

The Proposed New Settlement at Waterbeach?

Issues to be considered

Background

- Contributors
 - Waterbeach Parish Council with support from
 - Histon, Horningsea, Impington, Landbeach and Milton Parish Councils
 - Heron (Waterbeach Action Group)
- RPG taken as accepted
 - whatever we might think!

Our approach

- Look at strategic factors
- Avoid NIMBY arguments
 - despite strong negative results from Village Appraisal
 - despite negative feedback from public meetings

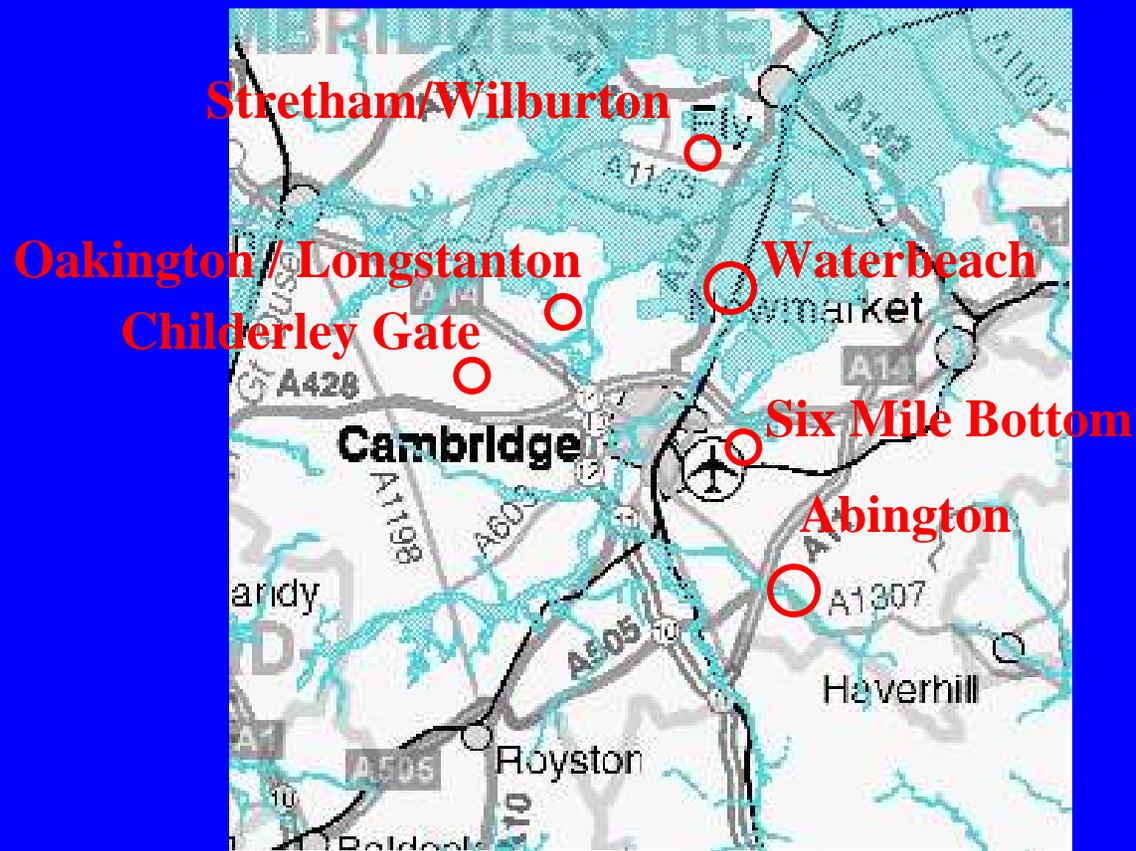
Strategic Issues

- Based upon RPG criteria
 - floodplain
 - transport infrastructure
 - availability of site
 - scheduled ancient monuments

Flood Risk

- Criteria
 - ‘The avoidance of ... floodplain’ (RPG Pol. 25)
- Points to be borne in mind
 - ‘we must ... [move] away from the traditional approach of “build and then protect”’
(‘Floods in the South-West’ - Environment Agency 2001)
 - PPG25
 - ‘The [NRA] generally objects to ... new development ... on land below 5m AOD’
(Earlier new settlement report 1991)

The Indicative Floodplain



The Indicative Floodplain

- Much of the site is in the indicative floodplain
- Not just a theoretical risk!



