

Appendix 1 Summary of Representations to Local Plan Policy SS/8

All representations on the Local Plan can be viewed on the Council's online consultation system:

<https://scambs.jdi-consult.net/localplan/>

General information of the Local Plan can viewed on the Council's website:

<https://www.scambs.gov.uk/localplan>

A summary of representations made on the Proposed Submission Local Plan to Policy SS/8 is provided below (extract from South Cambridgeshire Local Plan Draft Final Sustainability Appraisal Part 3 Annex A Chapter 3).

Policy SS/8: Cambourne West (paragraphs 3.51, 3.55, 3.56, 3.60)	
Proposed Submission Representations Received	Total: 566 Support: 18 Object: 548
Main Issues	Support <ul style="list-style-type: none">• Cambridgeshire County Council - Development at Bourn Airfield and Cambourne West is likely to require significant measures to be provided in mitigation of their transport impacts.• Natural England - Support references to environmental issues in the policy.• Anglian Water - Section 14. It is recommended the following is added: 'A foul drainage strategy should be prepared in liaison with statutory sewerage undertaker'.• Swavesey PC - Support statements regarding foul drainage and sewage disposal. Increased flood risk to Swavesey must be avoided.• Papworth Everard PC – Support section c) of the policy. To include a cycle and pedestrian bridge over the A428.• Cambridge Past, Present and Future – Support subject to preparation of a masterplan demonstrating integration with rest of Cambourne, the Business Park and the Village College. A landscape enhancement plan is required.• Cycle and pedestrian links are essential. The A1198 junction must be improved before development as it is a major barrier to cyclists and delays car journeys.• Landscaped soil bunds to control traffic noise are a prerequisite and must be planned in advance. Object <ul style="list-style-type: none">• MCA Developments Ltd (Site promoter) – Support principle. but site should extend to Caxton Gibbet for 2,200 homes with extensive green corridors and open space. Object to inclusion of the Business

	<p>Park in Cambourne West. It is not under control of MCA which would constrain delivery, but could be developed independently, delete paragraph 6. Object to employment requirements as not based on evidence of need. Object to transport requirements in section 11 as inflexible and unjustified and implying that they are the sole responsibility of the Cambourne West promoters.</p> <ul style="list-style-type: none"> • Development Securities (Business Park owner) – Support allocation but object to policy requiring that residential development only comes forward after the employment development is secured in Cambourne West as this is unnecessary and unreasonable. Land south of the access road should be allowed to come forward quickly. Concerns about using the Business Park road as a main access to Cambourne West. • Cambridgeshire County Council - A HWRC is needed in the BA/Cambourne area. • North Hertfordshire District Council – Could have traffic impacts at Royston from commuters using the train station. • The Wildlife Trust – Include policy text: "Provide a high degree of connectivity to existing corridors and ecological networks." • Objections from Parish Councils, Cambourne, Caxton, Caldecote, Bourn, Elsworth – Transport impacts including rat running through villages, inadequate infrastructure, relies on BA to enable required transport infrastructure, poor public transport, distant from railway stations, impact on Cambourne, ribbon development and village coalescence, loss of rural character, unsustainable location far from jobs, better alternatives exist that have not been tested, loss of Business Park (should be retained in its current location even if site remains in the plan), broken promises. No reference to governance even though land is within Caxton. Need for youth provision. Inadequate open space. • Environment Agency - Needs phasing with waste water infrastructure and policy to reflect this - need to be sure that it is deliverable within Water Framework Directive limits. Need surface water strategy. • English Heritage – The need for archaeological evaluation of site should be included in the policy. <p>A high number of largely identical representations have been submitted as part of a local campaign opposed to the site giving the following reasons:</p> <ul style="list-style-type: none"> ○ Plan will effectively create a town by stealth by coalescing villages together- new town will stretch from West Cambourne to Hardwick. ○ Bourn Airfield and West Cambourne developments will
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	<p>create new traffic that local infrastructure can't support.</p> <ul style="list-style-type: none"> ○ Plan proposes too many houses in small space, which will inevitably compromise aspects such as community facilities and separation from existing settlements. ○ Plan is unsustainable- lack of local employment opportunities and sustainable transport links. ○ Consultation carried out by the Council was flawed. The opinions of local people have not been listened to, and the plans presented were misleading/ incorrect. <ul style="list-style-type: none"> ● Objections concerning impacts on traffic and local roads and congestion. Road to St Neots will not be able to cope. Roundabout at the junction of the A1198 and the A428 inadequate. Inadequate public transport. 4,000 homes planned at St Neots. ● Swansley Wood Farm indents the boundary of the allocation. Site owner objects and requests that the farm should be included in the development boundary for residential. ● Objections concerning the Business Park. Keep employment together in one location. Loss of land for employment. ● Objections that the location is unsustainable. Poor access to jobs. Inadequate retail provision. Poor access to railway stations. ● Objections that the infrastructure and services and facilities in Cambourne will not cope. That Cambourne will become a town. That development will be too dense and so compromise delivery of community facilities. Cannot be integrated into the rest of the village properly. Departs from original concept. ● Impact on landscape and setting. ● Impact on surrounding villages. Site is located within Caxton Parish. ● Any east–west rail link from Bedford to Cambridge must service Cambourne and Bourn Airfield with one or more new stations ● Policy should include provision for bridleways in points 6, 11c and 11i. ● Consider alternatives such as Hanley Grange, Six Mile Bottom, Northstowe, on the edge of Cambridge, in the villages. ● Will increase flood risk to local villages. ● Will not be viable, relies on Bourn Airfield for transport improvements. ● Loss of agricultural land.
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