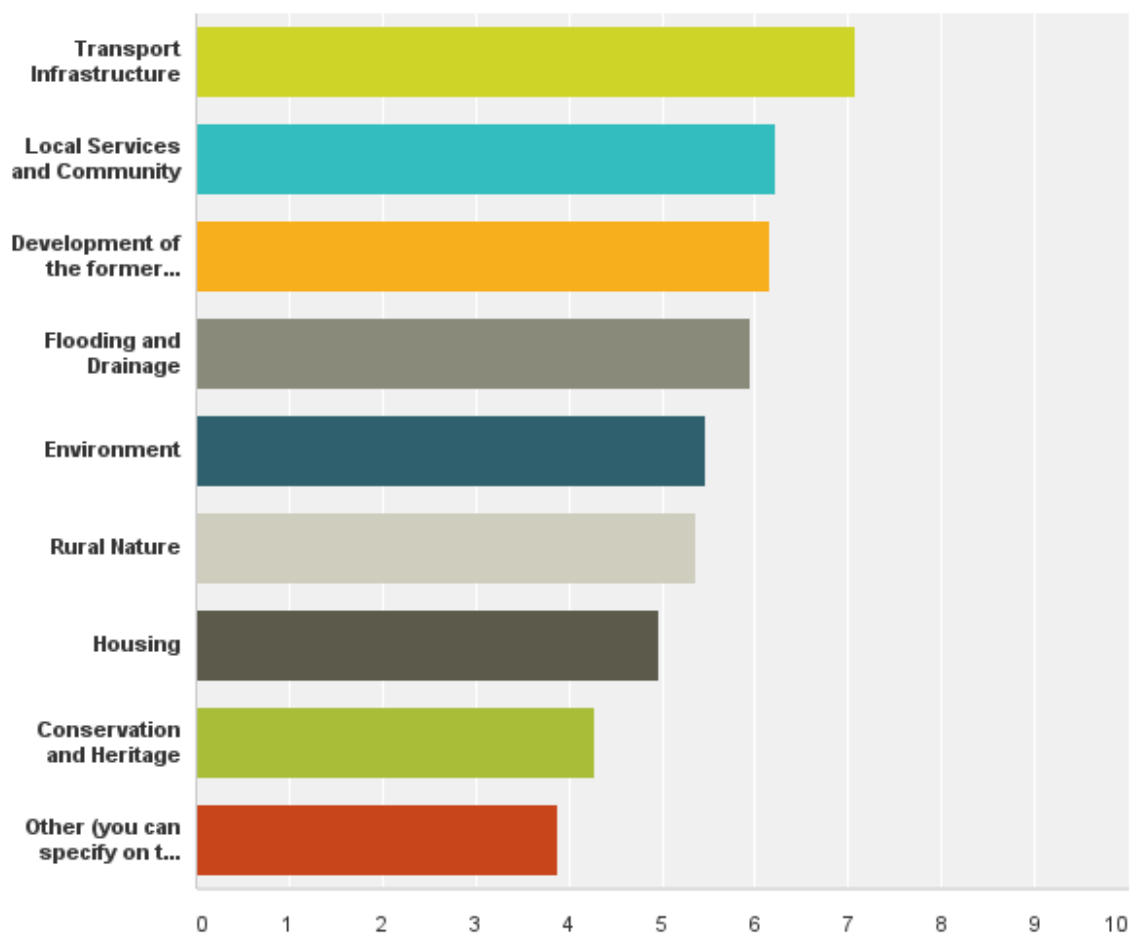
How could these issues and concerns be addressed? (Please include any improvements that could be realised through new housing developments in our parish?)

- Recruitment: by receiving funding for training courses, and ultimately by training our own trainers – another grant is pending for this.
- With more adult support preferably from Waterbeach residents – many pleas have been made, very few accepted!
- Better lighting on the recreation ground
- A grant/donation to top up the small amount we have left in the soundproofing budget (used mainly to soundproof the music room) and permission from the Tillage Hall Management Committee to put this in place. This would also benefit other users of the Tillage Hall. And – heavy duty carpeting in the main hall would support addressing the noise problem.

Appendix 7 – Summary of the Survey Monkey Question 1 results 2016

Q1 Please rank in order of importance (1 being most important) the areas you are most concerned about.

Answered: 185 Skipped: 0



Appendix 7 to the Consultation Statement

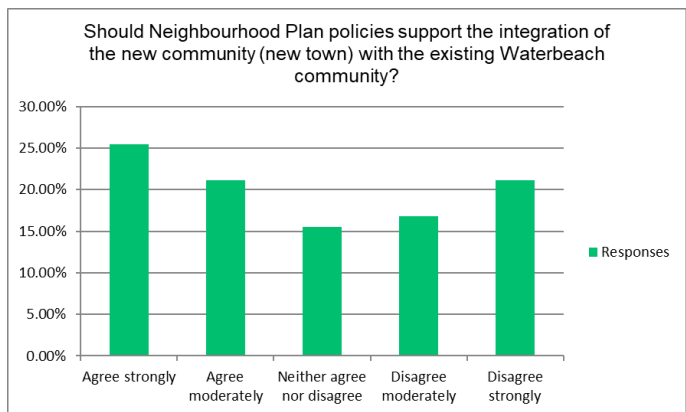
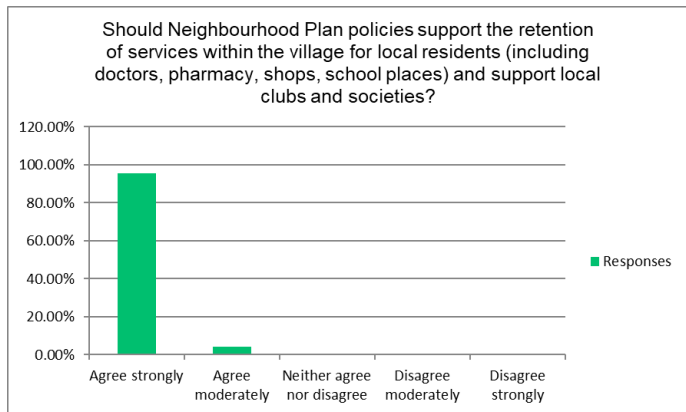
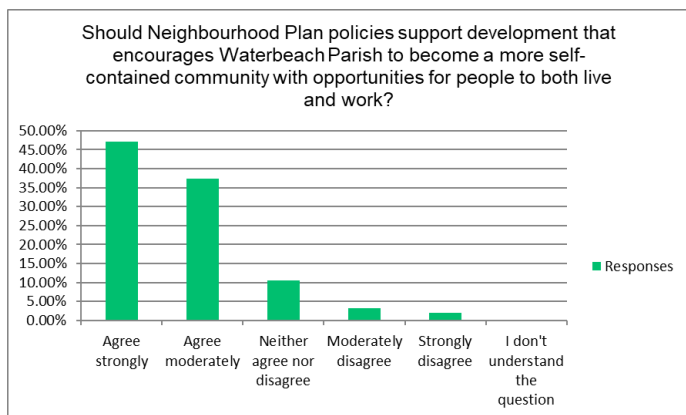
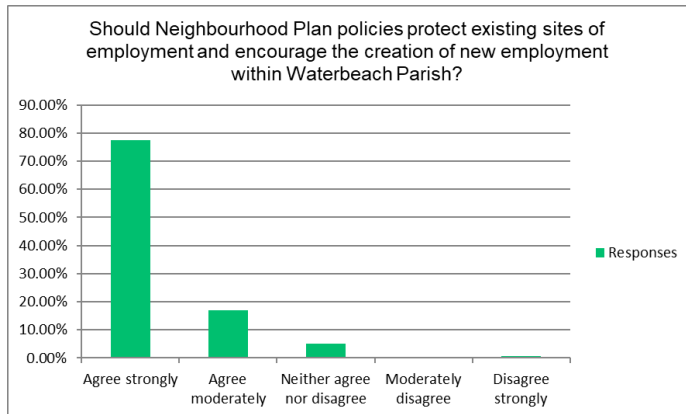
Results of Question 1 (survey monkey online responses and paper responses)

Please rank in order of importance (1 being most important) the areas you are most concerned about.														
Answer Options	1	2	3	4	5	6	7	8	9	Rank	Rating Average	Response Count	Not of concern	
Transport Infrastructure	53	33	23	13	9	7	6	4	5	1084	3.05	155	2	
Local Services and Community	19	32	23	22	16	18	10	7	0	916	3.90	149	2	
Development of the former Barracks area and the surrounding farm land (as outlined in South Cambs policy SS/5)	48	15	17	8	12	11	12	18	5	900	4.38	154	8	
Flooding and Drainage	14	24	28	23	23	10	15	8	1	869	4.46	152	6	
Environment	8	18	20	22	32	26	11	10	0	805	4.66	149	2	
Rural Nature	13	13	18	21	24	21	15	15	0	752	5.27	149	9	
Housing	8	18	18	25	10	17	28	22	3	741	5.43	155	6	
Conservation and Heritage	3	9	13	10	18	30	29	26	2	601	6.35	149	9	
Other (you can specify on the next page)	9	3	4	1	2	1	6	8	19	206	11.77	83	30	
												<i>answered question</i>		185
												<i>skipped question</i>		0
Answer Options	1	2	3	4	5	6	7	8	Rank					
Transport Infrastructure	38	12	6	3	2	1	4	1	459					
Local Services and Community	7	15	12	13	6	6	5	3	353					
Flooding and Drainage	5	12	10	10	4	10	6	10	302					
Development of the former Barracks area and the surrounding farm land (as outlined in South Cambs policy SS/5)	9	5	12	9	6	7	7	12	295					
Housing	3	6	11	10	14	7	8	8	283					
Environment	1	9	9	6	15	17	6	4	282					
Conservation and Heritage	1	6	4	5	11	12	14	14	221					
Rural Nature	3	2	3	11	9	7	17	15	217					
										<i>answered question</i>		67		

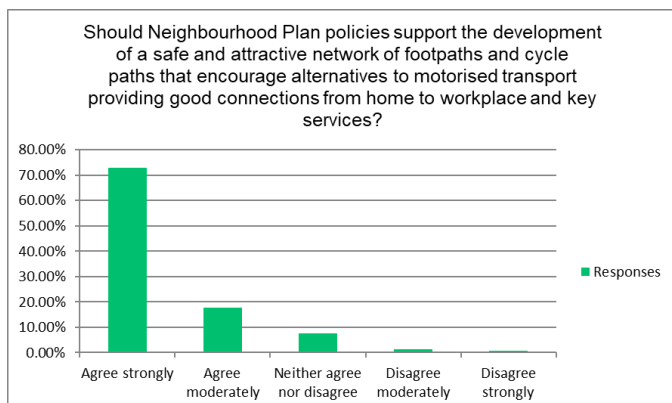
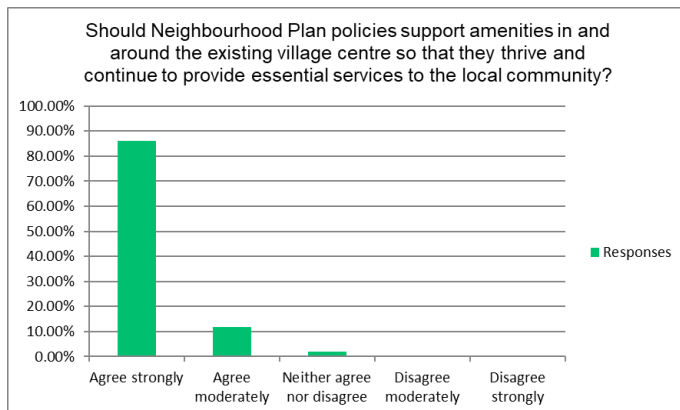
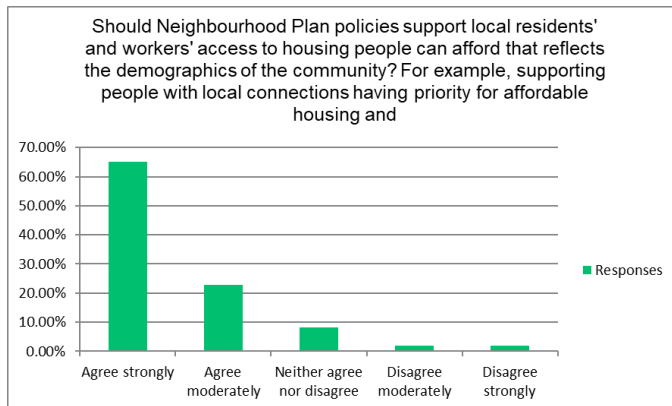
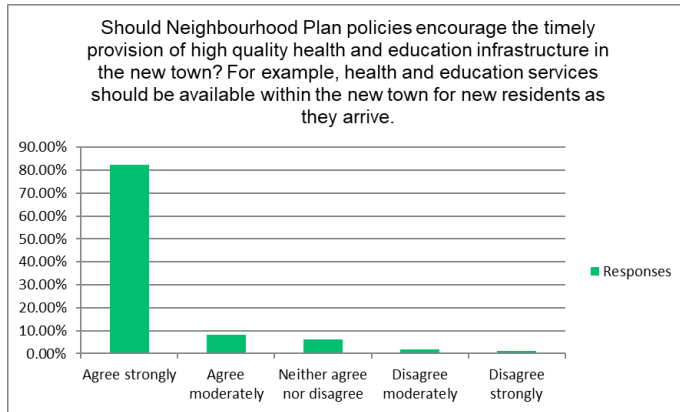
Appendix 8 to the Consultation Statement

NP Objectives Survey Results 28 Mar 2018

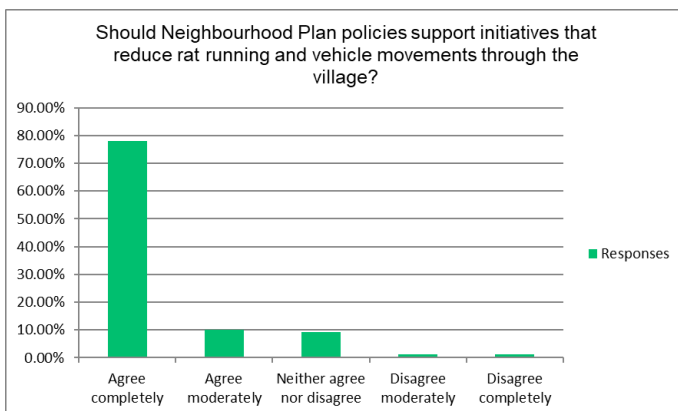
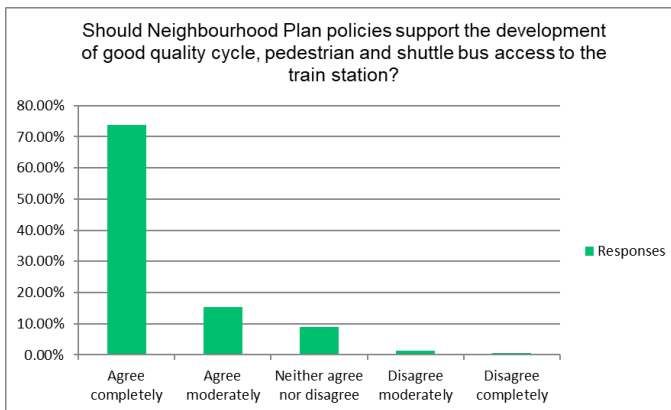
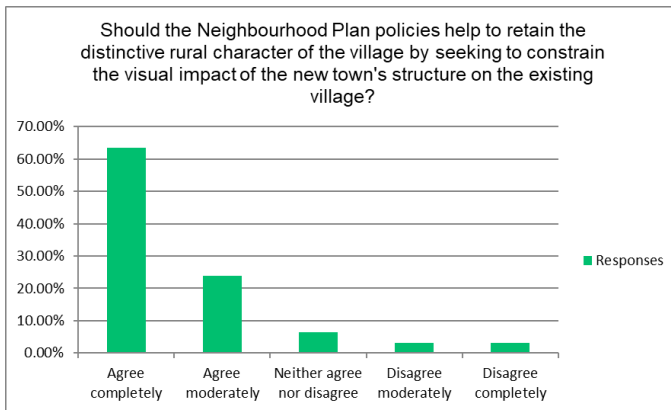
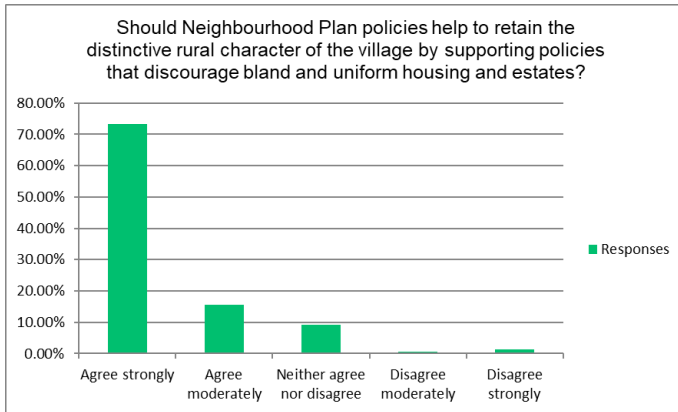
Total respondent: 158



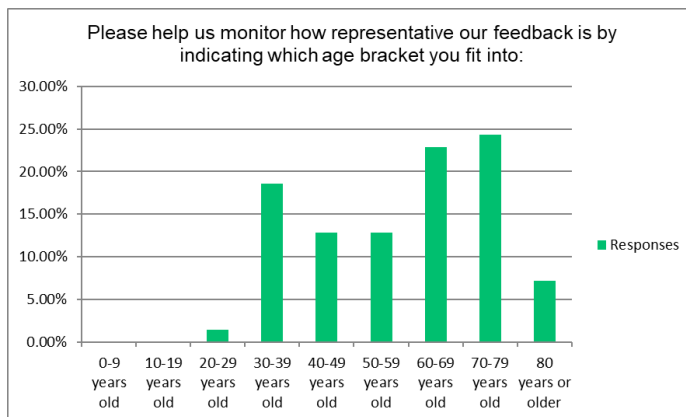
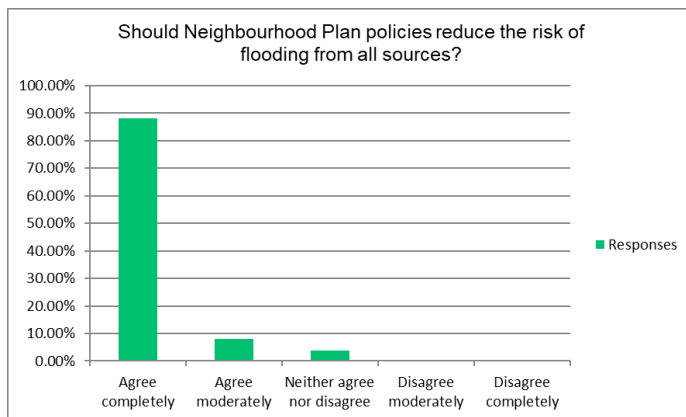
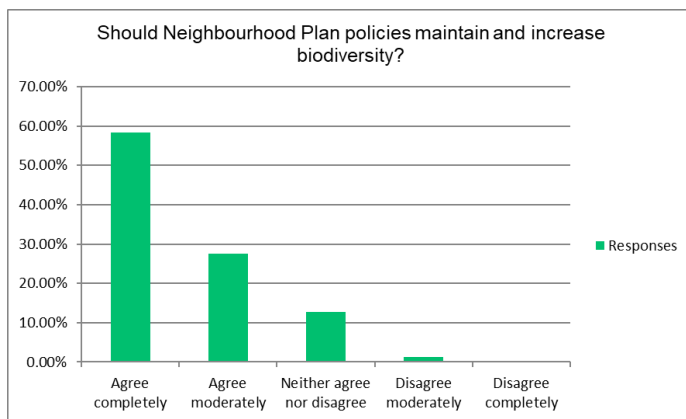
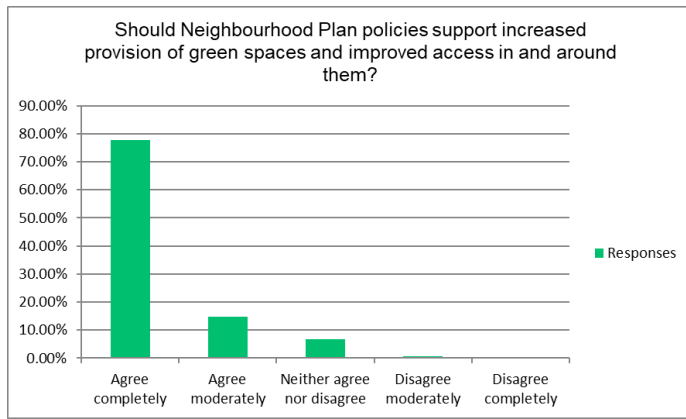
Appendix 8 to the Consultation Statement



Appendix 8 to the Consultation Statement



Appendix 8 to the Consultation Statement



Appendix 9 to the Consultation Statement

Appendix 9 – An extract from the Beach News Summer 2017 edition

Neighbourhood Plan

It has been a very busy year so far regarding the development of the Neighbourhood Plan.