The Indicative Floodplain



February 2001



Transport

- ‘Location on or facilitating the provision of high quality public transport’ (RPG)
- Waterbeach is on the main line

BUT ...

A Commuter Village?

- Waterbeach is only one hour from London
 - Will attract London commuters
 - house price inflation
 - further congestion
 - just a dormitory?
 - Thameslink 2000 will make this worse
- This will not solve Cambridge's problem

The Cambridge Shuttle

- Will the line carry the proposed traffic?
 - Existing express services
 - King's Lynn to London
 - Midlands and the North to Stansted
 - and other cross-country routes
 - Increasing goods traffic

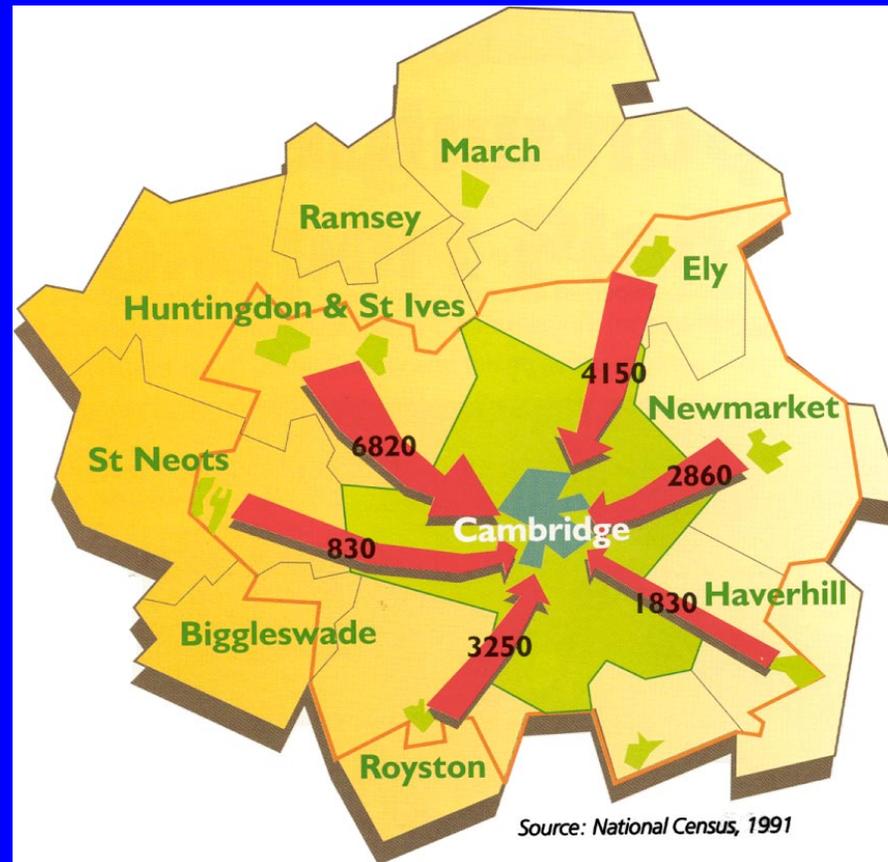
The Cambridge Shuttle

- Can the existing line carry the traffic?
- Are the developers guaranteeing to fund the service for at least ten years?
- Without this, road congestion will increase massively

Transport (road)

