

## **27<sup>th</sup> June Cabinet Item on the Local Plan**

### **Errata (at 21/6/13)**

#### **Proposed Submission Local Plan**

Policy S/6: The Development Strategy to 2031 – The quoted housing numbers for Bourn Airfield and Cambourne West are incorrect and need updating to be consistent with the relevant policies in Chapter 3. Amend criteria 3e Bourn Airfield to 1,700 completions by 2031. Amend criteria 3f Cambourne West to 1,200 completions by 2031. The correct number of completions are shown in policies SS/6 and SS/8 in Chapter 3.

Paragraph 3.1 – After the Northstowe bullet point, add: (except as amended by Policy SS/7 in this chapter).

Policy SS/1 – The following supporting and explanatory text was not included by accident:

The Orchard Park site was originally allocated for mixed-use development including 900 dwellings in the South Cambridgeshire Local Plan 2004 and the Site Specific Policies Development Plan Document (adopted January 2010) carried forward the allocation. Outline planning permission was granted in 2005 and has lapsed. The majority of the development has been completed. Pre-application discussions are on-going to bring forward Parcel K1 for 36 self-build dwellings, which is the last remaining housing parcel from the original Development Framework Plan.

There is potential for additional dwellings by using parcels originally envisaged for commercial development adjacent to the A14 and for mixed use development and a Heritage Resource & Conservation Centre (HRCC) in the south west corner of the site. The south west corner of the site fronts onto both Histon Road and Kings Hedges Road and will provide an important gateway building for those entering the historic City of Cambridge from the north. A high quality landmark building will therefore be required, which provides an appropriate frontage to Histon Road and reflects its edge of City location and the need to respect the separation with Histon and Impington village to the north of the A14.

A hybrid planning permission for the south west corner including Parcels Q, Com 2a, Com 2b, E3, E4 and HRCC was granted in February 2013, incorporating outline planning permission for 112 dwellings and full planning permission for 28 dwellings, retail units and open space. For Parcels L2 and Com 4 adjacent to the A14, pre-application discussions with the landowners are on-going.

The presence of the A14 has a heavy influence on the site and the original strategy envisaged that commercial uses on the northern edge of the site would act as noise attenuation for the A14. Any development proposal for

residential development adjacent to the A14 would need to demonstrate that necessary mitigation measures have been included to ensure that traffic noise and vehicle emissions are reduced to acceptable levels. This includes creating a satisfactory internal and external residential noise environment through careful acoustic design and layout of any residential buildings (such as single aspect, limited height, sealed non opening windows on the façade facing A14, passive and or forced mechanical acoustically treated ventilation, no external private amenity spaces such as balconies / gardens on any façade with direct line of sight to road noise source).

An Air Quality Assessment will be required to be submitted as part of any planning application. This must include monitoring of the actual location where residential development is proposed or an agreed equivalent, if appropriate monitoring data is not available from the District Council. The assessment should be based on total emissions from the site and be in accordance with current national best practice guidance. The Air Quality Management Area (AQMA) must be taken into account in any development proposals to ensure that a satisfactory residential environment can be provided in order to protect the health of future residents by minimising exposure to poor air quality and appropriate mitigation measures must be included if necessary. Any proposals must also have regard to any impacts of development on the national air quality objectives, the designated AQMA along the A14 and the requirement to produce a site based Low Emission Strategy (see Policy SC/12). Account must also be taken of the anticipated effects of the A14 Improvements on the nature and extent of the AQMA. Development will not be permitted on any part of the site where this issue cannot be adequately addressed.

A Transport Assessment will be required to consider the implications of additional or alternative forms of development on highway capacity. This will include a detailed assessment of the net impact of replacing parcels assumed for commercial development in the Transport Assessment accompanying the original outline planning permission with residential development. The assessment must also consider the cumulative impact alongside other allocations in this part of Cambridge, on both the A14 Histon Interchange and surrounding local highways junctions and have regard to the effect of the A14 Improvements.

Arbury Camp (an Iron Age enclosure which was re-occupied during the Roman period, when the main Roman settlement was located to the north of Arbury Camp) lies within the site but below ground level. As in-situ preservation of the enclosure has proven to be essential, its site may be used to satisfy part of the open space requirements of the new development insofar as such use is compatible with preservation of the enclosure. Any additional residential development will need to make provision for its recreational needs in accordance with Policy SC/5, as well as any enhanced or additional community services and facilities to serve the additional homes. Consideration may be given to off-site provision of the active recreational needs of new residents in consultation with Orchard Park Community Council as the managing agency.

Policy SS/8 – Criteria 10 – This refers to a chapter 11, the correct reference is to Chapter 9

Paragraph 3.42 – Refers to 1,500 dwellings, the correct reference is to 1,200 dwellings

Policy H/6:- The following supporting and explanatory text was not included by accident:

The site was proposed by the Conservators of the River Cam. The delivery of additional moorings will relieve pressure on areas within Cambridge, and provide further support for tourism. The Cambridge Local Plan allocates an adjoining area of land within their administrative boundary, which would be developed with this site.

The site lies in the Green Belt. Built development needed to support the moorings should be kept to the minimum needed to support the use of the moorings. Proposals will need to address impacts on the riverside footpath, to ensure continued convenient use for users. Appropriate provision of car and cycle parking will also be required. Proposals will need to be accompanied by full ecological and landscape assessments, to address the resulting changes to the nature of the site. There is also known archaeology in the area, which will require assessment prior to development.

Policy H/12 – The policy text ends abruptly – the word ‘essential.’ has been lost off the end.