We held consultations with residents and businesses in the parish. The following issues have been identified to be addressed by the plan in priority order: Transport and infrastructure, local services and community, development of the former barracks land, flooding and drainage, environment, rural nature, housing, conservation and heritage.

The proposed Neighbourhood Vision:

“Our neighbourhood area will continue to be a great place to live and work by ensuring that the identity and character of the existing communities within the Parish are respected and protected. The plan will ensure that any new development in the neighbourhood area will provide sustainable infrastructure. It will ensure the improvement of the overall quality of life of every resident. It will not be overbearing or overwhelming and should complement the rural vistas and existing fen edge landscape.”

What is the aim? We would like the plan to contain policies that are in the best interest of Waterbeach and Chittering, including how to support local employment, local services, schools and shops whilst maintaining the character of the area. It is likely to set out a list of sites where development is supported and areas where it is not.

Why give your views? This will help to make sure our communities get the right type of development that reflect the priorities of the area. Who is better to shape planning policy than the people who live here and love the area? Villagers will be able to vote to adopt the plan when it is complete. The Neighbourhood Plan will give our communities a stronger voice in development matters.


Tell us what you think, comment on the proposed vision, sign up to our e-newsletter by emailing: NPAAdmin@Waterbeach.org.uk. In writing to: Waterbeach Neighbourhood Plan Team, The Old Pavilion, Cambridge Road, Waterbeach, CB25 9NJ.

Follow us on Facebook [Waterbeach Neighbourhood Plan](#)

Follow us on Twitter: [NPlanWaterbeach](#)

Appendix 10 to the Consultation Statement

Appendix 10 – November 2018 Workshop Invitation



YOUR VOICE


Waterbeach
NEIGHBOURHOOD PLAN

Join us for coffee, cake and interactive discussion

At the Beach Club 33 Cambridge Road Waterbeach
Tuesday the 13th November 2018 Between 19:00 – 21:00

Or alternatively

Saturday the 17th November 2018 Between 11:00 – 13:00



Help shape the future of Waterbeach

For Waterbeach to continue to be a great place to live and work, it is vital that our community organisations are protected and supported. As a representative of your organisation join us to

Help shape the future of Waterbeach.

Please RSVP NPAdmin@waterbeach.org.uk with your preferred session.

See www.waterbeachneighbourhoodplan.org for further information.

Once adopted by a community, a Neighbourhood Plan becomes Planning Policy and planning applications within the parish will be checked against it.

Appendix 11 to the Consultation Statement

Appendix 11 to the Waterbeach Consultation Statement. An overview report of the two November workshops.

Detail from theme leaders reported separately in Appendix 13.

Event 1: Community workshop Tuesday 13 November 2019 7pm to 9pm:

Who was invited?	Representatives of community groups in Waterbeach 310 invites sent out
How were they invited?	Email, telephone, advert on neighbourhood plan website
Who attended	19 community representatives representing 29 different community interest groups. Of the attendees, 17 lived in the parish, 8 worked in the parish, 9 did non paid work in the parish. Of all attendees, the one who had lived in the parish the longest was for 45 years; the shortest time any of them had lived in the parish was 7 years.
	The following community groups were represented at the meeting: <ul style="list-style-type: none"> - Girl Guides - Youth football club (Colts) - Sporting and Recreation - Community Land Trust - Little Stars - Waterbeach Cycling Club - Waterbeach Scouts - WAY Group
Venue	Beach Club, Waterbeach

1. Engagement Task 1 - Feedback on the Waterbeach NP Vision

All attendees sat in five groups in the room and were asked to discuss amongst themselves their feedback on the draft vision, five themes and nine objectives. Feedback was as follows:

General

- 2 groups fed back: generally good overview
- 1 group felt the word “overbearing and overwhelming” in the vision lacked clarity

Transport related comments:

- 1 group fed back: tranquillity is really important but is not thought to be achievable given the plans for the new town but, even without the new town plans, given the extent to which the village is used as a rat run. From this perspective the relocation of the train station could be seen as an opportunity.
- 1 group fed back: very important to consider the safety of school children including those using the school bus (does this mean secondary school children walking to the school bus stop??)

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- 1 group also agreed there are opportunities arising from the plans to relocate the train station.
- 1 group fed back that the vision does not mention public transport
- 1 group fed back that public transport is important to get people out to work
- 1 group fed back that a village bus service is needed
- 2 groups fed back that we need to consider the needs of those who are mobility impaired/ less mobile in terms of moving around the parish
- How about considering a dutch approach and use of shared surfaces (not specific about location). But no speed bumps (although some disagreement in room from one person on this)
- 1 group wrote down: not to move the station due to impact on infrastructure (for existing village?)

Work/life balance

- 1 group fed back: the volunteering community is very important in Waterbeach. This is under threat due to challenges of maintaining a healthy work-life balance amongst residents.
- 1 group fed back: the village is a place to work, to live and also for leisure activities.

Housing

- 1 group fed back that social housing is not in the vision and should be

Rural infrastructure

- 1 group fed back that the Greenway does not link in with Cambridge

Sustainable infrastructure

- 1 group wrote down: infrastructure needs to given to the village (presumably from new town?)
- 1 group wrote down: there needs to be sustainable infrastructure for the elderly too.

Engagement task 2 and 3

- reported on separately by group facilitators

Final item:

Participants were given a final opportunity at the end of the session to note down their priorities for the neighbourhood plan as far as their interest group was concerned.

Output:

User group	Top priorities
Girl guiding	1. More useable community spaces 2. Better work/life balance to allow for increased volunteering opportunities.

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User group	Top priorities
	<ol style="list-style-type: none"> 3. increase employment opportunities in the village to assist with better work/life balance 4. pedestrian safety/walking routes
Waterbeach Colts (Youth football)	<ol style="list-style-type: none"> 1. Retain adequate space for increased demand – important for physical/mental health of young people 2. Multi-purpose, all weather pitch for variety of sports for all ages 3. Retain rural character/green spaces and pedestrian and cycle access
?	A letter to the district council that listens to residents concerns on planning and enforces conditions
Sporting and Recreation	<ol style="list-style-type: none"> 1. Safety for young people 2. Protect our young people from dark areas, and impatient rude motorists
CLT – Housing	<ol style="list-style-type: none"> 1. Affordable housing 2 AH integrated with other housing 3. Mixed development – live there, work and play
Little stars	<ol style="list-style-type: none"> 1. More social housing to help young people stay in the village 2. Make Village Green one way / Take action to improve parking in village centre and someone to police illegal and inconsiderate parking 3. Transport i.e. Buses 4. Keep us included in the ‘heart’ of the Waterbeach 5. Protect and support each other – think safely great project ideas but getting from A to B causes damage
Waterbeach Cycling campaign	<ol style="list-style-type: none"> 1. safe accessible cycling and walking routes within the village 2. safe cycle routes to Cambridge, Cottenham, Chittering, Research Park, Lode and Landbeach (safe routes in all directions) 3. Active travel to school encouraged and cars encouraged.
Non resident	<ol style="list-style-type: none"> 1. Develop a mature relationship into the new town by making NP and using it to enhance existing waterbeach village which will ultimately, most likely, become one (the best) of probably 2 to 3 village centres in Greater Waterbeach. 2. More music lessons in school

Event 2: Community workshop Saturday 17 November 2019 11 am to 1pm

Who was invited?	Representatives of community groups in Waterbeach +/- 2000 invites sent out
How were they invited?	Email, telephone, advert on neighbourhood plan website
Who attended	10 community representatives representing 29 different community groups. Of the attendees, 4 lived in the parish, 2 worked in the parish, 5 did non paid work in the parish.

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	<p>When asked how long people had lived in the parish, the group discussed how long their organisations had been represented in the parish:</p> <ul style="list-style-type: none"> • Waterbeach Boat Club had been going since 1911 • Waterbeach Brass Band since 1979 • Waterbeach Sailing Club since 1899 <p>One participant lived in Landbeach</p> <p>On participant had moved to the parish in the last five years.</p>
	<p>The following community groups were represented at the meeting:</p> <ul style="list-style-type: none"> - Waterbeach Boat Club - Brass Band - Sailing Club - Community Land Trust - Waterbeach Day Centre - WAY Youth Group
Venue	Beach Club, Waterbeach

1. Engagement Task 1 - Feedback on the Waterbeach NP Vision

All attendees sat in four groups in the room and were asked to discuss amongst themselves their feedback on the draft vision, five themes and nine objectives. Feedback was as follows:

Transport related comments:

- 1 group fed back: identified 3 issues (i)problems caused by car parking; ii) Public transport iii) Lack of connection with other surrounding (hinterland) villages such as Landbeach (very difficult without a car).
- 1 group fed back that no single transport solution should be introduced to the expense of other issues.
- 1 group fed back: Car parking on green creates difficulties for businesses, residents and non-residents trying to use the villager services
- 1 group fed back: we need better public transport and better parking
- Objective 2: one group wrote down (and good transport network).
- Objective 2: one group wrote down “Good alternative transport to station – buses!”
- Objective 4: one group wrote down (make sure the village is not clogged up with parking; it is looking like a car park)
- One group wrote down: we need good transport links to locals which have fewer facilities such as Landbeach and Horningsea.

New Town:

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- 1 group fed back: Even though the new town will be challenging we should be welcoming the new community; there could be opportunities
- 1 group fed back: New town presents opportunities for new membership to the boating club from parish. However, very concerned about the impact to existing residents and non-residents of the relocation of the train station. This will reduce accessibility to the boat club considerably.
- 1 group fed back: level of housing proposed needs to be accompanied by increase in infrastructure
- 1 group fed back: New recreation facilities connected with the new town should not reduce facilities in the village
- 1 group wrote down: we need to try to embrace the new town and create a cohesive community

Objective 5:

- 1 group fed back: queried the use of work “essential services”; is this too restrictive and we should be raising our ambition to provide a variety of services
- 1 group fed back: queried why we refer to High Street and not village green

Open space/green space:

- 1 group fed back: Saberton Close Orchard is very special space close to the village and should be protected
- 1 group fed back: River biodiversity. We should consider the biodiversity of our spaces not just as public open spaces
- Objective 8b: 1 group wrote down: “can we champion? aspect of biodiversity?”. “We should guard against woodland walks”

Engagement task 2 and 3

- reported on separately by group facilitators

Final item:

Participants were given a final opportunity at the end of the session to note down their priorities for the neighbourhood plan as far as their interest group was concerned.

Output:

User group	Top priorities
CLT	<ol style="list-style-type: none"> 1. Ability for local people with connection to the village to live and remain living in village – in affordable houses 2. community ‘vibe’ remaining with changes that happen 3. Affordable housing provision.
WAY (youth group)	<ol style="list-style-type: none"> 1. Connecting with young people 2. moving into new housing – distance from village hall 3 provision of youth facilities in 1st builds 4. Avoid ‘us and them’: school, bus and leisure activities

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User group	Top priorities
Saberton Close Residents	1. Concern to preserve the orchard at end of piecemeal Lane/Saberton Close as green space and sanctuary for wildlife.
Waterbeach Day Centre	1. Commuter on street parking near to existing station (resident issue) 2. Accessibility for mobility impaired
Cambridge Motor Boat Club	1. loss of easy access to the railway station 2. Congested roads between Clayhithe and the village

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Appendix 12 – A report of the November 2018 community workshops

As part of the mid-way consultation on the Waterbeach Neighbourhood Plan, the Waterbeach Neighbourhood Plan group held two community and stakeholder workshops on Tuesday 13 November and Saturday 17 November. Information on attendees and workshop format is reported on separately. This note brings together the notes made by the group facilitators for themes

1. Village Heart
2. Housing
3. Heritage and Character
4. Green Spaces.

Notes on the transport discussion which took place at these two workshops is reported on separately in the Analysis for Transport comments at both the two workshops and as part of the NP survey which was consulted on at the same time.

1. Village Heart Mid-way Consultation Workshop Summary: notes by the group facilitator

Summary notes.

Work life balance of residents is vital for the strength of our community. We should protect the strengths of our existing community but not at the expense of the new community.

Village heart definition broadly agreed with but other areas of public services (such as where Little Stars are) could be linked to it by artery routes of public realm.

Commuting patterns have a strong impact on traffic and parking in the village and this is very important for residents to make quick purchases and for shop owners to get business.

We should support and enhance opportunities for existing businesses which will promote new businesses – listen to existing businesses - including child care provisions. Ensure local employment opportunities for residents of new town. A good example is the new offices on Denny End road and the facilities there.

We should increase sports, recreation and leisure spaces to ensure those currently available at the barracks aren't lost and provide additional facilities that have a sustainable / maintainable future including some further throughout the village. This could possibly include a floodlit allweather pitch. Additional walking and meeting spaces would prove sociable. Consideration should be given to ensuring public space is secure.

The most important areas in which public realm improvements are needed are the land/surfacing area outside of the White Horse / One stop, and the narrow stretch of pavement outside the Village Stores where crossing is dangerous. Delivery vehicle access and turning needs to be considered. Access for those with limited mobility to the various shops should be considered, including access from the bus stop.

Participant disagreed the statements from the Character and Heritage Assessment that the greenside retail units lack focus, require better promotion and would benefit from being concentrated in a retail area. Participants agreed that an area of public realm where a café or similar could spill out into would be good. A bandstand on the green or gault was suggested by Waterbeach Brass and an area for visiting vendor stalls was suggested.

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Village Heart Detailed Write Up

NP Objectives Table Work

13/11/18

- The limited pool of volunteers shows how important the necessary work life balance is
- Little stars or similar provision is critical to allow families the necessary work life balance
- None vehicle links to the new station are key as they have knock on effects to the rest of the village

17/11/18

Vision shouldn't over emphasise protection of the existing community as it could be at the expense of welcoming new community members. Whilst it will be difficult to integrate we should look for the positives including more volunteers for groups

Theme 3 – should refer to the whole Village Green Area and not just the High Street

Theme 2 – We need to be careful not to implement one intervention at the expense of knock on effect in other areas

Shop parking is a problem for people visiting the village to make a quick purchase.

Theme by theme

		13/11/18	13/11/18	17/11/18	17/11/18
5.	i. Retention of shops and services along the High Street and village green	●●●●●	Services to include doctors and pharmacy to be retained in village	●●●●●	Library was considered a non essential service. Village fought for it to remain and its run by volunteers. What is essential by one person is different to another.
			Nice's Garage / Old Post Office / Butchers – would be good to have businesses on all side of the Green		
	ii. Encouraging the provision of new shops	●●●●●	Opportunities for shared facilities for the community eg. Playgroup	●●	

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		13/11/18	13/11/18	17/11/18	17/11/18
	and services along the High Street and Village Green		/ after school clubs / volunteer groups (guiding/scouting) / youth clubs		
			Encourage new businesses to use existing High Street spaces – re develop rather than build		
	iii. Traffic management and parking measures to facilitate passing car-based trade in Waterbeach Village heart	●●●	More important to encourage good pedestrian and cycle access. Experience in London shows that trade increase in “dutch style areas” where cars are removed	●●●	The Post Office / Village Shop (area 2) is quite dangerous traffic point for pedestrians. Are any safety measures possible here?
			Pedestrian and cyclist safety through improvements to existing roadways and development of new		
	iv. Public realm improvements in Waterbeach Village Centre	●●●●●	Increase sporting opportunities available for all ages . Include sports that encourage girls. Support existing clubs like Waterbeach Colts and Tennis to help meet growth in demand.	●●●	Need to be something sustainable / maintainable in the longer term.
			Security of public spaces is important eg. policing		
			Consider role of the arts and art events in developing sense of place. Public realm is also about activity and what people do.		
			Keep recreation facilities similar to those currently at the barracks		
			Better indoor sports facilities too.		