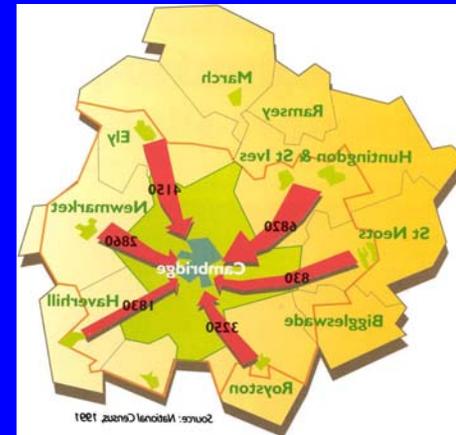
- From the Buchanan report
 - ‘the southern section of the A10 Cambridge to Ely is over capacity’
 - ‘large concentrations of minor and serious accidents occurred around Landbeach and Waterbeach’
 - ‘congestion problems ... are likely to get worse ... if new development is located in this area’

Strategic Road Links



Strategic road links

- A10 is the second busiest route for car commuters (Cambridgeshire LTP)
- Made worse by
 - Landbeach Research Park
 - New development in Ely
 - Dickerson Recycling



Queuing

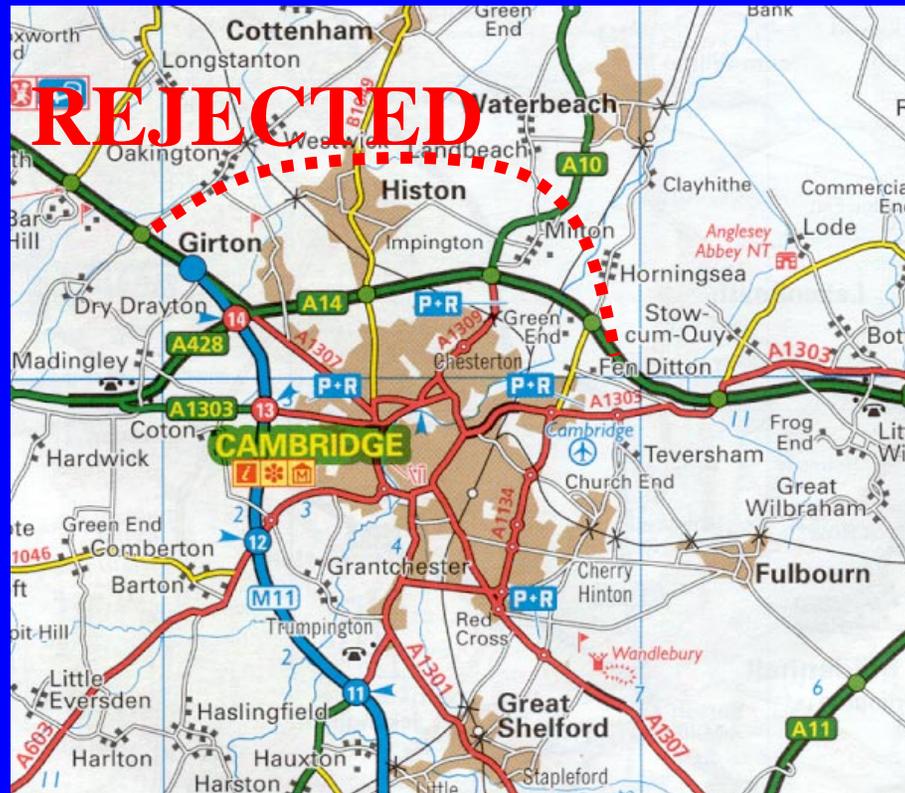
- on the A10
- in Milton
- and in Waterbeach



