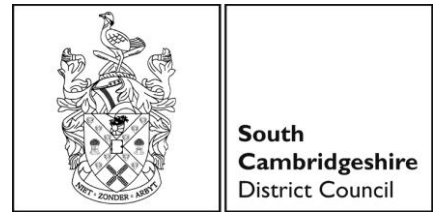


South Cambridgeshire Hall
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12 March 2018

To: Councillor Robert Turner, Portfolio Holder

Anna Bradnam
Graham Cone
Philippa Hart
Bridget Smith
Ingrid Tregoing
Aidan Van de Weyer

Opposition Spokesman
Scrutiny Monitor
Scrutiny Monitor
Opposition Spokesman
Opposition Spokesman
Opposition Spokesman

Dear Sir / Madam

You are invited to attend the next meeting of **PLANNING PORTFOLIO HOLDER'S MEETING**, which will be held in **MONKFIELD ROOM, FIRST FLOOR** at South Cambridgeshire Hall on **TUESDAY, 20 MARCH 2018 at 2.00 p.m.**

Yours faithfully
Beverly Agass
Chief Executive

Requests for a large print agenda must be received at least 48 hours before the meeting.

AGENDA		PAGES
PROCEDURAL ITEMS		
1.	Declarations of Interest	
2.	Minutes of Previous meeting The Portfolio Holder is invited to agree the minutes of the meeting held on 11 December 2017, as a correct record.	1 - 4
DECISION ITEMS		
3.	Foxton Conservation Area proposed extension and management plan for consultation There will be an appendix to follow for this report.	5 - 18
4.	Land North of Cherry Hinton Draft SPD	19 - 238
5.	Great Abington former LSA Estate Neighbourhood Plan	239 - 256
6.	Officer Hourly Rate Increase for Planning Performance Agreements	257 - 262

7. **Blue Plaques** 263 -
266

STANDING ITEMS

8. **Work Programme** 267 -
268

9. **Date of Next Meeting**
Members are asked to bring their diaries.

OUR LONG-TERM VISION

South Cambridgeshire will continue to be the best place to live, work and study in the country. Our district will demonstrate impressive and sustainable economic growth. Our residents will have a superb quality of life in an exceptionally beautiful, rural and green environment.

OUR VALUES

We will demonstrate our corporate values in all our actions. These are:

- Working Together
- Integrity
- Dynamism
- Innovation

GUIDANCE NOTES FOR VISITORS TO SOUTH CAMBRIDGESHIRE HALL

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Agenda Item 2

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

Minutes of the Planning Portfolio Holder's Meeting held on
Monday, 11 December 2017 at 9.30 a.m.

Portfolio Holder: Robert Turner

Councillors in attendance:

Scrutiny and Overview Committee monitors: Philippa Hart

Opposition spokesmen: Anna Bradnam, Ingrid Tregoing and
Aidan Van de Weyer

Also in attendance: David Bard, MW Hallett and Tony Orgee

Officers:

James Fisher	S106 Officer
Caroline Hunt	Planning Policy Manager
Trovine Monteiro	Consultancy Unit - Team Leader
Jennifer Nuttycombe	Senior Planning Policy Officer
David Roberts	Principal Planning Policy Officer
Ian Senior	Democratic Services Officer
Claire Spencer	Senior Planning Policy Officer
Alison Talkington	Senior Planning Policy Officer

1. DECLARATIONS OF INTEREST

There were no declarations of interest.

2. MINUTES OF PREVIOUS MEETING

The Planning Portfolio Holder agreed, as a correct record, the Minutes of the meeting held on 7 November 2017.

3. AFFORDABLE HOUSING THRESHOLD

The Planning Portfolio Holder considered a report about a revised approach to the affordable housing threshold based on legal advice received following the Written Ministerial Statement of 28 November 2014. Specific reference was made to paragraph 17 of the report.

Those present reflected on the implications for South Cambridgeshire and, in particular, for those villages that depended on small developments as a way of securing affordable housing. The Planning Policy Manager regretted the situation but said that the Council was no longer able to demonstrate a special case. In response to a query from the Portfolio Holder about the impact on the District as a whole, the Section 106 Officer estimated that the new rules could mean that 350 houses that had been previously destined to be affordable homes between now and 2031 would now be market homes instead.

Those present discussed measures for addressing the situation, including opening a dialogue with the Mayor of Cambridgeshire and Peterborough. Officers undertook to identify for Members those sites affected by the new rules.

The Planning Portfolio Holder **noted** the approach that all developments of 11 dwellings or

more, or on sites of fewer than 11 units if the combined gross internal floorspace of the proposed development exceeded 1,000 square metres, would provide affordable housing (in accordance with the Written Ministerial Statement.

4. LOCAL DEVELOPMENT FRAMEWORK: ANNUAL MONITORING REPORT 2016-17

The Planning Portfolio Holder considered a report on the Local Development Framework Annual Monitoring Report 2016-2017.

Those present discussed briefly the five-year housing land supply methodology and the proposed joint housing trajectory for South Cambridgeshire District Council and Cambridge City Council.

The Planning Portfolio Holder

- (a) **approved** the contents of the Annual Monitoring Report 2016-2017 (included as Appendix 2) for publication, noting that the housing trajectory, accompanying commentary on sites and some of the five-year supply calculations included in it had already been agreed by an urgent decision from the Planning Portfolio Holder on 24 November 2017; and
- (b) **delegated** any further minor editing changes to the Annual Monitoring Report 2016-2017 to the Joint Director for Planning and Economic Development where they are technical matters.