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		13/11/18	13/11/18	17/11/18	17/11/18
	i. Protect and enhance existing employment sites in the village	●●●●●●●●	Support businesses that are supplying Jobs, Care etc already – help them develop they know / have the knowledge of what we need. They are on the shop floor.	●●	
			New Offices on Denny Road including Eddies Charity is a good example of office space development		
			Develop Denny End Road offices and industrial area to accommodate start ups at a price for local residents.		
			Include childcare facilities for after-school timeslot		
	ii. Range of employment opportunities in New Town	●●●●●	Encourage flexible working hours to accommodate working parents	●●●●	Employment locally for new town residents is also important for traffic reduction

Topic work

		13/11/18 3 participants					17/11/18 = 2 participants				
			1	2	3	4		1	2	3	4
		Agree					Agree				
1.	Have we defined the Waterbeach Village Heart accurately	Heart maybe should include village school					Arteries link to it inc. Church and Rec. Where do you limit it to?				

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		13/11/18 3 participants					17/11/18 = 2 participants				
		The heart should support / include the businesses that are outside. Start at the heart and filter out to all businesses									
2.	Do you agree that the areas shown on Map X are in need of enhancements										
Area 1		Improve for parking should improve trade and make shops more viable					There isn't a very good view from here anyway				●●
Area 2		Road should be realigned to allow parking on post office side.					Could move parking to the other side so nearer the shop		●●		
Area 3		Good					A possible band stand would be used by the Waterbeach Brass Band.				
Area 4		Good. Needs to incorporate delivery vehicle turning.						●	●		
		Access past one stop should be residents only with car parking area close to one stop and White Horse accessible only from the south.									
Area 5										●	

Please tell us your views about these statements

				13.11.18					17.11.18
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	Agree	Disagree	Don't know	Comment/suggestion	Agree	Disagree	Don't know	Comment/suggestion
"Dispersed retail units at the Greenside lack a focused area of retail provision which prevents a sense of destination being achieved.		●		Sense of destination is achieved from knowing what you want to buy!		●●		Agreed dispersed but destination is Village Heart Area
"The Greenside lacks active frontages and could benefit from café and restaurants which will spill out into the public realm. The under provision for restaurant and café outlets means the only alternatives are limited to a small number of community venues and occasional pub"	●				●●			Sun and frontage is better than White Horse. Area 4 is a good opportunity.
"Shops within the village centre show little consideration in their design, facades and signage"	●					●●		Not a significant problem – they are fine for a village
"Historic shops on the High Street are a great resource for the village and form part of the heritage but could be better promoted"		●		Which ones are historic shops?		●●		
"Retail opportunities central to the Greenside need to be unified, the village could benefit from a focused area of retail units such as the High Street"		●		Not necessarily need to be in close proximity to each other. Diff. destinations are okay for diff. services.		●●		Better spread around Green
"Public amenities close at the centre of the village are not focused as to encourage social activity. For example, the village notice board is directed into the busy junction of		●		Having the bus stop as a separate entity discourages "hanging out" in that location.	●●			Band stand – accessible would be great. Bus stop must remain windproof.

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<p>Cambridge Road and Greenside, closed off from the green in which it is located. In close proximity to the north, a bus stop appears inward looking and dark with a solid wall at its rear. This closes it off from the green and increases the physical distinction and distance between the streetscape on western Greenside and the green”</p>								
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Other issues regarding village heart

13.11.18 2 contributors

- “Heart of the village” but think of other “organs”/clusters and arterial routes and how people connect to other parts of the village, for example Little Starts
- Enhance recreation ground / outdoor recreation facilities for all ages – extend through village? Spaces for sports, including football, tennis, netball, fitness, cycling etc etc. Could incorporate a multi-purpose all-weather pitch with floodlighting. Also additional walking / meeting areas for all ages, improving, social opportunities. Improve ease of access, through footpaths / cycling. Improve the facilities to support the above – pavilion; Tillage Hall; proper recycling facilities.

17.11.18 2 contributors

- Safety of crossing nearer to the post office
- Vendor space – local produce
- Bus arrivals with limited mobility to be considered – pharmacy, coffee shop, Sun and PO within easy reach of the bus stop if safer crossing nearer
- Invite new services eg. Dentists or include a vendor area for fast food van or grocer van

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2. Housing Mid-way Consultation Workshop Summary: notes by the group facilitator

1. Should social housing be mentioned in the vision?
2. Should recreation be mentioned in the vision?
3. Should it include places to “live and work, and for leisure and education”?
4. What does sustainable infrastructure mean?
 - a. Gives something to the community
 - b. For elderly too
 - c. Not move the station
5. Activities should be enhanced by the new town and not drawn away from the village

Comments on Objectives

1. Footpaths and cycle paths don't help less mobile
2. Will there be industry on the new town site?
3. Moving the station could reduce access to some amenities like the sailing club to the wider area

Point on Housing Objectives

1. Housing for elderly people
 - a. Co-housing
 - b. Sheltered housing
 - c. Retirement homes
 - d. Care homes – are existing sufficient?
2. Home working provision
3. With new housing developments encourage the provision of adequate green space and gardens
4. Things which are wrong with developments – drainage – no account taken of effect on neighbours
5. Building density sensitively
6. High rents reduce the amount which can be saved for a deposit
7. View from housing is important, should not be overbearing
8. Need some mobile home parks in the new town. Lock up and leave builds a community
9. Housing mixed with employment and commercial
10. If affordable means just that, not if you can afford £300k or more
11. What is affordable? Especially for young families.
12. How do we define “appropriate housing provision”
13. Importance of accessibility of homes x2
14. Range of sizes should apply to all housing, not just market
15. What about boat clubs in addition to mobile homes
16. Smaller houses for retirees
17. Lots of large houses being developed at the moment, what about for smaller households
18. Want to see housing associations involved
19. What is affordable? x2

Green Dots

1. Affordable to meet need – $4 + 4 = 8$
2. Community Led Housing – $3 + 8 = 11$
3. Self build – $3 + 5 = 8$

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4. Local connection policy – 3 + 4 = 7
5. Range of sizes – 2 + 4 = 6
6. Mobile homes – 2 + 3 = 5

3. Heritage and Character Assessment. Notes prepared by two group facilitator

Group facilitator 1:

Feedback from the mid-way consultation – Heritage and Character Assessment

- **13/11/2018**

<u>Statement</u>	<u>Importance on scale</u>	<u>Comment</u>
1 Rural landscape beyond Waterbeach should... maintain sense of remoteness	1	
2 Low building heights at rural edge of settlement	1	
3 Look and character of dwellings at the edge of the settlement	1	Debate on whether natural planting could be used
4 Light pollution	1	Use as much green technology as possible
5 New development should not result in loss of trees	1	
6 Protection of buildings of historic interest	1	
7 New development and village characteristics	2	Agreed with AECOM study. Are there any buildings that should be listed? For example The Rookery?
8 High quality material for new development	2	High quality of development is important – sticking to existing design less so. Important to maintain green standards. Welcome 'cradle to grave' houses.
9 Preserving rural character and setting of the Cam	1	Border should be North and South of the river
10 Improved access along the Cam	1	

Comments on grid : 17/11/2018

7. Retain distinctive character of existing settlement	i. maintain and enhance tranquillity of Waterbeach village	5 green dots
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	ii. promotion of development that enhances rural character	2 green dots
8a Increase access to informal and formal green space	i.Land available for sporting and recreation	4 green dots
	ii.Ensure non-vehicular access to these areas	3 dots – and access <u>between</u> them
8b. Maintain and increase biodiversity	Identify and protect existing biodiversity areas	3 dots –protect the Fen Rivers Way
	Management plans in place to protect biodiversity	3 dots

Comments

7

- A14 threatens the tranquillity of the village, plus access to the station has become the major threat
- The development of Long Drove will equate to the loss of natural environment
- Way Lane is over capacity already
- Rat running is a challenge

8a

- Need options to move around the village
- Segregate cyclists from walkers
- Tension between town and biodiversity, especially on Long Drove
- Need to protect the fenland areas from light pollution

8b

- Who is responsible for the management plans? This needs to be clear

Comments on grid : 13/11/2018

7. Retain distinctive character of existing settlement	i. maintain and enhance tranquillity of Waterbeach village	3 dots
	ii. promotion of development that enhances rural character	2 dots
8a Increase access to informal and formal green space	i.Land available for sporting and recreation	3 dots
	ii.Ensure non-vehicular access to these areas	2 dots
8b. Maintain and increase biodiversity	Identify and protect existing biodiversity areas	3 dots
	Management plans in place to protect biodiversity	2 dots

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Comments

7i – not achievable? Rat run to avoid A14. People will drive to the station, and expanded school will exacerbate.

7ii: need to protect Long Drove and prevent regulating access to the more rural parts of the area

8ai; needs to include Burial Ground

8aii; needs to be a cohesive village, choice of transport - not restricted.

8bi – agree and need to offer protection from encroaching development

8bii – how do we bring biodiversity into the new town? Nesting boxes? Green roofs? Community bee hives?

Additional discussion notes by the Saturday group facilitator for the Heritage and Character Stand

Comments on Vision Objectives

All Saturday people in group at this point agreed that vision and objectives were sound.

Traffic through the village as again mentioned as an issue. In particular traffic down Way Lane

Point on Heritage and Character

Fen Edge Character

All felt that the Fen Edge should be managed to retain sense of remoteness and isolation – how will the large new town development impact on this?

Is there a danger of ‘overmanaging’ countryside to protect rural character and ending up with something artificial and contrived?

The peacefulness of Long Drove needs to be protected

There needs to be more access to open countryside. (some discussion about access to the East side of the river via Bottisham lock. Whilst there are footpaths, access by cycle is fiercely resisted by landowners. River bank footpaths are important they need to be kept walkable.

Can there be more access to countryside around Denny Abbey?

Within village rat running and car parking mean that much of the peaceful character of the main routes through the village is lost due to passing traffic and parking.

If/when the station moves there will be less parking in Station Rd which will make take it more attractive, but traffic will go faster. There have been suggestions that the road to Horningsea should be blocked so there no direct motor access from that direction. This was NOT considered a good idea, the connection between Waterbeach and Horningsea is important

The rural and attractive entrances to the village need to be protected especially that from Horningsea . (i.e road in from Horningsea, Car Dyke Rd and Bannold road East of the level crossing)

Car Dyke is now becoming very attractive as the trees have matured and needs protecting and managing.

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Could a footpath/cycleway the east side of the railway line from Bannold Rd (Burgess Drove to join the paths which join the road to Horningsea at the existing station and a little further down?) This suggestion came about in a discussion with a member of the motorboat club who said that many members come by train and walk to the club and this will become less practical if the station moves. A foot/cycle path avoiding the built up part of the village might be shorter than going through the village and would definitely be more attractive.

Building heights and densities. Design of buildings

Some discussion of what defines village vernacular, whether in practice this could be reflected in new building. i.e. low buildings, no flats There is no typical Waterbeach style though the 3 bay houses with the central front door and window to either side are quite common amongst the older houses.

Buildings close to existing village need to be sympathetic to village character.

Light Pollution

This was not discussed in any detail.

4. Green Spaces.

The group facilitator led discussions on the use of current green spaces in the parish. A map of the parish was put up and attendees expressed their opinion via discussion but also placed stickers on the map. The group facilitator recorded the number of stickers placed on the map and that is what is noted in the tables below.

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13 November 2020 workshop Green Space Audit

Green Space Name, address and map reference	Main Purpose	Is this space important? 1=very important, 4 = not at all important (use green dots)				Why is it important (e.g. historical importance, nature conservation, recreation area etc)
		1	2	3	4	
Recreation Ground Map reference: 3	Large open space for public amenity and Sporting activities. Includes skate park used primarily by younger adults	o o				1/Well used Recreation area. Essential for village. 2/Beautiful, peaceful presence of trees. Important to retain a place for all ages to meet, walk and do a variety of physical and sporting activities.
Cow Hollow Wood Map reference: 12	Area of Woodland and Footpaths	O o				1/Will this small wood be extending when the Station moves. 2/Nature conservation and historical heritage (Villages planted the wood in 2000)
Old Pond Site (next to chip shop) Map reference: 5	Grassed area with mature trees and a bench	o	o			1/ It's a shame more isn't made of this area. 2/ Important to retain and grow as many trees as possible in the parish for bio diversity and good general well being and mental health of villagers
Back Stiles Map reference: 16	Area of grass and scrub with public footpath running along the northern boundary of the village.	o	o			1/ Retains bio diversity.
Car Dyke Map reference: 25	Historic ditch dating back to Roman times	O o				1/ This is a historic site that needs preserving 2/ Historic heritage

Appendix 12 to the Consultation Statement

		1	2	3	4	
	running along the western edge of the Fens. Designated as a scheduled monument.					
Old Burial Ground Map reference: 15	Former village burial ground with public access	o	o			1/ Historic
Camlocks Map reference: 14	Public amenity space. Locally equipped Area of Play in a housing estate.	o		o		1/ Keep spaces to play for children/young people - need for space/physical activity.
Town Holt (near station) Map reference: 11	Provide Transition of Village to rural aspect restrict urban sprawl	O o				1/ Important area for walking and nature. Full of wildlife. 2/Helps to retain rural/farmland character of village. Ponies are sometimes there.
Riverside Walk Map Map reference: 26	Wildlife, country walks. Public amenity	O o				1//Beautiful, peaceful, Biodiversity. Place to walk (people & Dogs) ,run. Allows us to walk further north or south to Cambridge along the river.
Woodland behind Saberton Close and Park Crescent Map reference: 10	Small area of woodland	o				1/Bio diversity / Habitats for wildlife.
Green space within Park Crescent Map reference: 21	Play and Public amenity.	o	o			1/Recreation, important to have spaces for physical activity and play.
Land east of Mid Lode Farm to the River. Map reference: N/A	Informal area of open space. Farmland	O o				1/ Help t maintain the rural/farmland character of area which is important.
Green space at Barracks entrance Map reference: 6	Historic entrance to Barracks marking the	o	o			1/ Historic

Appendix 12 to the Consultation Statement

		1	2	3	4	
	transition from village, public amenity					
Grassed area on Coronation Close/Cambridge Road Map reference: 17	Grassed area with trees and post box at the entrance to Coronation Close.		o			
Primary school frontage area Map reference: 4	Grassed area with a tree at the entrance to primary school, separated from the High Street by a low fence and hedge.	O o				1/ I feel it is important that this area is retained and that the school building remains set back from the road. 2/ Gives school a community feel, makes a difference for staff, children and parents. Visually important.

17 November 2018: Green spaces audit

Green Space Name, address and map reference	Main Purpose	Is this space important? 1=very important, 4 = not at all important (use green dots)				Why is it important (e.g. historical importance, nature conservation, recreation area etc)
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		1	2	3	4	
Recreation Ground Map reference: 3	Large open space for public amenity and Sporting activities. Includes skate park used primarily by younger adults	000				1/ Open space for sporting activities essential. 2/ Local sailing club promotion
Cow Hollow Wood Map reference: 12	Area of Woodland and Footpaths	000				1/ Woodland areas important but not near river.

Appendix 12 to the Consultation Statement

		1	2	3	4	
Old Pond Site (next to chip shop) Map reference: 5	Grassed area with mature trees and a bench	000				
Back Stiles Map reference: 16	Area of grass and scrub with public footpath running along the northern boundary of the village.	0				
Car Dyke Map reference: 25	Historic ditch dating back to Roman times running along the western edge of the Fens. Designated as a scheduled monument.	0 00				1/ Historic feature 2/ Historical importance
Old Burial Ground Map reference: 15	Former village burial ground with public access	000				
Camlocks Map reference: 14	Public amenity space. Locally equipped Area of Play in a housing estate.	00				
Town Holt (near station) Map reference: 11	Provide Transition of Village to rural aspect restrict urban sprawl	0000				1/ Important to leave open farmland
Riverside Walk Map reference: 26	Wildlife, country walks. Public amenity	000				Nature conservation important
Woodland behind Saberton Close and Park Crescent Map reference: 10	Small area of woodland	00				

Appendix 12 to the Consultation Statement

		1	2	3	4	
Green space within Park Crescent Map reference: 21	Play and Public amenity.	0				
Land east of Mid Lode Farm to the River. Map reference: N/A	Informal area of open space. Farmland	000				1/ Maintain rural environment and landscape 2/ Open farmland space important
Green space at Barracks entrance Map reference: 6	Historic entrance to Barracks marking the transition from village, public amenity	0				
Grassed area on Coronation Close/Cambridge Road Map reference: 17	Grassed area with trees and post box at the entrance to Coronation Close.	0 0				Entrance to village
Primary school frontage area Map reference: 4	Grassed area with a tree at the entrance to primary school, separated from the High Street by a low fence and hedge.	00				



Mid-way Consultation: Transport Theme Analysis and Recommendations

1. Introduction

This document provides details of the responses to the Transport Theme of the Waterbeach Neighbourhood Plan Mid-way Consultation. It also provides an analysis of the results and has recommendations for the Neighbourhood Plan Steering Group to consider. These recommendations are specifically about the Objectives and our understanding of what these objectives mean. It also provides recommendations for areas & locations which residents felt required improvement.

Section 2 provides a summary of the responses to the online survey.

Section 3 provides an analysis of the comments made in the online survey and consequential recommendations for changes to the Objectives and our understanding of what these objectives mean.

Section 4 provides summary of the feedback during the workshops that were held on 13 Nov 2018 and 17 Nov 2018.

Section 5 provides an analysis of the feedback during the workshops and consequential recommendations for changes to the Objectives and our understanding of what these objectives mean.

Section 6 provides recommendations for areas & locations for improvement in the village based on the responses. These places for highways improvement may be linked to land use policy in the NP to help deliver change through financial contributions¹. Details of these changes are not specified in this document.

Appendix A lists all the comments made in the online survey.

Appendix B lists all the comments made during the workshops.

Appendix C has the maps identifying locations which were regarded as having some sort of issue during the workshops.

¹ <https://www.youtube.com/watch?v=A6RNfFW7Sx0>

Appendix 13 to the Consultation Statement

Appendix D provides details of the different groups identified during the workshops that should be considered when thinking about transport issues.

2. Summary of Responses to Questions in Online Survey

Questions 2 to 10 were transport theme questions in the online survey.

Q2: A safe, attractive and accessible cycle and footpath network providing good connections from home to workplace and key services. Do you agree with Objective 2?

- Yes - 83
- No - 1. This respondent answered no for the following reason "Please amend to include bridleways or even better please use the term non-motorised user routes which is a recognised term in planning law that represents routes that can be used by walkers/cyclists/equestrians/disability vehicles. Without the formal inclusion of NMUs/bridleways, equestrians will be written out of the area plans from the word go. This would be a sad thing given the large local equestrian community and thriving riding school that provides RDA opportunities and riding for many children. This is also something that the GCP and SCDC are including within the SPD and Greenways (details expected soon) . But we do need our own NP pushing for equestrian access too please."
- Don't know – 3. The respondents did not provide any explanation for their answer.