Strategic Road Links

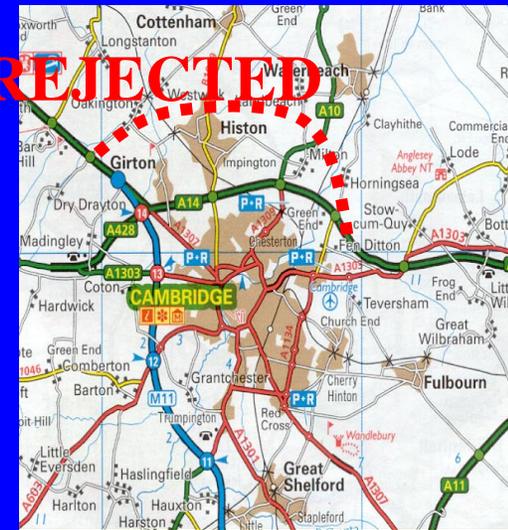
- From Buchanan
 - ‘already badly affected by congestion on the A10, confining movement to north and south, major expansion of [Waterbeach] would be difficult to justify without new eastern and western highway links’

The effect of CHUMMS



The effect of CHUMMS

- Buchanan states:
 - ‘[The CHUMMS recommendations are] likely to exacerbate congestion problems related to the A10 and the potential new settlement ... of Waterbeach’ (8.1.21)
- Re-modelling junction is not enough



Scheduled Ancient Monuments

- ‘Not adversely affect Scheduled Ancient Monuments’
- Waterbeach site has two
 - Car Dyke
 - Roman Canal runs alongside site
 - Denny Abbey
 - Major English Heritage site
 - Proposals have major effect on situation

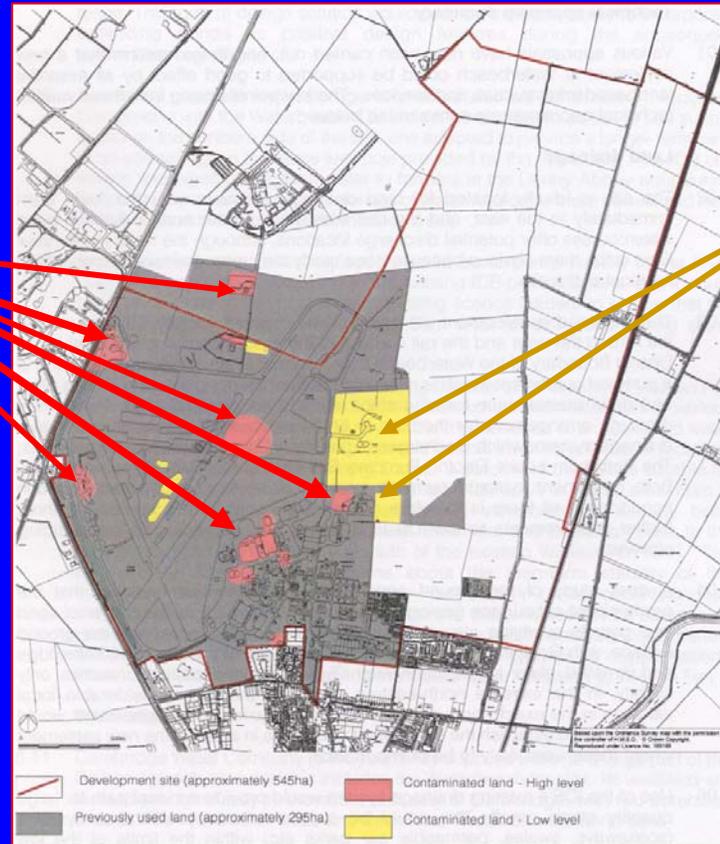
Availability of the Site?

- ‘... with the potential for construction to start by 2006’ (RPG Pol. 25)
- The site is not vacant!
 - MOD will require a new site for Royal Engineers - less likely in current world situation
 - Cost of relocation will fall on development

Problems of Contamination

High

Medium



Unique Costs

- Flood defences
- Transport infrastructure
 - roads, rail shuttle and station relocation
- Relocation of Royal Engineers
- De-contamination

- Who will pay?

Summary

- Waterbeach fails on
 - floodplain
 - transport infrastructure
 - availability of site
 - scheduled ancient monuments
 - unique costs