17 further comments on Q2 (See Appendix A for all comments)

Q3: There should be good provision for mobility impaired people. Do you agree with Objective 3?

- Yes - 83
- No – 2. One of the respondents answered no for the following reason "I think all disability's should be looked at no just one or two as we are a diverse community". The other respondent did not provide any explanation for their answer
- Don't know – 1. The respondent did not provide any explanation for their answer.

6 further comments on Q3 (See Appendix A for all comments)

Q4: There should be effective management of traffic impacts so that pedestrian safety is maintained, the quality of the residential environment is protected, and rat running and congestion in the village are minimised. Do you agree with Objective 4?

- Yes – 84
- No – 0
- Don't know – 3. The respondents did not provide any explanation for their answer.

18 further comments on Q4 (See Appendix A for all comments).

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Q5: The following non-vehicular routes should be made safer and more attractive for pedestrians, cyclists and mobility impaired? (select all which apply):

- The area around the Village Green, the Gault and the High Street - 72
- The area around the school entrances – 77
- Waterbeach Village to Chittering – 38
- Waterbeach Village to the Research Park – 50
- Waterbeach Village to the Denny End Road Industrial Estates – 55

Q6: Which route is most important to you?

- Waterbeach Village to the station (or re-located station) – 26
- The area around the Village Green, the Gault (green space opposite garage) and the High Street – 29
- The area around the school entrances – 18
- Waterbeach Village to Chittering – 3
- Waterbeach Village to the Research Park – 0
- Waterbeach Village to the Denny End Road Industrial Estates – 0

Q7: Are there areas in the parish where it is unpleasant or unsafe for pedestrians, cyclists and the mobility impaired to travel to and from home to shops, services and other neighbourhoods?

- Many – 28
- Some – 43
- Few – 12

Q8: Please list any of the areas which are unpleasant below

There were 59 responses to Q8. See Appendix A for all responses to Q8.

Q9: Have modern housing developments in the parish failed to provide good, safe and attractive routes for pedestrians and cyclists so that they can travel easily from home to shops, services and other neighbourhoods?

- Yes – 42
- Maybe – 34
- No – 0

Q10: Are there any other factors which make it difficult for you to travel as a pedestrian, cyclist or mobility impaired person?

There 43 responses to Q10. See Appendix A for all responses to Q8.

Appendix 13 to the Consultation Statement

3. Analysis of Responses to Questions in Online Survey and Recommendations

Q2: A safe, attractive and accessible cycle and footpath network providing good connections from home to workplace and key services.

Response analysis

Summary of comments (in chronological order of submission):

- Comment about needing a path alongside the railway between current and new stations.
- Concerns about Greenway effect on environment near Car Dyke
- Request for well-lit cycle path to Cambridge and more frequent buses and trains
- Request for objective 2 to include equestrians
- Request for more pedestrian access between new builds within the village
- A statement about why objective 2 is a good thing – promotes good health, eco and sustainable
- A request for better infrastructure (non-specific) between Waterbeach and other villages and Cambridge now not just when the new town arrives
- Requests for better cycling provision within Waterbeach x2
- Request for a safe cycle route between Waterbeach New Town and village and Cambridge
- Request for improvements to existing facilities within the village such as roads, pavements, cycle paths, cycle parking
- Request for segregated cycle paths not just paths along busy roads
- Request to improve access to Cambridge but lack of specificity

Recommendation for changes to objective 2 and what objective 2 means:

1. Change objective 2 include provision for equestrians?
2. Change Objective 2 so that it also means improved roads, pavements, cycle paths and cycle parking within the village in addition to the external places mentioned?
3. Change objective 2 so that it also means improved pedestrian access within the village especially the new builds (improved permeability whenever possible)

Q3: There should be good provision for mobility impaired people.

Response analysis

Summary of comments (in chronological order of submission):

- Request for disabled/blue badge parking bays in the village x2
- Request for other disability to be considered, not just mobility impaired x3
- Widen pavements in places within village to improve access for mobility impaired

Recommendation for changes to objective 3 and what objective 3 means:

1. In (ii) make specific mention of parking provision for mobility impaired/disabled?

Appendix 13 to the Consultation Statement

2. Wording made generic to include people with disabilities rather than 'mobility impaired' only
3. Make specific mention of improving pavements within the village?

Q4: There should be effective management of traffic impacts so that pedestrian safety is maintained, the quality of the residential environment is protected, and rat running and congestion in the village are minimised

Response analysis

Summary of comments (in chronological order of submission):

- Request for filtered permeability in the village to achieve the aims of objective 4.
- Several requests for improved parking controls

Recommendation for changes to objective 4 and what objective 4 means:

1. Should objective 4 include a statement about improving permeability within the village wherever possible or should this be included in objective 2?
2. Should objective 4 make specific mention of improving parking controls as part of what 'effective management of traffic' means?

Q8: Please list any of the areas which are unpleasant below

Response analysis

Summary of comments (in descending order of frequency):

- Roads around green x15
- Station Rd x10
- Way lane (pavements) x8
- Denny End Rd/Bannold Rd junc x6
- Crossing Chapel St to village green or Greenside and vice versa x6
- School entrances x6
- High St x4
- Zebra crossing x3
- Denny End Rd x3
- St Andrews Hill/Station Rd junc x3
- Cambridge Rd/Car Dyke Rd entrance to village x3
- Bannold Rd/Cody Rd junc x2
- Bannold Rd/Way Lane to Bottisham Lock (new dev damage) x2
- Pavements - Greenside pavement (x2), Rosemary Road pavement, need pavements in Car Dyke Road and Denny End Road, High St
- Gibson Close (construction traffic & new house)
- Village to Research Park
- Outside chippy
- Long Drove
- Crossing Cambridge Rd near the rec

Appendix 13 to the Consultation Statement

- Way Lane/Rosemary Rd junc (width)
- Cody Rd
- Waterbeach to Horningsea
- Burgess Rd

Q10: Are there any other factors which make it difficult for you to travel as a pedestrian, cyclist or mobility impaired person?

Summary of comments (in descending order of frequency):

- Parked cars x10
- Narrow/condition of pavements x10
- Speeding traffic x7
- Lack of cycle racks in village centre x2
- Station Rd (conflict with cars) x2
- No cyclepath to Lode
- Way Lane pavements (non-continuous)
- Lack of pedestrian route to Chittering
- Potholes for cyclists
- Lack of permeability within village for pedestrians and cyclists
- Lack of cycle -paths
- Bannold Rd/High St junc
- Poor road drainage
- A10 crossing
- Poor road surfaces
- Lack of safe cycle routes to other villages and Cambridge
- Waterbeach to Cottenham

Appendix 13 to the Consultation Statement

4. Summary of Comments made about Objectives During Workshops

November 13

Objective 2ii should refer to 'residential areas' rather than 'neighbouring estates'. This is more aspirational.

Objective 4ii should be clarified. An attendee commented that it's not clear how 'street scene improvements' mitigate adverse of traffic movement

General comments:

- Omission of equestrians from objectives

November 17

Objective 2ii should include 'recreational facilities in addition to shops, services etc

Objective 4ii 'No dots for this because it's not clear how this can be achieved'

General comments:

- When mentioning 'mobility impaired' all groups which move slower than the average should be considered e.g. parents with young children, people who can walk but not long distances

5. Analysis of Workshop Comment on Objectives

Recommendation for changes to objective 2 and what objective 2 means:

1. Change 'neighbouring estates' to 'residential areas' in 'we think this means'
2. Ensuring that 'recreational facilities' are included when mentioning places people may want to get to
3. Include equestrian access in objective 2

Recommendation for changes to objective 3 and what objective 3 means:

1. Broaden the definition of mobility impaired to include all groups which might move slower than average especially when crossing roads and hence are more vulnerable e.g. parents with young children, elderly

Recommendation for changes to objective 4 and what objective 4 means:

1. Provide clarification about how street scene improvements might mitigate 'adverse impacts of current or increased traffic movements'

Appendix 13 to the Consultation Statement (Appendix A to Appendix 13)

Appendix A: List of all comments made in the online survey

Q2 responses:

Note: a specific response to each comment is provided in italics

- (i) is very vague and has to be read in the context of 1(vi) – *a comment on the survey itself but not easy to understand*
- Yes – *discount, repeat of answer*
- Park and Ride service between the two sites being important – *not easy to understand what is meant here. Do they mean a bus service between Waterbeach village and Waterbeach New Town?*
- It must be remembered that not everyone will be able to walk or cycle but are not disabled so will not have mobility scooters so will want to use their cars to use the new facilities, also residents should be encouraged to use the village facilities and restricting vehicle access could hamper that. – *who are the people not able to walk or cycle without mobility scooters? should they be given mobility scooters or electric bikes? Q2 did not suggest vehicle access would be restricted.*
- Main cycle/walk path must be adjacent to railway line, linking with our station . Imperative to save wildlife meadow at Roman canal at Car Duke. Southern tip of a disappearing Fen, haven for local walkers and dog walkers. You can hear skylarks in the summer. Greenways plan will be to tear through this with large pathway causing noise, litter and thousands of speeding cyclists. Crossing one of the most dangerous roads in the village. They want it there for their plan for a rowing lake!!
- I think the transport links to Cambridge also need to be addressed, a proper, well lit cycle path and more frequent buses and trains.
- "Please amend to include bridleways or even better please use the term non-motorised user routes which is a recognised term in planning law that represents routes that can be used by walkers/cyclists/equestrians/disability vehicles. Without the formal inclusion of NMUs/bridleways, equestrians will be written out of the area plans from the word go. This would be a sad thing given the large local equestrian community and thriving riding school that provides RDA opportunities and riding for many children. This is also something that the GCP and SCDC are including within the SPD and Greenways (details expected soon) . But we do need our own NP pushing for equestrian access too please "
- More pedestrian access between different new build estates in current village – *a request for a statement about this within the objective?*
- Promotes good health, eco, sustainable – *is this a request for the rationale to be included in the objective?*
- Improved routes between Waterbeach and other villages and Cambridge are needed now! But will be even more important once the New Town arrives. Increased traffic along the A10 needs addressing already, but especially when there are hundreds of more cars/lorries or it will impact daily travel for everyone. – *not specific about what should be done (A10 upgrade or mode shift?)*

Appendix 13 to the Consultation Statement (Appendix A to Appendix 13)

- Current cycling provision within Waterbeach is non-existent. This must be improved urgently, to enable current residents to move between shops, schools, and facilities in the Parish without using cars.
- The new station should have the ability to handle 12 cars as a minimum and not 8. Think of scalability for the years ahead! – *out of scope of NP*
- A safe cycle route should also be developed between Waterbeach New Town, the village & Cambridge
- Need to improve existing facilities within the village, roads, pavements, cycle paths, cycle parking...
- Cycle path along railway line would be good. Also cycle path within Waterbeach - some of the roads are dangerous to cycle on as so many parked cars and lots of fast moving cars
- Proper cycle routes, not just paths alongside busy roads (e.g. current cycle path alongside busy / dangerous A10)
- It is also key to improve access into Cambridge.

Q3 responses:

Note: a specific response to each comment is provided in italics

- Unless adequate transport links are in place the car will remain King.
- High street needs disabled bays by chemist and opticians – *specific request covered by the aims of objective 3*
- Equal ops, full accessibility essential – *request for broadening the scope*
- I think all disability's should be looked at no just one or two as we are a diverse community – *request for broadening the scope*
- Many pavements around the village are narrow and/or are only one one side of the road. This makes travel around the village difficult for mobility impaired people, and for people who use pushchairs. A solution would be to narrow road carriageways (which would reduce traffic speeds) to make wider pavements in these locations. - *specific requests covered by the aims of objective 3*
- Equal ops, full accessibility essential – *request for broadening the scope*
- Blue badge parking essential and needed in the existing village NOW. – *request for car-based support for mobility-impaired people*

Q4 responses:

Note: a specific response to each comment is provided in italics

- Once again this will depend on other transport facilities being available – *suggests alternatives are required to achieve objective 4*
- Particularly concerned about proposal to have through-village access to new station before new town built – *specific concern*
- HIGH STREET more DOUBLE YELLOW LINES ! Timed limit on parking in the lay bye and the Gault. People will accept they cannot park there all day, if there is an actual sign. – *parking controls*

Appendix 13 to the Consultation Statement (Appendix A to Appendix 13)

- Absolutely no through traffic on Way Lane or High Street where the school sits - these are already high risk roads for children – *specific suggestion*
- Ensuring max cycle safety, reducing vehicles – *aims of objective 4*
- I live on Capper road and access to the new station will involve building a road behind our garden. Please can there be a buffer to reduce the impact of this – *specific concern*
- Pedestrian safety is already at risk, particularly in the Bannold Road/Way lane areas. Increased traffic will only increase the risk to pedestrians and especially children if crossings, or lack thereof stay as is. – *specific concern addressed by objective 4 general aims*
- This needs to include traffic to the new station whether that is for construction or access to the new station the main route should not be through our village – *specific concern addressed by objective 4 aims general aims*
- Junction improvements are already required where developments have been built eg Bannold Road/Cody Road where children on their way to and from school already have to deal with parked cars and traffic not allowing any margin for error in their judgements when crossing. Speed bumps, a reduction in speed limit through the village and any other options to improve road safety, particularly for our more vulnerable pedestrians, should be in place before any more expansion of the village takes place. - *specific concerns addressed by objective 4 general aims*
- Again, avoid any direct access between the old village and the new town. This does not prevent access to the station from the village. - *specific concern addressed by objective 4 general aims*
- Traffic flow through the village towards Fen Ditton and Cambridge, coming off of the A10 and from the village itself needs to be monitored. Especially as the level crossing near the church ensures that traffic going in that direction gets backed up. - *specific concern addressed by objective 4 general aims*
- "I fully support this objective. These are many junctions in the village which are far too wide (Station Road/Way Lane, High Street/Green Side, High Street/Bannold Road) which could all benefit from width reduction. Another idea which would enhance the residential environment and reduce rat running would be to block some roads to car traffic, only allowing pedestrian and cycle passage. Locations could include Greenside alongside One Stop (to stop through traffic on both sides of the green, but to still allow car access to the shop/pub), and at Way Lane adjacent to the school (to stop through traffic and create a quiet route for children to walk/cycle to school and for people to access the new station more safely). This concept is called 'filtered permeability'. The entire village should be a 20mph zone to make streets safer for pedestrians and cyclists." - *specific suggestion for achieving objective 4*
- This does NOT mean a NEW Guided Busway to Cambridge - the existing one PROVES this is a failure ! The A10 MUST be dualled from the Milton A14 junction to AT LEAST Ely (and, preferably, the A1101 junction at the river North of Littleport) BEFORE the New Town is built AND, unlike the situation with Cambourne, SCDC MUST have a "ROBUST", LEGAL, agreement which ensures this. – *out of scope of NP*

Appendix 13 to the Consultation Statement (Appendix A to Appendix 13)

- Also consider residents parking schemes near the train station to avoid congestion on residential streets - *specific suggestion for achieving objective 4*
- But only if it applies to the current village layout too. - *concern addressed by objective 4 general aims*
- More off street parking provision - taking into consideration that most households have 2 cars. There should be less need for on-street parking which causes congestion & is hazardous to pedestrians & cyclists. – *suggestion for improved parking controls*
- Not enough pedestrian crossings in waterbeach, not safe for children to walk - - *concern addressed by objective 4 general aims*
- Why are there no current traffic calming measures (e.g. cameras, speed bumps, 20mph village limit, etc) as there are in most other equivalent village areas? - *concern addressed by objective 4 general aims*

Q8 responses:

- Getting to the post office from the village green. Crossing the south end of Bannold Road.
- The A10 'cycle path' and cycling along Car Dyke Road. Cycling on Denny End Rd.
- Waterbeach to Chittering, Cottenham and Milton. South of the green. Near school entrances
- Cambridge Road, the high street and station road
- station road
- Denny end road
- St Andrews hill onto Station Road junction.
- Outside schools at pick up & drop off times, village green particularly during rush hours, the route to the station along station road (parked cars), St Andrews Hill junction with Chapel St (junction too wide to cross safely), Bannold Rd junc with Denny End Road (junction too wide to cross safely), Cambridge Rd junc with A10 (dangerous for cars and also cyclists trying to cross Cambridge Rd), Cody Rd (if used for new station and new town access, especially construction vehicles), Car Dyke Rd junction with Cambridge Rd (cars entering too fast or accelerating before they are beyond the 50mph sign i.e. they are still within the 30 limit).
- Around the current station - move it as soon as possible
- Many footpaths eg Way Lane are not wide enough for wheelchair users. Uneven footpaths lack of drop kerbs. Wide junctions at Rosemary Road and St Andrew's Hill. Denny End access to the village is unlit with no footpaths. Blind corner with wide access Bannold Road into the High Street.
- Crossing the huge junction of Bannold Road/Denny End Road (I cross to the other side to avoid it). Crossing between the Village Stores and the green - you can't see round the corner and it's not easy.
- Recreation ground at night
- We need a 20mph High St with marked out no parking areas as appropriate

Appendix 13 to the Consultation Statement (Appendix A to Appendix 13)

- The Village Green surrounds. Bannold Road, particularly access to the surgery. Way Lane"
- Car dyke road village green area
- Difficult to cross the A10 to go to Landbeach, dangerous to cycle to the research park and the Glenmore estate and Chittering
- Village stores area, Bannold Road junction, cemetery corner, way lane,
- Getting from Denny End Road onto the A10 cycle path.
- It is now extremely dangerous to try and cross the High Street because of new housing and excessive amount of cars entering via new developments. It will only become worse, and there will be a terrible accident.
- Cycling around the green and high street due to the amount of parked cars and the very narrow path on Cambridge Road.
- For Cycling: Anywhere near the school at drop-off/pick-up times, Green Side to Cambridge road - junction is far too wide. Cambridge Road opposite social club -cars parked on road causing a pinch point. Way Lane - cars parked on blind bend all the time at south end and cars parked near Bannold Road, cars parked on road on Station Road. Any time there are significant numbers of cars parked on the roads you end up with cars failing to give way to cyclists and driving at them on the wrong side of the road, expecting them to disappear in to thin air. For walking, some of the junctions are far too wide when crossing the road, i.e. Green Side to Cambridge Road, Bannold Road to High Street.
- Way Lane, the path is narrow at times and difficult to access with a pram.
- Chapel Street (blind bend) and crossing this to the green or Greenside. Zebra crossing near Gault (white lines have disappeared, I've had 2 near misses where I've had to act fast to avoid myself and my kids being hit) - needs full traffic lights. Zebra crossing needed outside school entrances. 20mph through main village roads so needed. Cambridge road out to Car Dyke- frequent speed run area for cars coming in and going out of village. Gibson close- needs safety measures, several near misses recently with construction vehicles entering and exiting and it being a blind entrance . This will only get worse when the 20 houses are built and 40 cars are going in and out of there on a daily basis "
- Denny End/Bannold Road Junction. Roads around the Green. The current Zebra crossing. Station Road.
- To the village stores, Way Lane paths not continuous.
- Crossing in the wrong place.
- Station road
- Village to Research Park, village centre around green and shops plagued with on pavement & inconsiderate parking
- Denny end road, the junction outside the Fish and Chip shop, the whole village green triangle
- Station Road, Chapel Street, Bannold Road, Car Dyke Road, Long Drove
- As a cyclist, trying to turn right into bannold rd near the chip shop; near the green where cars cut through via the one stop road

Appendix 13 to the Consultation Statement (Appendix A to Appendix 13)

- Bannold Road from Way Lane to Bottisham Lock. Cambridge Road access to the path alongside A10 for cyclists. Corner of Bannold Road heading towards Levitt Lane from the High Street for pedestrians. It's a blind corner and heavy goods/building/agricultural traffic often mount the curb to avoid other vehicles on the corner. Pedestrians have nowhere to go. Real risk to someone's life!
- Way Lane. Station road. High street
- The roads along the green are often congested with parked cars making it difficult for pedestrians to see clearly when crossing. Edging out in to the road with small children and trying to avoid being clipped by drivers who aren't expecting a pedestrian to be there is a major hazard to everyone's safety. The parking at peak times out the front and back of the school are a source of stress. Children have been sworn at by drivers irate at not being able to pass them as they get on bikes and visibility is greatly reduced. The presence of the lollipop lady out the front of the school has massively helped with this as is the fact she tells drivers parking inconsiderately to move!
- Around the school has become significantly worse, though it is only at key times. I worry about car doors opening as we cycle past.
- Greenside pavement terrible, Rosemary Road pavement terrible, need pavements in Car Dyke Road and Denny End Road
- Station road, Bannold Road opening, crossing near the school entrances, crossing near the green, crossing near the rec.
- The areas approaching and including the green. The junction by the doctors surgery.
- Outside the school both entrances, Way Lane and High Street. Around the village green. Bannold Road by the Doctors Surgery"
- currently around the Green due to large numbers of station user's cars being parked there all day.
- The village green area - unsafe due to parking issues. Around the school – unsafe. Along station road - vehicles parked and also trying to get round cyclist some inconsiderate people mounting pavements to get past. Denny end speeding vehicles. Cambridge road speeding and poor visibility due to parked cars make turning into car dyke/Cambridge road impossible at times
- High street from the Green to entrance to barracks. Way lane from bannold rd to st Andrews hill. Along Denny End Rd
- Way Lane pavements - need to keep crossing sides of the road to walk along it. Way Lane road - very uneven surface for cycling along. Pavements outside White Horse and One Stop - flood in winter and damaged. Bannold Road pavements towards river - severely damaged by recent development. Bannold Road surface - severely damaged by recent development. Road near level crossing at church - narrow because of parked cars, and damaged in places.
- I cycle from Waterbeach to central Cambridge most days, and the part of my commute where I feel most at risk is in Waterbeach village. I either go along the river, which involves weaving between parked cars and waiting for oncoming traffic along Station Road (which is scary in the dark) or I go along the A10, which involves

Appendix 13 to the Consultation Statement (Appendix A to Appendix 13)

cycling along Car Dyke road which is muddy and has fast, close passing traffic. There needs to be better cycle infrastructure within the village to encourage more people to cycle and to reduce car journeys. For pedestrians, Way Lane has narrow pavements and pavements which doesn't continue along both sides of the road - this can feel unpleasant. The crossing of large junctions (Way Lane/Rosemary Road, Way Lane/High Street) feels dangerous, as the junctions are so wide and traffic rarely slows down sufficiently.

- Access to the Village Stores/Post Office from the Green
- Many dropped curbs needed all over the existing village. I cannot get off the Haling Place estate on a mobility scooter. Getting to the post office and chemist is unsafe for mobility impaired and they are very important shops. Parking around the Green is usually impossible for blue badge holders. More paths for mobility scooters to get around the Playing field would make access possible. It is very restricted at the moment.
- Way Lane - have to cross over numerous times to stay on pavement.
- Crossing anywhere at the green. It's dark at night travelling around the village.
- Cody Road (from Drs to Capper Road junction). Greenside (all). Station Road (from Gault all the way to the Station)
- Waterbeach to Horningsea
- Saint Andrews Hill opposite the Gault
- Junction of Bannold Road/Denny End Road/High Street. Junction of Way Lane. Chapel Street. Crossing these wide areas can be hazardous especially if traffic is travelling fast. this is particularly bad at Bannold rd junction(see above). Most of the pavements around the village are unpleasant to walk on with uneven surfaces etc. This is from a pedestrian's point of view, don't cycle and am not mobility impaired. Road markings are also poor, cars parked at bus stops or on double yellow lines can cause problems for other road users.
- High Street and Greenside pavements
- The green, between the green and the railway station, st johns, between the green and the school
- Station Road. Burgess Road.
- The area around the green and gault
- All of the village as it is at the moment is an accident waiting to happen!
- Waterbeach recreational ground and Waterbeach Green

Q10 responses:

- no
- No cyclepath to Lode
- Conflicts with cars along Station Rd to the Station
- Lack of pavement on Way Lane. Lack of pedestrian /cycle route to Chittering
- Very narrow footpaths and potholes at the edge of road for cyclists
- crossing st hill junction

Appendix 13 to the Consultation Statement (Appendix A to Appendix 13)

- I've clicked on "don't know" for 3 and 4 above because although I agree in general (well, to be honest they're a bit "motherhood and apple pie" anyway) I don't think they should take relocation of the railway station as a given -- there are very few in the village who would benefit and for those who live in Lode Avenue etc would be at a big disadvantage. – *out of scope*
- Lack of permeability between parts of the village for cyclists and pedestrians.
- These questions are incredibly biased and some are almost meaningless. I question 5 the some of the links do not yet exist (e.g. to the research park). You need to get the design of the questions better so the answers can be meaningful
- It would be helpful if there were cycle racks in the centre of the village, eg. near the shops/pubs.
- Speeding cars and parking
- Speed of traffic, large corner Bannold Rd/High St
- Having to leave early to get to the train station it's not practical and making access for everyone to use
- Speeding motorists and parked cars around the village.
- Cars parked all along St. Andrews hill and the green area
- Speed of traffic along Denny End Road and narrowness of A10 traffic light junction
- Concealed entrances to new housing and dangerous paths after they are built.
- Narrow paths and uneven road surfaces
- Excessive parking in village streets
- when they move the station being someone who requires a wheelchair to get about this will result in 30min walk for my wife to push me. – *out of scope*
- pavement & inconsiderate parking, speeding
- lack of proper modern tarmacked cycle paths,
- I no longer cycle as I have been made to feel unsafe by drivers on several occasions.
- Speeding traffic, poor drainage for rain water on roads- often get soaked by passing cars when walking around the village
- The existing paths in the village are very uneven and potential trip hazards!
- Dangerous parking throughout the village
- Narrow and badly maintained pavements around the village
- Construction traffic going through and around the village. Roads and pavements damaged.
- Train congestion. Longer trains are required. – *out of scope*
- No
- Lack of safe connections to villages on the other side of A10
- The new developments have degraded existing infrastructure and provided no new improvements. Whilst the developments are occurring they are a direct inconvenience themselves. It is possible to develop to the benefit of the existing community, rather than at the expense of it. Developers require much greater oversight and obligation to the existing community (and the community they are creating housing for).
- Potholes and poor road surfaces, particularly on the high street

Appendix 13 to the Consultation Statement (Appendix A to Appendix 13)

- There is a lack of cycle parking facilities outside shops, pubs and eateries in the village which makes it difficult to use cycling as a form of transport for everyday journeys. Putting cycle racks in sensible places throughout the village could increase trade for local businesses.
- There are no safe cycling routes between Waterbeach & Cambridge & nearby villages, including Horningsea
- Commuters parking in Lode Avenue, St Andrews Hill plus round the Green etc - these roads should be made restricted time parking (say 2 hours with no return within 2 hours) so that residents can visit the shops etc. BEFORE this, the (existing) Station Car Park must be extended without further delay & the EA objections on the grounds of reducing flood plain should be treated in the same way as their ACCEPTANCE of building the New Town on the flood plain which they accepted by using vast underground water tanks to hold excess water back!
- Too many cars parked illegally. Cars driving too fast.
- "I feel like the safer routes have tried to be provided- however the lack of off-street parking negates the improvements made to pedestrian & cycle routes.
- Parked cars & narrow/discontinuous pathways are the biggest hazard to pedestrians & mobility impaired. "
- Speed of traffic through village. Poor walking surfaces.
- Waterbeach Village to Cottenham VC
- Using a pram - the roads and pavement are not designed to use a pram on
- Volume of commuters / pedestrians along station road. This is only going to increase if the Station is not moved prior to the development. At peak times one has to walk on the road to avoid other people.
- No speed claiming measures anywhere!
- This is extremely poor overall throughout the village. Lack of continuous pedestrian paths (often having to switch from one side to the other side of the road), poor state of pedestrian paths, absence of cycle lanes.

Appendix 13 to the Consultation Statement (Appendix B to Appendix 13)

Appendix B: List of all comments made during the workshops

November 13

Objective 2ii should refer to 'residential areas' rather than 'neighbouring estates'. This is more aspirational.

Objective 3i 'Provision for all residents of the village to access rail travel at least as easily as they can at present – closing the station does not 'respect existing communities' (see vision)

Objective 3i 'There should be 2 stations for Waterbeach – this gets round people driving to the new station'

Objective 3i 'The current plan for RLW's station puts lifts at the far end of the platform – travel to the station is not enough.'

Objective 4 "When is the A10 upgrade to be started?'

Objective 4ii should be clarified. An attendee commented that clear how 'street scene improvements' mitigate adverse of traffic movement

Objective 4iii 'Stop cars parking on junctions'

General comments:

- 'Must have direct car access between village and new town'
- 'No car connection between village and new town. Public transport and active transport only.'
- 'There should be a secondary entrance at Cody Rd. The cars parked along Cody Rd cause issues for traffic and might prevent emergency service access.'
- 'Way Lane and Bannold Rd will be major rat runs and should be protected from this by new town access being off the A10 only. Not limiting new town traffic access on these roads will prohibit horse riders accessing the byways and greenways to the north of the existing village. This will be discriminatory.' (Bridleways Group comment)
- Horse riders and equestrian access are being entirely omitted from this set of questions and considerations.
- 'Make Greenside no entry from Chapel Street'

November 17

Objective 2ii should include 'recreational facilities in addition to shops, services etc

Objective 4ii 'No dots for this because it's not clear how this can be achieved'

General comments:

- When mentioning 'mobility impaired' all groups which move slower than the average should be considered e.g. parents with young children, people who can walk but not long distances

Appendix 13 to the Consultation Statement (Appendix C to Appendix 13)

Location specific issues (numbers are shown on map for 13/11 workshop)

Issues (provide description)	Location
Terrible for cyclists due to need to cross this junction. Very poor sight lines and very busy.	1
Rear of school. Conflict between pedestrians and cars.	2
Front of school. Conflict between pedestrians and cars. Chaotic as cars try to park whilst there is a lot of through traffic simultaneously.	3
Cambridge Rd junction. Speeding traffic entering and leaving village making it difficult for cars to pull out of Cambridge Rd onto Dyke Rd towards A10. Poor sight lines due to bend and parked cars.	4
Junction too wide for pedestrians to cross safely. Chip shop car park exit is hazardous because it's on a bend.	5
Not used	6
No pavement forcing pedestrians to cross	7
No pavement forcing pedestrians to cross	8
Not used	9
Junction too wide. Hazardous for pedestrians	10
Driver conflict – lack of visibility	11
Parking on pavement causing issues for pedestrians	12
Narrow footpath with an adverse camber meaning cars pass extremely close to pedestrians and pedestrians cannot pass each other without going onto the road	13
Due to parking on the road it's hazardous for pedestrians trying to cross	14
Due to cars being parked on both sides of the road there are effectively chicanes which drivers have to pass through	14
No footpath/cycle path to A10	15
Commuter car parking	16
No footpath to A10. Many cyclists and even pedestrians use this in preference to going down Cambridge possibly so that they don't have to cross at the junction (see (1))	17
The conditions of this road is very poor	18
Speeding traffic because road is wide and few parked cars	19
Poor condition of road and pavements largely due to developer activities	20
Parking on double yellow but not enforced. At dangerous point on approach to level crossing	21
Lack frequency and capacity of trains	22
Insufficient cycle parking for northern platform causing people to park bikes on fence alongside pavement	23
Narrow entrance to rec creating hazardous junction especially at weekend with football traffic	24
Commuter parking making it difficult for buses, cars to get through. Very hazardous for cyclists especially at school drop off time	25
Crossing the A10 is hazardous. The road is a dual carriageway (strict definition) at this point because there is a central reservation. However, the central reservation is not safe to wait at especially for cycles because it is too narrow.	26

Appendix 13 to the Consultation Statement (Appendix C to Appendix 13)



Figure 2: 17 Nov workshop issues map

Appendix 13 to the Consultation Statement (Appendix C to Appendix 13)

Location specific issues (numbers are shown on map for 17/11 workshop)

No.	Issues (provide description)	Location
	People parking for station in Lode Ave which is causing access issues for residents	1
	Unsafe for cyclists	2
	A10 path quite unpleasant and dangerous	3
	Traffic to/from new town and station using village for access to Cambridge (east) and station	4
	Difficulty getting cars through Station Rd	5
	Junction too wide causing issues for pedestrians and cyclists	6
	Junction too wide causing issues for pedestrians and cyclists	7

Appendix 13 to the Consultation Statement (Appendix D to Appendix 13)

Appendix D: Identification of groups to consider when considering transport issues

User Group	Comment
Children: Children travelling to school and playgroup Children travelling to schools outside Waterbeach (e.g. those getting bus to Cottenham or those getting the train to Ely or Cambridge. Children using scooters and skateboards	
Elderly: Fit and mobile elderly people Mobility impaired elderly people	
Parents: Parents with pushchairs Parents with toddlers (slow crossing roads and other issues)	
Mobility impaired people: Those using mobility scooters Slow walkers e.g. taking a long time to cross a road Wheelchair users	
Non-drivers	
Train users	
Bus users	
Cyclists	
Driver	
Pedestrians	
Runners	
Equestrians	
Local businesses	
Emergency services	
Visitors to Waterbeach	

Table 1: November 13 Workshop

Appendix 13 to the Consultation Statement (Appendix D to Appendix 13)

User Group	Comment
Commuters	
People who currently rely on the train but won't have the same access when the station is moved	
Children: - going to school and rec - going to schools which are outside Waterbeach - being driven to the station (non-residents of Waterbeach)	
Boat/sailing club users	
Elderly with mobility scooters	
Users of routes which are currently almost traffic free which won't remain safe and traffic free in the future	
Farming community	
People who rat run through the village	
Emergency services	

Table 2: Nov 17 Workshop



1. Introduction

This section of the report provides the results for the theme Village Heart and Employment, Heritage and Character and Housing from the online and paper survey. The November 2018 workshop results are provided separately. All results from theme Transport are provided separately too.

2. Theme – Village Heart and Jobs

Theme 3 – Village Heart and Jobs

Village Heart

Objective 5: Amenities along village High Street to thrive and continue to provide essential services to the local community

We think this means:

- i. Retention of shops and services along the High Street and village green.
- ii. Encouraging the provision of new shops and services along the High Street and village green.
- iii. Traffic management and parking measures to facilitate passing car-based trade in Waterbeach village heart
- iv. Public realm improvements in Waterbeach village centre

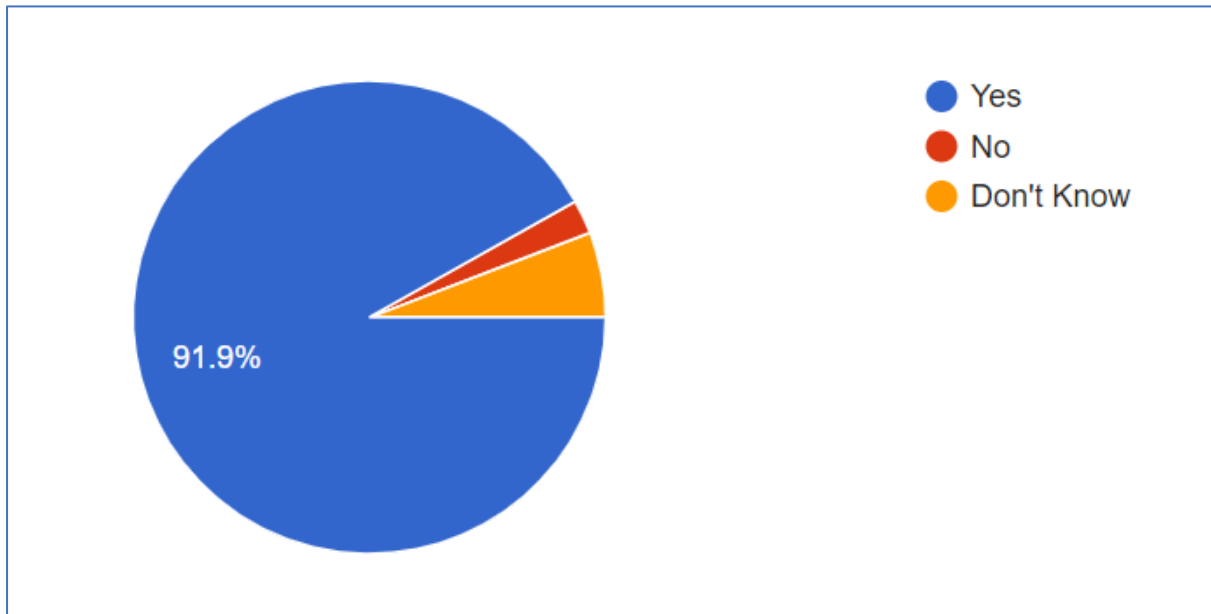
Q11 Question

Do you agree with Objective 5?

86 people responded to this question.

Appendix 14 to the Consultation Statement

Q11 Results



Q11.1 Add any explanation of your answer above if you want to

21 people responded as follows:

But we have lost so much already that the village centre is almost unviable. What does 'public realm' mean - don't use technical terms.

To enable this engagement between businesses to find a united way forward.

It would be great to encourage more shops and services, as well as retaining the existing ones.

Hopefully the new cafe will be a success.

Traffic managing is only as good as it is realistic and policed

Eventually with the new settlement, we will see a massive loss of public transport, especially for the elderly. We desperately need more retail shops to survive, in the heart of the village, where I live we now have an opticians we need another shop to replace the old post office. We all need to be able to walk to the shops.

My answer depends on the facilitation of "car-based trade". The highlighted area is already a nightmare of parked cars all over the place and it would be far more pleasant without them. Some clearly marked car parking areas for those who have no other choice to travel to the shops by car would be welcome, if that came with prohibition of parking in many other areas to encourage people to leave their cars at home when not strictly necessary (anecdotally, the number of perfectly fit and able people driving half a mile across the village to visit the shops is ridiculous)

There needs to be a variety of useful shops. The existing shops also need to be expanded.

Agree with most but not necessarily parking management as not sure what that means?

I think that a one way system around the green would be an excellent idea the paved area outside the village stores, new coffee shop & sun pub could be widened so that tables & chairs could be put out to create a community hub. I think parking could be restricted to 3 hours max. The area outside the one stop, Chinese & hairdressers could be enhanced and stop people parking dangerously on yellow lines and enhance the streetscape.

It would be great to have more retail space in the village.

I broadly agree but I don't want to see shops being blocked in the new development. We need shops and services in both ends of the town.

Appendix 14 to the Consultation Statement

any parking provided to help passing car-based trade in the village should not be on Greenside because as at present it prevents any free flow of traffic. It would be better to increase the number of indented spaces into the Green and make them short term parking (periodically enforced).

Over the last 30 years we have already lost a number of local shops from the co-op to the village cobblers but in the last few days we now have an opticians

Cycle parking is needed in the village centre so the shops can be visited by families without impacting pollution and congestion in the village. There is currently no cycle parking, the car parking is already a mess, and with more shops there is no prospect of providing adequate car parking. A proper pedestrian/cycle solution needs to be found.

I wholeheartedly agree with i, ii, and iv. Point iii needs some clarification. I agree that adding parking bays and controlling parking in some areas and adding appropriate yellow lines in other areas would improve the public realm, but we should not be encouraging people to drive through the village, as this will make our village less safe for pedestrians and cyclists. My points raised above would help the heart of the village -reducing junction widths -adding cycle racks outside shops -stopping through traffic on one side of the Green -Making the area a 20mph zone. -

Another "Motherhood and Apple-pie" option !

Parking bays with blue badge restrictions required near shops and services. Speed limited to 20mph would make the village heart more safe for children, elderly and those with mobility issues.

Perhaps a 1 or 2 hour parking limit around the green

Encouraging all provision in the village centre is not convenient for those who live on the outskirts of the village. There is plenty of scope for businesses to be in other areas of the village, easing congestion and parking issues while also bringing services into easier reach for everyone.

Whilst agreeing with objective 5, I am concerned about parking measures along the High Street.

Perhaps parking could be restricted to a certain time limit?

Current shops (apart from bakery) and pubs are terrible. The Sun pub is the same as it was 25 years ago, White Horse is full of drunks. Old post office and joining row are semi-derelict. Half the Village Stores has been demolished and looks like a war zone!

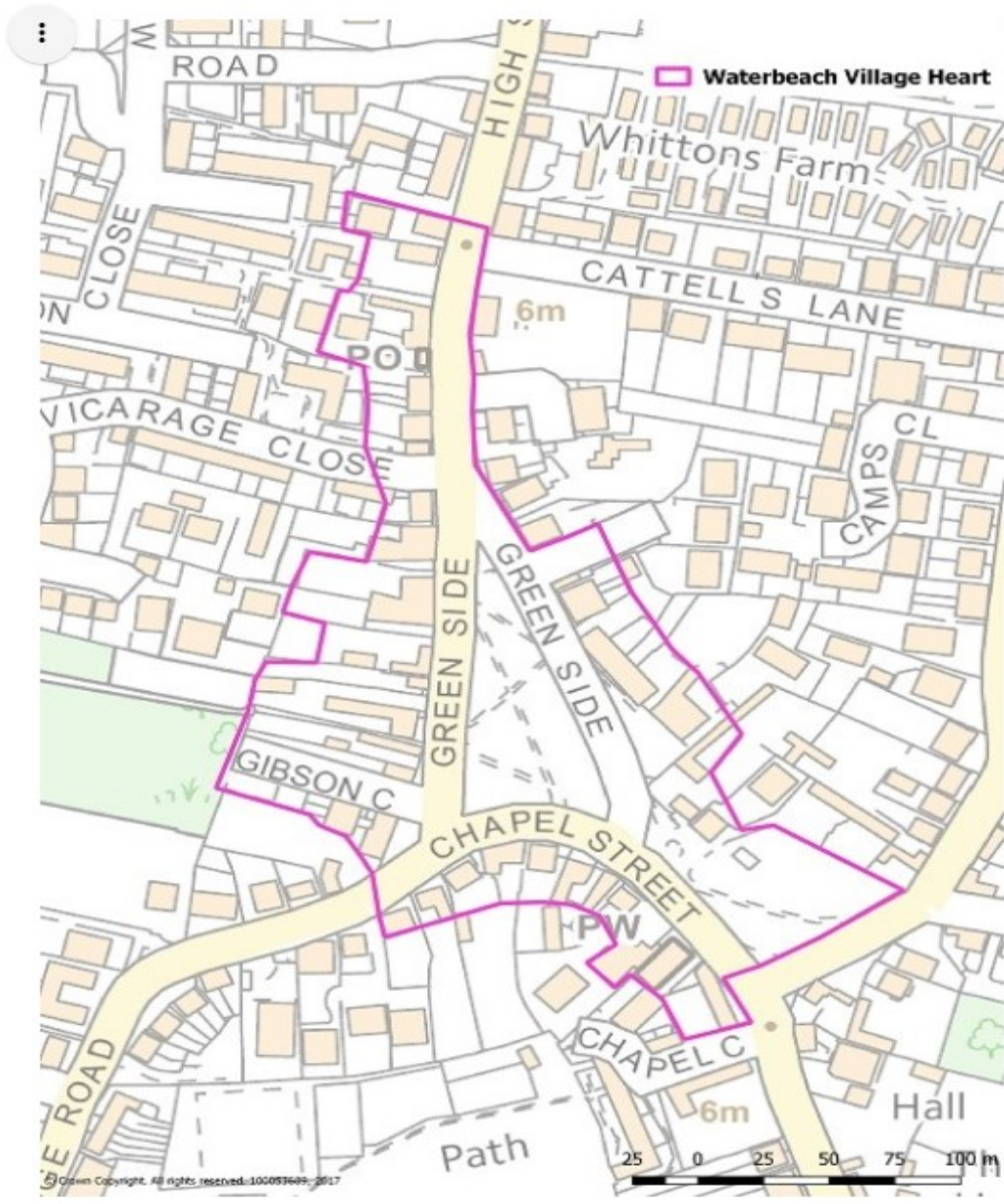
Q11 Conclusions

- The vast majority of respondents agreed with our objective.
- The term Public Realm Improvements should be replaced with something more easily understood.
- It is clear from the comments that traffic and parking are considered key to achieving this objective.
- Comments stated that traffic management should be realistic with blue badge provision, time limited parking and better non-vehicular routes to the shops to encourage less car use.
- One comment sensibly pointed out that there is plenty of scope for businesses in other areas which would ease congestion.

Appendix 14 to the Consultation Statement

Q12 Question

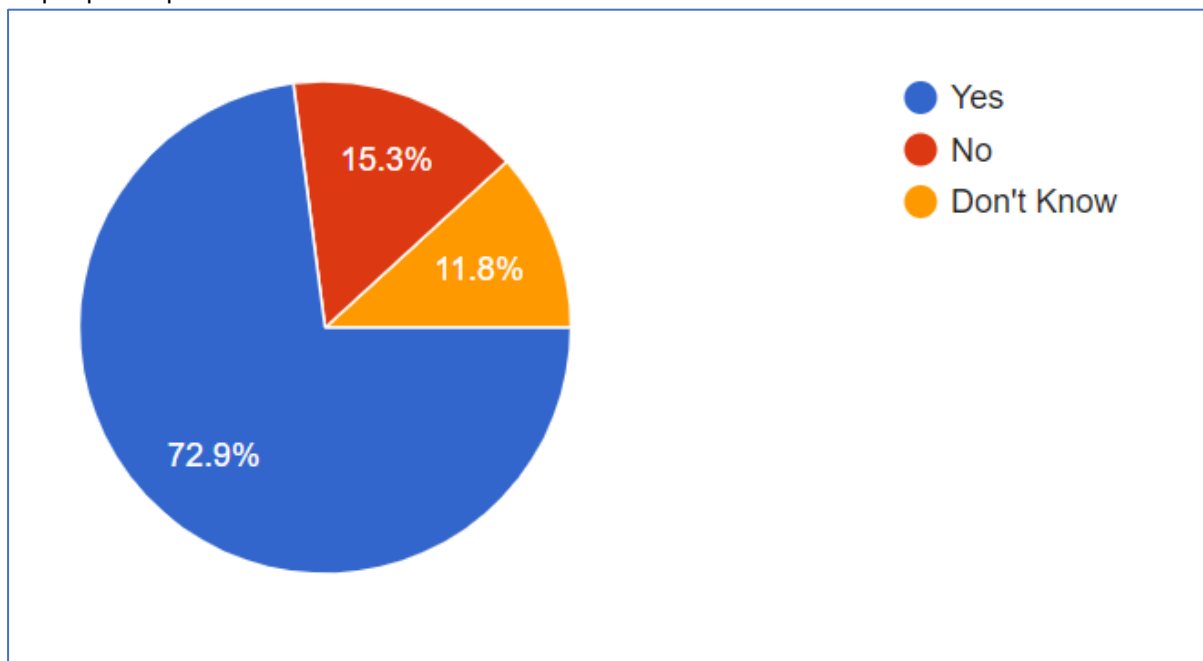
Q12 Have we defined the Village Heart correctly?



Appendix 14 to the Consultation Statement

Q12 Results

85 people responded



Q12.1 Add any explanation of your answer above if you want to

18 people responded

Perhaps should extend to include Nice's garage which is likely to be developed in the future. It would be good if this development included amenities such as shops.

Be more precise - what planning policies?

Area could be expanded to include the Chip shop and Brewery Tap public house which would also include the school and other spaces used by the community.

Should end further "north" at the chip shop, narrow band

It doesn't go out a bit further need a boundary to cover the school and during busy time

The school comes in the heart of the village .

It would be nice to extend it to include chip shop and Brewery Tap area

Should extend to include St Johns church and the other churches - they are v much part of the heart (in terms of community as well as historical and heritage value) Also extend to the bend where the chip shop is- the full High St is the heart not just half of it

should include primary school in area

I think it should be extended to include the school, fish and chip shop and Brewery Tap pub.

Yes, but I'd also be fine with a second heart in the new town.

The area should be extended up to the school..

I can't answer this without knowing what the planning policies are.

The Village Heart could also include the Salvation Army Church and the junction to Way Lane.

Village heart should go further north to include the school and Banold road in order to include more housing and therefore a safer environment for moving around.

Should include school, other businesses along High street.

The boundary line could be better defined as includes some back gardens/ road kerbs while excluding others- extend to the Church?

It should include Beach Social Club area, access to the train station (current and future) and the entire high street including Denny Road, Bannold Road and Way Lane.

Appendix 14 to the Consultation Statement

Q12 Conclusions

- Only 73% responded that we have defined the Village Heart correctly
- A significant number of comments suggested that the school site should be included in the village heart area.
- A few respondents suggested that the area should go up to Bannold Road and the Chip Shop and Brewery Tap
- A few respondents suggested that the area should include all churches

Public Realm Improvements

The neighbourhood plan steering group have identified areas in Waterbeach village centre which could be improved by being made more attractive and useable by the public. (for example through planting, improved pavement surfacing, better management of parking, provision of street furniture etc) These are shown on the map below.

Q13 and Q14 Questions

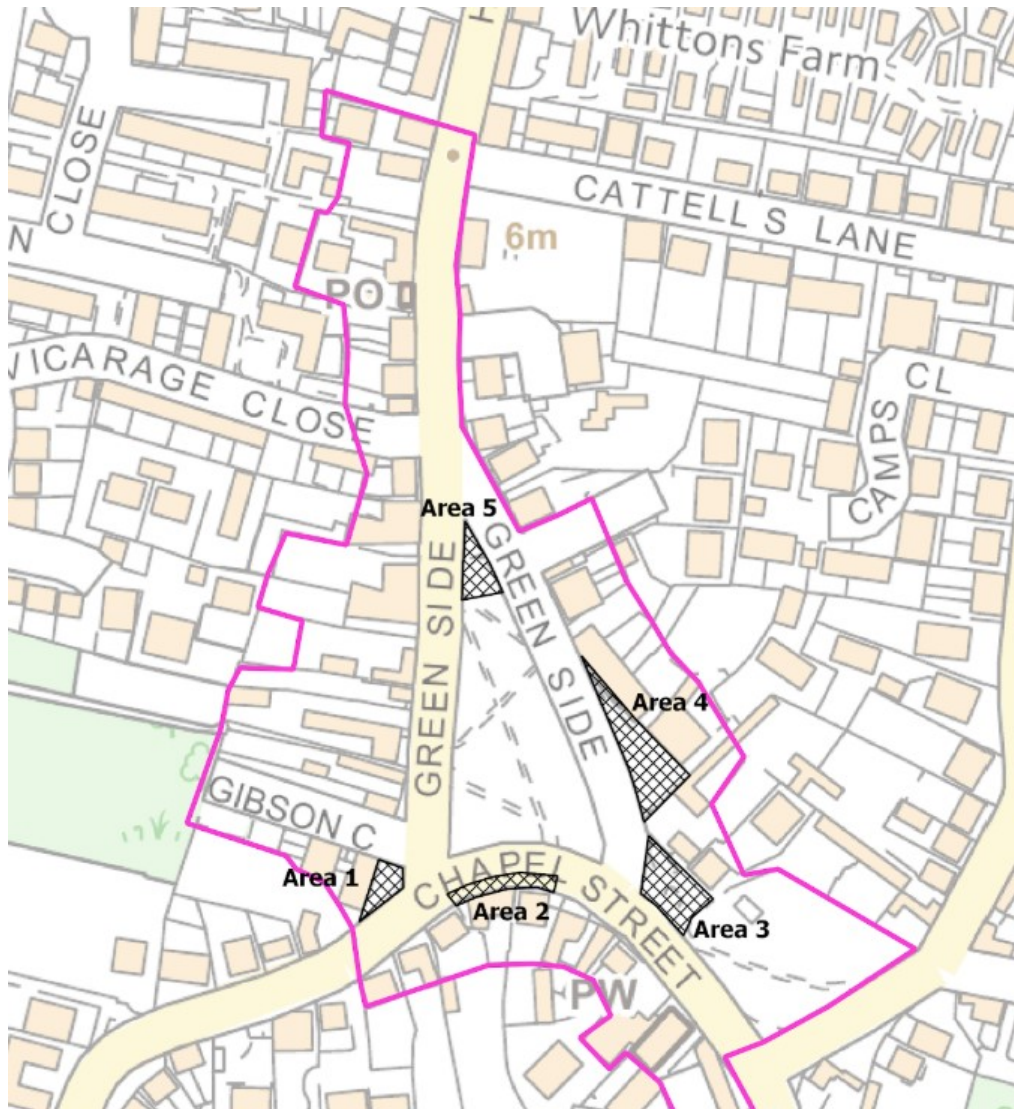
Q13 Which areas need public realm improvements? (tick all which apply)

83 people responded.

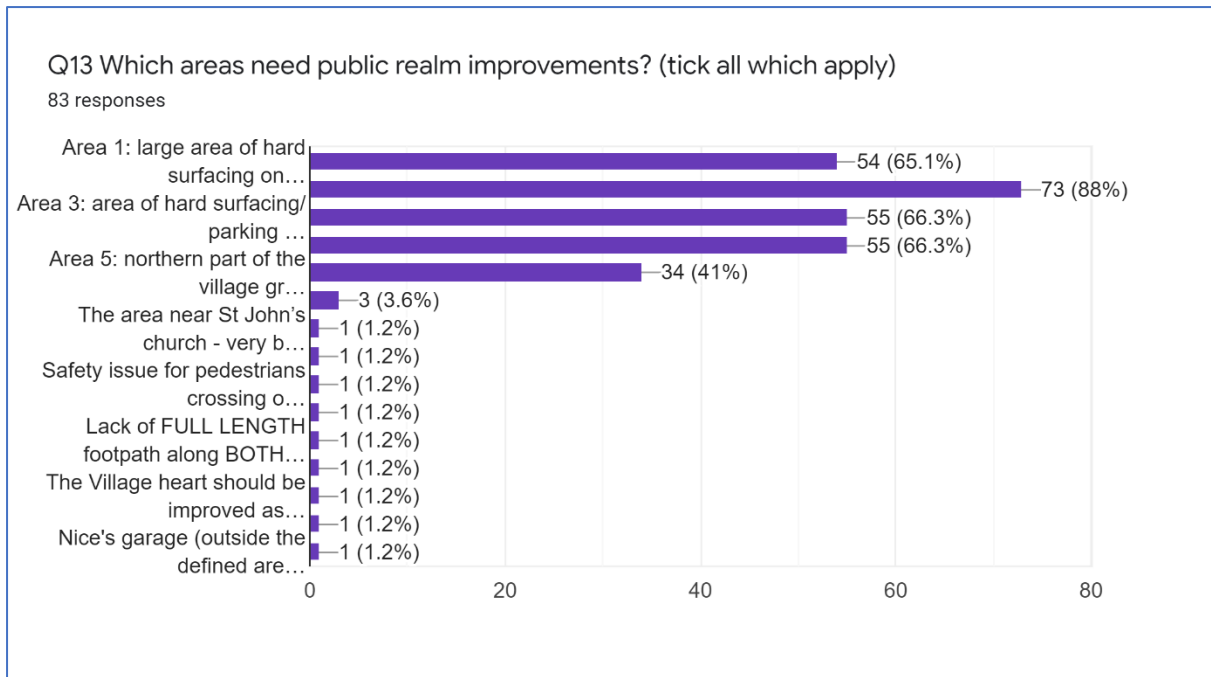
Q14 Which area is most important to you?

67 responded to question 14

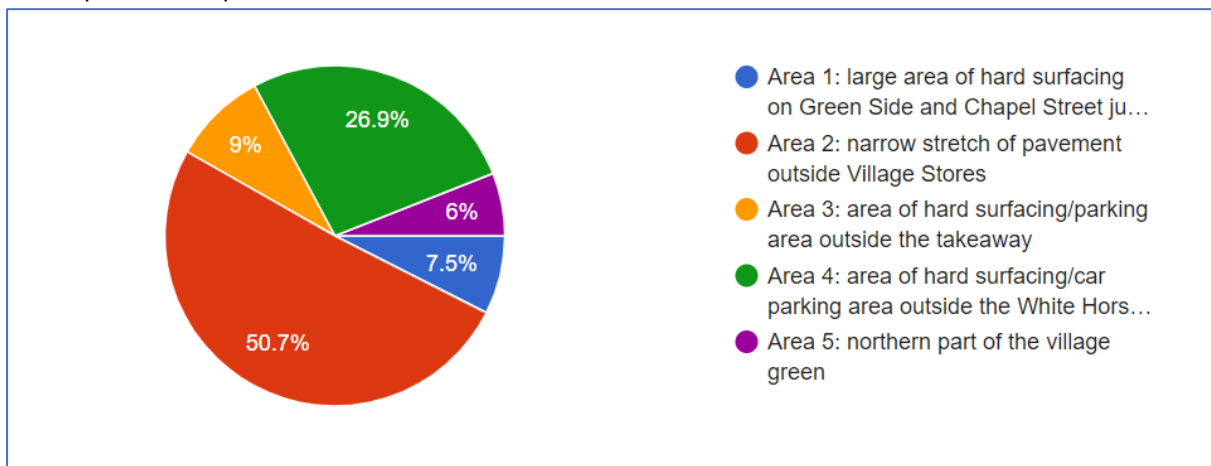
Appendix 14 to the Consultation Statement



Appendix 14 to the Consultation Statement



67 responded to question 14



Q13 and Q14 Conclusions

- 88% of respondents stated that area 2 near to the Post Office / Village Stores needs improvement and this was reflected when respondents chose the area most important to them.
- Roughly 65% of respondents stated that areas 1, 3 and 4 need improvements. Of these the area outside the White Horse was the second most important to respondents.

Appendix 14 to the Consultation Statement

Jobs

Objective 6: Develop a balanced economy with a variety of jobs at a scale appropriate to the size of Waterbeach.

We think this means:

- i. Protect and enhance existing employment sites in the village
- ii. Range of employment opportunities in the New Town

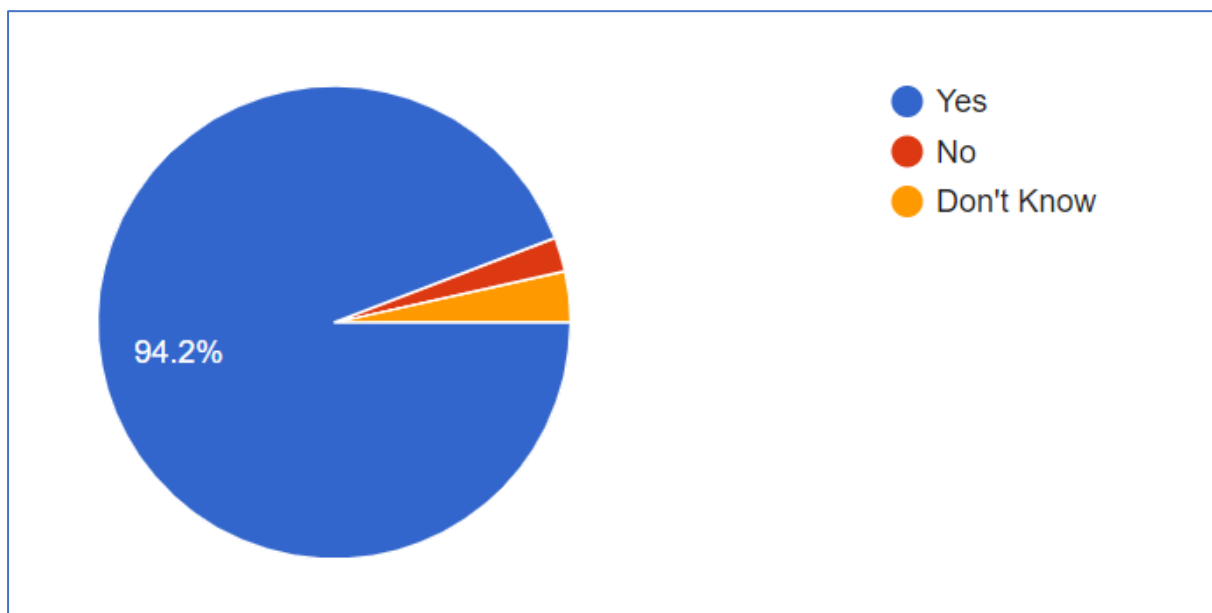
Q15 Question

Q 15 Do you agree with Objective 6?

86 people responded

Q15.1 Add any explanation of your answer above if you want to

Q15 Results



5 people responded to this question

Market conditions should lead a market economy, i agree with reduced business rates for rural independent businesses

Economic sense, employment with local employers, reduce traffic, employees spend in local businesses.

A new town will provide local job opportunities but those businesses already in situ should, ideally, be protected so business isn't lost/migrates!

Any larger employment will only be valuable if within walking distance of public transport.

Yet ANOTHER "Motherhood & Apple-pie" point !

Nov 2018 online and paper NP survey. Report of results excluding transport results

Appendix 14 to the Consultation Statement

Q15 Conclusions

- 94% support
- Of the 5 comments 2 mentioned travel
- One mentioned that a large employer will only be valuable if within walking distance of public transport

Q16 Question

Existing Employment Sites

The South Cambridgeshire District Council (SCDC) Local Plan includes a Proposals Map which currently identifies Denny End industrial estate as an existing employment site. The Local Plan states that this site should remain in employment use. The Local Plan Policy SS/6: Waterbeach New Town, also requires provision of employment as part of the Waterbeach New Town to meet the needs of the town and provide access to local jobs.

Q16 In addition to protecting the Denny End Industrial site do you think the NP should be doing anything else to increase employment opportunities in the plan area?

Q16 Results

28 people responded to this question.

Yes

No

Actively encouraging developers to include employment opportunities in their plans
encourage new employers to village

Yes, as the Village grows so does the need for more jobs

Provide plenty of affordable housing so that it's not only people commuting to London and Cambridge that can afford houses in the area

Doesn't the local plan do this?

Jobs for normal local people that you dont need a degree to get

No opinions on this

Ensuring appropriate sustainable transport links to areas of employment. The fact there is not a safe route to cycle to the research park north of the village beggars belief

Local jobs should be offered first to local people especially young working local people. Worry is that new town will attract people from city and drive up house prices and push out younger generation from jobs and homes

Improve short-stay parking opportunities so small businesses aren't compromised because of access
Better travel and access to Denny end, eg pavements and buses

Not sure

Yes, allowing further development on the other side of Denny End which has already started

Making sure that existing express buses running along A10 stop frequently near Denny End Rd with traffic light controlling A10 crossing for pedestrians. Such lights and a path on the other side would also allow a safe foot path to landbeach.

The better the transport links the better the employment opportunities will be

Some employment in the new town should be located around the relocated Station to encourage commuting by public transport

Yes, legislate to use the remaining land around the Denny End industrial site for further employment opportunities.

Service jobs e.g local, good quality shops.

Preference given to local start ups?

Nov 2018 online and paper NP survey. Report of results excluding transport results

Appendix 14 to the Consultation Statement

Yes. Making Waterbeach an attractive prospect to potential businesses.

The old barracks has great scope to offer new employment opportunities for start ups, hub for creative industries and artists etc... which could develop as a dynamic community giving identity to the new town (and existing).

Encourage local business growth, more coffee shops, pharmacies, GPs.

Q16 Conclusions

- Again, transport is widely considered key will respondents calling for better paths and buses to stop near Denny End and stating that good public transport is key
- “No safe path from village to the research park beggars belief”
- Old Barracks, new station area and land next to existing business space are good opportunities
- Need a range of jobs - not just for people to commute here for.

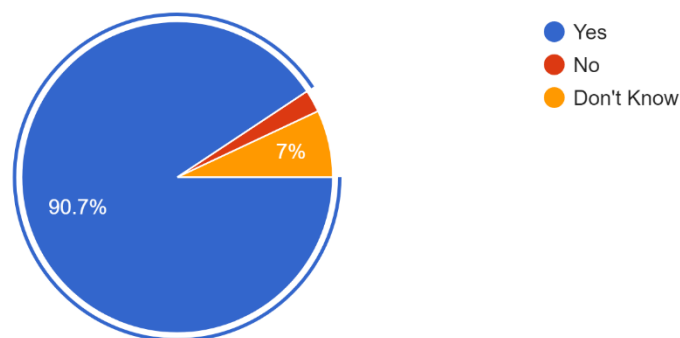
Written up Jonathan Taylor 31/03/19

Theme 4 – Design conservation, Heritage and Green Infrastructure

Objective 7 Retain distinctive rural character of existing settlement

Q17 Do you agree with Objective 7?

86 responses



Q17.1 Add any explanation of your answer above if you want to

9 people responded to this.

1. The tranquillity can only be maintained by ensuring that the volume of traffic through the village is not adversely impacted by the presence of the new town. This means providing a route to the station from the A10 prior to construction of the station and new town houses. No traffic from outside the village should be going to the station or new town through the village.
2. But Waterbeach lost much of its rural character many years ago. In the seventies there were undeveloped orchards in the village which were lost many years ago. We have to build on what we have now and that is not really a rural settlement.

Nov 2018 online and paper NP survey. Report of results excluding transport results

Appendix 14 to the Consultation Statement

3. With cars and vans speeding through the village, construction traffic going to and from existing building sites, and traffic noise from the A10, who are we kidding when we say Waterbeach is tranquil and rural?
4. Ensure the river remains semi rural.
5. New town should have totally different name. If heritage and community and character of Waterbeach is to be preserved it start with distinction by name. This president has been set at Northstowe, cambourn, Great Kneighton, Bar Hill- where new names were given to new developments. These are different communities that have some physical connections but that is all the connection that will be - Waterbeach must maintain its own identity and that begins with having protection of is name . If NP aren't sure, this should go to a public vote
6. This is so important
7. I refer you to my previous comment !
8. Retention of trees and existing hedgerows.
9. "To retain the distinctive rural character of existing settlements" ,,,,, how is enhancing or promoting development going to "Retain" this statement ????? This is a contradiction in terms and a ridiculous appraisal.

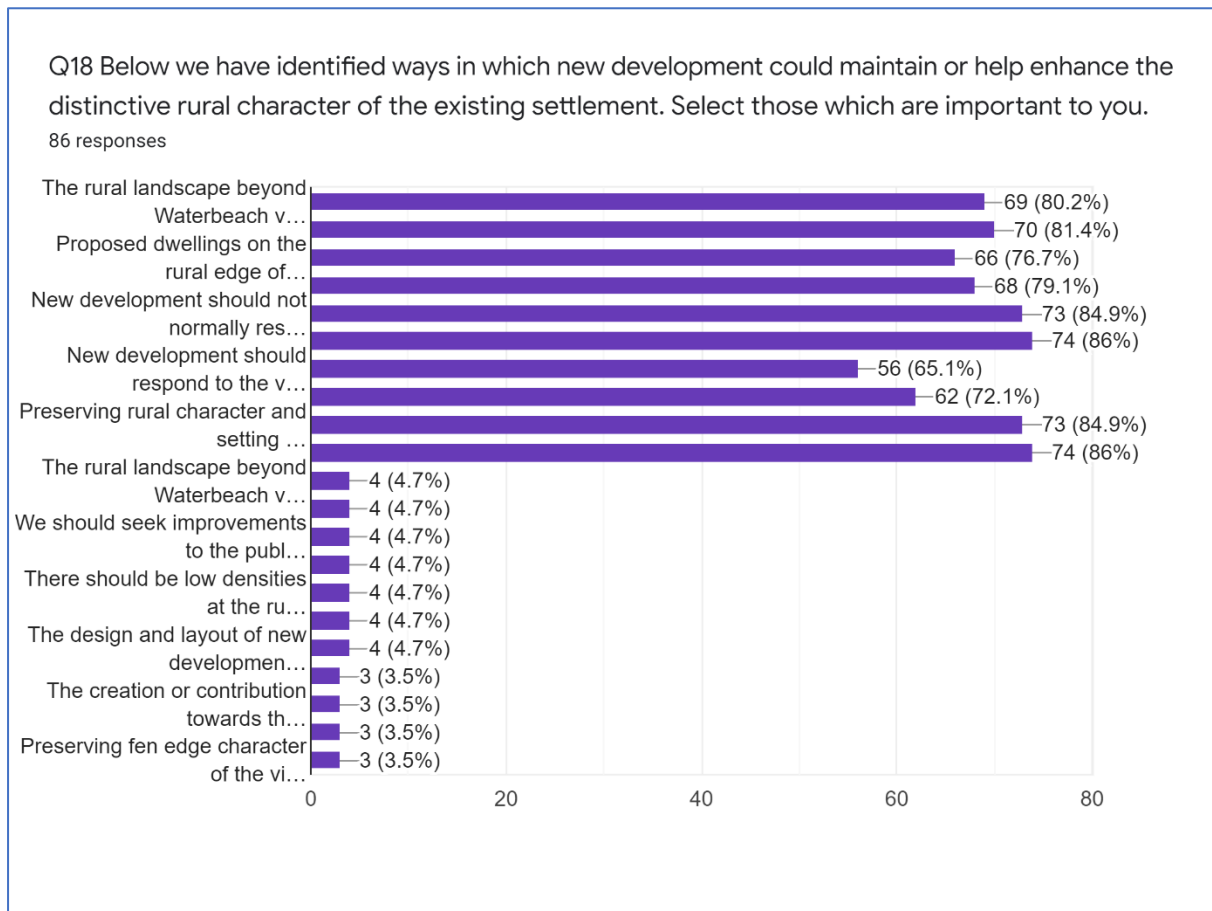
Question 18: Below we have identified ways in which new development could maintain or help enhance the distinctive rural character of the existing settlement. Select those which are important to you.

10 options (set out below) were provided in the survey. In addition, respondents could add their own ideas. The responses to the options are shown in the chart overleaf.

1. The rural landscape beyond Waterbeach village and Waterbeach New Town should be managed to retain its distinctive sense remoteness and isolation.
2. There should be low buildings heights and densities at the rural edge of settlement
3. Proposed dwellings on the rural edge of the settlement should be set back from the street and planting provided on the boundaries to maintain the distinction with the rural landscape.
4. Light pollution from new development should be minimised
5. New development should not normally result in the loss of existing trees and tree groups. Trees should be incorporated into new development; increasingly so at the rural edge of the village
6. Buildings and features of historic interest in the parish should be identified and protected
7. New development should respond to the village characteristics in particular plot widths and proportions, building lines, roof lines, heights, the scale of buildings, massing and boundary treatments.
8. New development should use materials of a high quality, which respond to the character of the buildings in the area. There should be strong attention to architectural detailing typical of Waterbeach's character
9. Preserving rural character and setting of the River Cam

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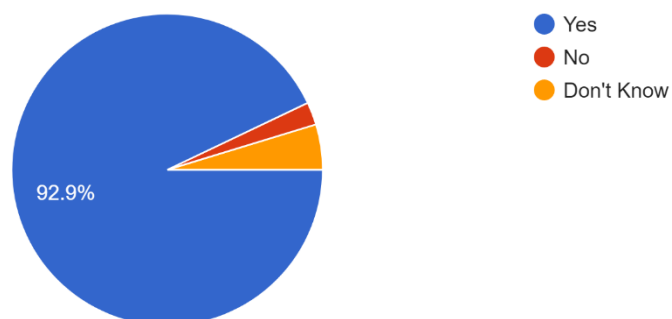
10. There should be improved public rights of way, especially connecting the existing public rights of way along the River Cam.



Objective 8A Increase access to informal and formal green space

Q19 Do you agree with Objective 8A?

85 responses



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Q19.1 Add any explanation of your answer above if you want to

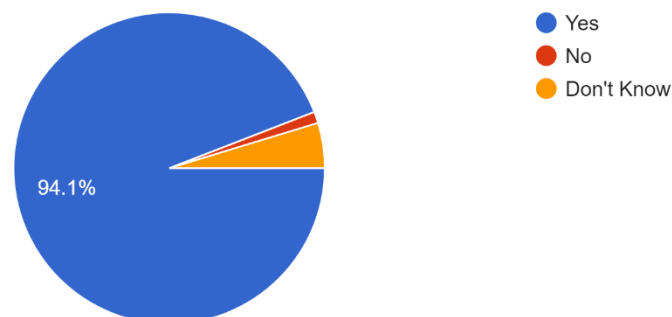
13 responses

1. what does this mean. Surely no-one wants to forbid non-vehicular access
2. Yes there should be land for recreational facilities but there should be vehicular access to these facilities
3. Ensure network of NMU routes within and around new development
4. At present there are a distinct lack of areas for walking, unless you use a car, i.e. crossing the A10 to walk in Landbeach and the Mere Way.
5. Green space for children to play is of massive importance but also the sensible design of the area. The green space on Wheatsheaf Way for instance is only used by dog walkers due to the ridiculous railings and single gate that is at the farthest possible point from the houses.
6. Should be both vehicular and non vehicular access
7. All footpaths and roads should be maintained to allow use of informal green space
8. The new development should add convenient walking and cycling access to rural parts including the Denny End and Chittering. These to connect through new development not along major road (A10) or railway line.
9. This is vital: we are losing informal green spaces with the development, and those we do have will be more stretched with an increased population. New high-quality areas must be created.
10. I would also add that some of this green space could include land for wildlife/conservation as well as for recreation/sport. It could also include new allotments for residents in the north of the existing village and residents of the New Town.
11. Ditto !
12. Include Ares of land left wild to encourage and protect wildlife.
13. There needs to be an overall landscape strategy for both the old and new towns

Objective 8B Maintain and increase biodiversity

Q20 Do you agree with Objective 8B?

85 responses



Q20.1 Add any explanation of your answer above if you want to

6 responses

1. This should go beyond the minimums required by current law
2. As someone interested in wildlife and the wider natural world, I would be really interested in hearing more about this aspect.
3. Protect biodiversity at fen meadow at Roman Canal Car Dyke. No cycle path.

Nov 2018 online and paper NP survey. Report of results excluding transport results

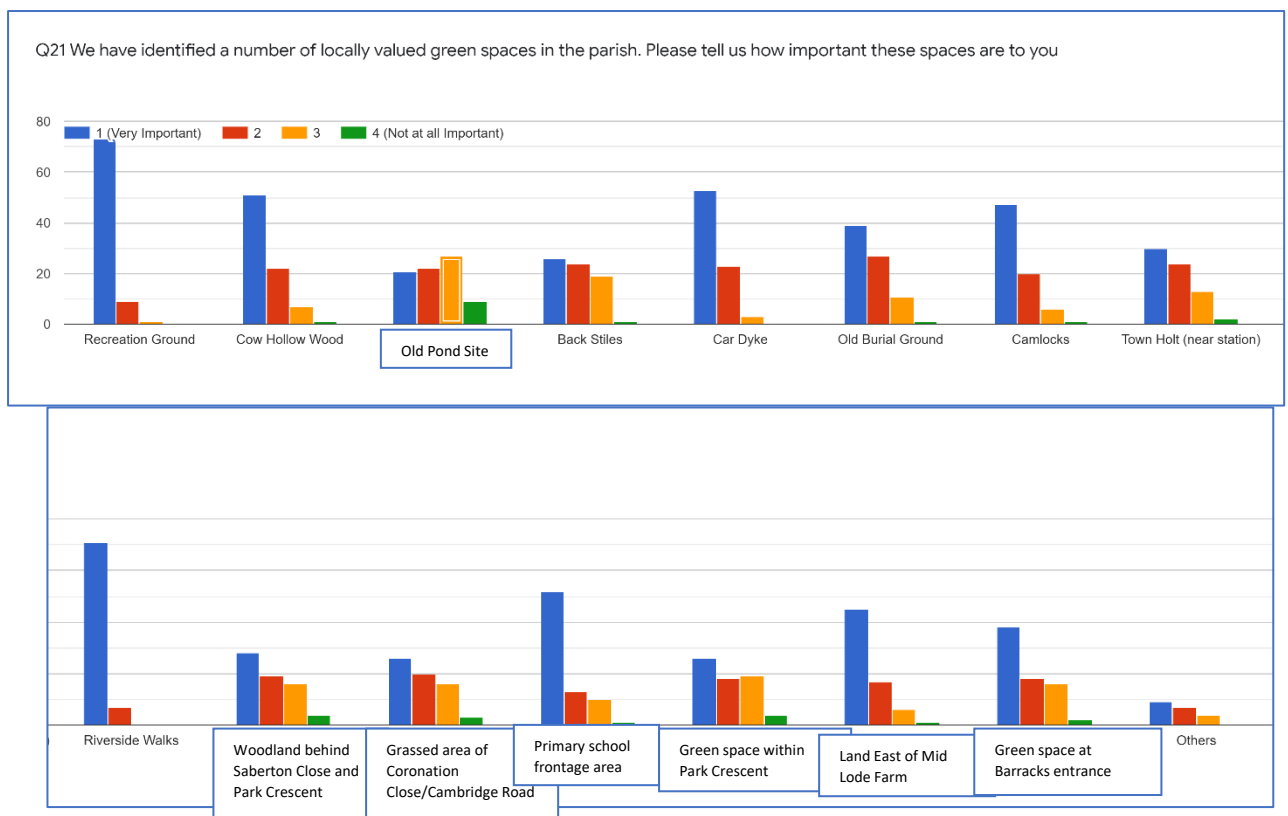
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4. Ditto
5. Scope to improve bio diversity of existing green spaces. Ensure that water management solutions create bio diverse opportunities.
6. Again, this is a contradiction in terms. Leave alone the natural environment. Managing the wilder aspects of land over the railway line (for example) will only introduce a human element of structure. Not needed or wanted.

Local Green Spaces

Q21 We have identified a number of locally valued green spaces in the parish. Please tell us how important these spaces are to you

85 people provided responses to the questions relating to sixteen open spaces.



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Q22 Please describe why these spaces are important or not to you?

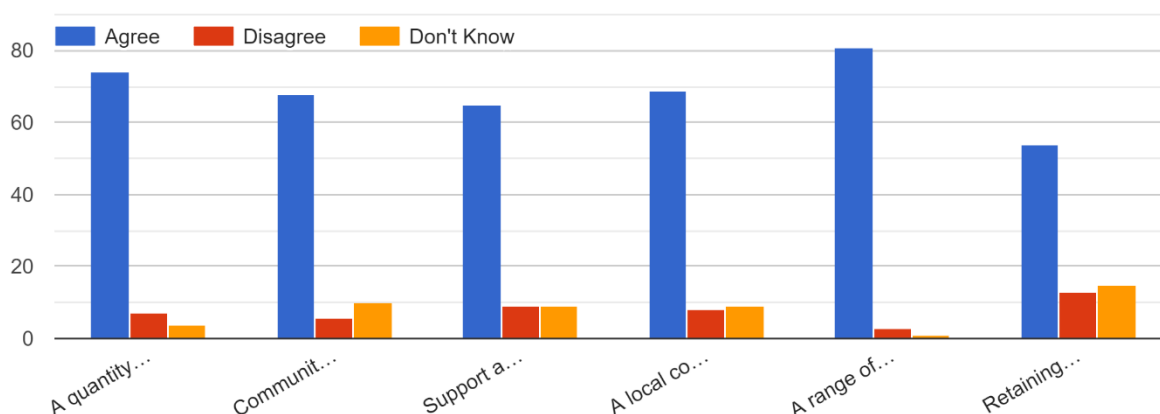
41 responses

1. Help give a sense of space and well being
2. The provide great chances to play, walk and enjoy nature near to where we live
3. to keep the village as a village and attract wildlife
4. We need to keep many of these spaces either for wildlife, or safe places for children to play
5. I'm surprised that there is a need to consider protection of these in the NP. Shouldn't they be already identified as protected areas which won't be developed on.
6. Waterbeach Abbey site. What is 'land east of Midlode Farm'? Do you mean Long Drove?
7. It is iportant fo health and wellbeing especially with the speculative development that has happened in the village especially on the rural edge.
8. The ancient walks to Lode and Quay
9. They have been an integral part of our family's recreation over the last thirty years.
10. Others should be The Gault area
11. We need to ensure we keep as much of our village as it is.
12. I think those on main roads particularly make you feel that there are nice green spaces all around. Love the beech hedge at barracks entrance.
13. They are all part of our history, and make this village special!
14. These are places I visit regularly.
15. Huge opportunity to enhance usability and appearance of these spaces - simply with planting and basic landscape infrastructure. These spaces lend themselves well to ideal possible habitats for boots and rest for people - spaces to breathe and think. They are also idea spaces that could be made really interesting by engaging with local arts community who would love to shape their purpose and value to people and wildlife. They would then become a series of spaces that linked the village in a new and different way and a way that complimented the village green. Little imagination and not too much work or maintenance could go a long way
16. Maintains the character of the village.
17. green spaces are very important
18. Green spaces are essential for both people and nature
19. Recreation ground is used on a daily basis, riverside walks are an essential part of living in Waterbeach
20. To retain a rural feeling for our village
21. All green space is important in maintaining the character of the village. I love to walk my dog along bannold drove, by the river and along long drove. These areas are beautiful and tranquil. The tranquillity is priceless, just being able to escape
22. Feeling of space, nice places to walk the dog/jog.
23. Most of these are spaces we use when we need to walk and feel a sense of peace and space. They are the reason we moved to Waterbeach. To have a feeling of being part of a community but to also be able to feel we're in the middle of nowhere 10 mins walk away.
24. They tie the village to the surrounding countryside
25. We use these spaces as a family to exercise, walk and for family wellbeing
26. We need to keep green space. We have already lost too much in recent years. The river and surrounding countryside is an exceptional asset.
27. The recreation ground on the ex-marriage quaters estate should also be included.
28. They are places I walk for a variety of reasons
29. So much of waterbeach is being built on, there are few areas of green space and in a world of technology and isolation we should encourage streets and roads to use these green spaces to meet neighbours and for children to play together. Areas for families to use to exercise, play and have fun together and bring back a real feeling of community, belonging.

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30. These are important because they break up close build up of buildings. Allow recreation space, improve air quality. Leather important are the sites with limited use and access.
31. I love exploring the more 'wild' areas round our village - Car Dyke, Riverside walks, Cow Hollow woods etc
32. Because the New Town will have the MINIMUM of STERILE green areas so these, relatively NORMAL (wild ?) areas are essential.
33. To ensure the rural nature of the Village
34. Others - area next to play park off Levitt Lane. It's important for children to have access to open space to run, play etc. Houses, especially new builds, have small gardens so access to shared outdoor spaces are increasingly important. I value the parks and nearby outdoor spaces, especially those enclosed for small children.
35. Green spaces that allow public access should be prioritised & preserved, above privately owned green spaces. Some sympathetic development of privately owned green spaces could be allowed.
36. green spaces are better than concrete
37. PArt of the character of the village and provide green spaces (lungs) within the developed areas. Space is needed to walk/recreational activities etc.
38. Views from the river are very important to protect so as to maintain the setting/ character of the village. As the village develops accessible green spaces within the village will become more significant.
39. Peace and quiet to a large extent. This is what villages need, and noise pollution is important. The village is on the edge of the countryside. It's of paramount importance to retain what little tranquility is left. The new development, and the overly vast areas of new build in the existing village, are pushing out the character of Waterbeach as a village. Progress does not just mean "Jobs" and "Houses" do not destroy what little space we have left
40. Places to walk, exercise, walk dogs, play sport, commune
41. Spaces thatch family enjoy visiting

Q23 We think this means the following, please tell us if you agree



1. A quantity and range of affordable housing tenures (eg. subsidised rent, shared ownership) that meets identified needs
2. Community led housing (where local people take the lead in actively commissioning and building homes)
3. Support and encourage self-build homes

Nov 2018 online and paper NP survey. Report of results excluding transport results

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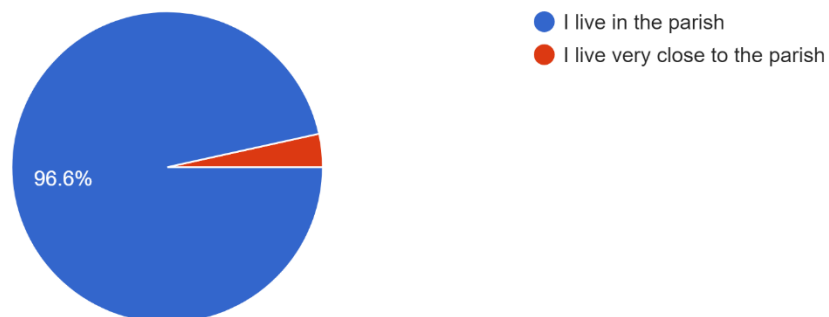
4. A local connection policy on some affordable housing (giving priority access to people with a connection to Waterbeach parish)
5. A range of sizes for market housing
6. Retaining our mobile home parks which provide an important element of housing choice to the village

Q24 Add any further comments here

1. Cheaper housing for young village people
2. Affordable housing should mean affordable to local young people who want to get on the housing ladder without having to leave the village.
3. Would need to control self build within the village envelope but could be considered as part of the new settlement by both developers. It would also be useful to consider how the NP can influence the percentage of affordable dwellings in the proposed new town.
4. It's a sad state of affairs that only the mobile home parks provide truly "affordable" housing but even those are the same price as decent sized houses not a million miles away!
5. No housing for investment, no landlords buying up tens of houses
6. Social housing is needed now more than ever before.
7. There isn't much detail on what these options mean or their benefits
8. I agree that a range of housing should be provided to meet everyone's budget and needs, but disagree that there should be a 'local connection' clause - this will not promote the aim of Waterbeach being a diverse place.
9. The above shouldn't be restricted to smaller houses or first-time buyers, but also those wanting to 'move up the chain'.

Q25 Are you a parish resident?

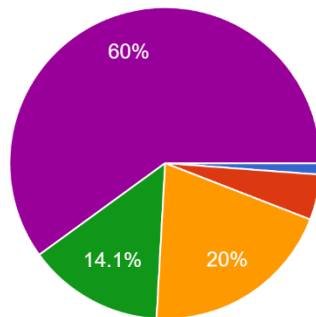
87 responses



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Q26 Do you or any member of your household want or need to move out of your property?

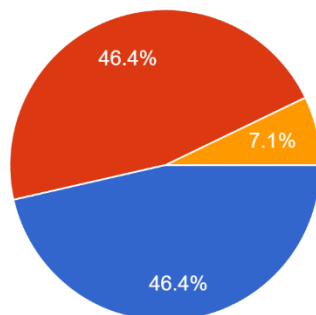
85 responses



- Yes, the entire household want to or needs to move out of the property.
- Yes, a member of my household wants to or needs to move out of m...
- No, but the entire household may want or need to move in the next 5...
- No, but a member of the household may want or need to move out in th...
- No, it is unlikely that that any member of the household may want or need...

Q26.1 Does the household or household member wish or need to stay in the parish or (if applicable) move to the parish

28 responses

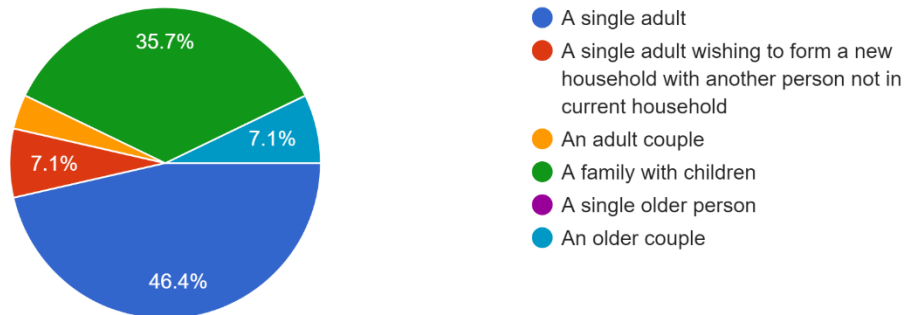


- Yes, stay in the parish
- Possibly stay in the parish
- No, move out of the parish
- Yes, move to the parish (from outside)
- No, I do not wish to move to the parish

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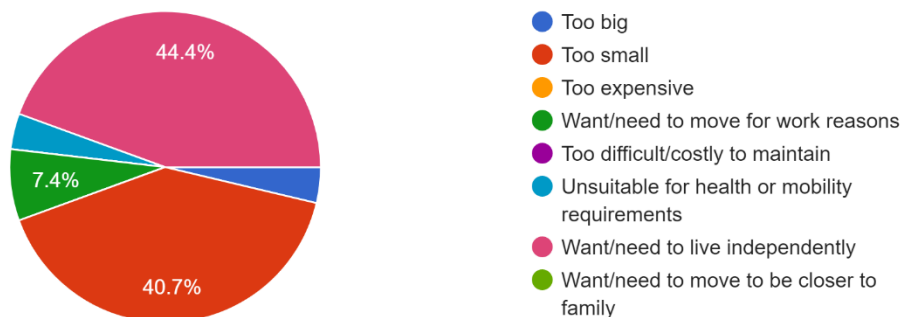
Q26.2 What type of household member(s), or household will want to or need to move out?

28 responses



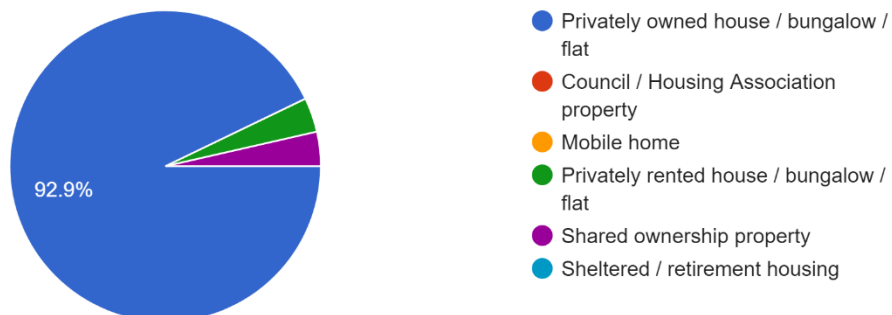
Q26.3 Why is the current property unsuitable for the household or household member(s) moving?

27 responses



Q26.4 What type of property do you currently live in?

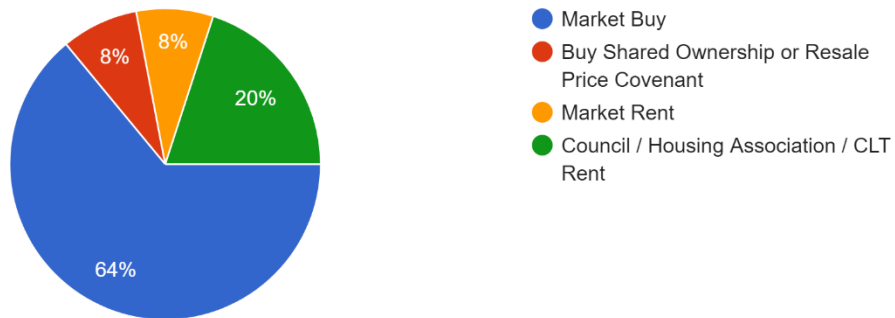
28 responses



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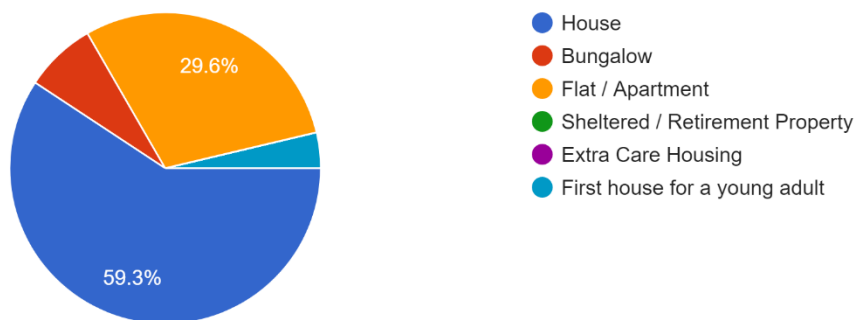
Q26.5 What tenure are you looking for?

25 responses



Q26.6 What type of property are you looking for?

27 responses



Q26.7 How many bedrooms do you need?

26 responses