5. SOUTH CAMBRIDGESHIRE BROWNFIELD LAND REGISTER

The Planning Portfolio Holder considered a report on the South Cambridgeshire Brownfield Land Register.

Following a brief discussion, the Planning Portfolio Holder **endorsed** the South Cambridgeshire Brownfield Land Register 2017 in Appendix 1 for publication.

6. FOXTON CONSERVATION AREA - PUBLIC CONSULTATION

The Planning Portfolio Holder considered a report seeking his agreement that the draft Foxton Conservation Area Appraisal, and revised Conservation Area boundary, be published for formal consultation.

Councillor Deborah Roberts (local Member) fully supported the proposal.

The Portfolio Holder said that there was clear justification for a review at this stage, and that it was entirely logical to extend the existing Conservation Area so as to cover those buildings listed since the previous designation was made in 1972. He thanked the Consultancy Unit Team Leader for his effort in developing the proposal so far, and asked that his appreciation be conveyed to those officers also concerned.

The Planning Portfolio Holder

- (c) **Agreed** that the draft Foxton Conservation Area Appraisal, which contains the proposed new Conservation Area boundary, be published for formal public consultation running from 15th December – 9th February 2018; and

- (d) **Agreed** that delegated powers be given to the Joint Director for Planning and Economic Development, in consultation with the Portfolio Holder, to make any minor amendments to the attached document for example, regarding matters of presentation, prior to public consultation.

7. NEIGHBOURHOOD PLANNING

The Planning Portfolio Holder considered a report providing feedback about the consultation carried out with all Parish Councils in the district regarding the draft guidance on neighbourhood planning developed by the Neighbourhood Planning Task and Finish Group

The Senior Planning Policy Officer highlighted the comments referred to in paragraphs 13 to 24 of the report.

The Portfolio Holder commended officers for their work on Neighbourhood Plans to date.

Following a brief discussion, the Planning Portfolio Holder:

- (e) **Noted** the comments submitted by PCs during the neighbourhood planning consultation summarised in paragraphs 10-24 and included in Appendix 1;

And, subject to call-in, **agreed**

- (f) the proposed changes to the Neighbourhood Planning Toolkit as set out in Appendix 1 and summarised in paragraphs 10-24;
- (g) formally to adopt the Neighbourhood Planning Toolkit as planning guidance as set out in Appendix 2;
- (h) formally to adopt the standard support offer to PCs (or groups of parishes) preparing a Neighbourhood Plan and the Memorandum of Understanding as set out in Appendix 3;
- (i) that consultation with PCs on future guidance notes be as set out in paragraph 26 starting with the two additional topics included in Appendix 4 and that after such consultation officers be given delegated powers to include/add such guidance to the adopted Neighbourhood Planning Toolkit.
- (j) to include within the annual review of neighbourhood planning agreed by Cabinet in September 2017 an update on the Neighbourhood Planning Toolbox and a review of the standard support offer to PCs.

8. NEIGHBOURHOOD PLANS: BASSINGBOURN-CUM-KNEESWORTH NEIGHBOURHOOD AREA DESIGNATION

The Planning Portfolio Holder considered a report on an application, attached as Appendix A thereto) to designate the parish of Bassingbourn-cum-Kneesworth as a Neighbourhood Area.

Councillor Mike Hallett (Vice-Chairman of Bassingbourn Parish Council) and Councillor Nigel Cathcart (a local Member) addressed the Portfolio Holder in support of the application.

Following a short discussion, the Planning Portfolio Holder **approved** the designation of a Neighbourhood Area for the parish of Bassingbourn-cum-Kneesworth as proposed by

Bassingbourn-cum-Kneesworth Parish Council (see Appendix A).

9. WORK PROGRAMME

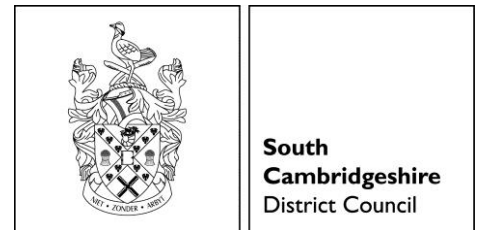
The Planning Portfolio Holder noted the Work Programme attached to the agenda. Further meetings would be set up as soon as possible in line with various work streams being pursued currently, including the Local Plan, Foxton Conservation Area and a review of the Scheme of Delegation.

10. DATE OF NEXT MEETING

The Planning Portfolio Holder would agree with officers a date for the next meeting in late February or early March 2018. That date would be publicised in due course.

The Meeting ended at 10.55 a.m.

Agenda Item 3



REPORT TO: Planning Portfolio Holder

20th March 2018

LEAD OFFICER: Stephen Kelly, Joint Director Planning and Economic Development

Adoption of the Foxton Conservation Area

Purpose

1. To seek agreement for the Foxton Conservation Area Appraisal, and revised Conservation Area boundary, to be formally adopted following formal public consultation.
2. This is not a key decision. This item was first published in Jan 2017 of the Forward Plan.

Recommendations

3. It is recommended that the Portfolio Holder:
 - Agrees that the Foxton Conservation Area Appraisal, which contains the proposed new Conservation Area boundary is formally adopted by the Council following amendments made as part of the formal public consultation which ran from 15th December – 9th February 2018.
 - That delegated powers are given to the Joint Planning Director, in consultation with the Portfolio Holder, to make minor amendments to the attached document for example, regarding matters of presentation, prior to publication/notification.

Reasons for Recommendations

4. Conservation Area Appraisals are important documents which capture what is special about that part of the village, and which are used to guide development as well as local enhancement/ management programmes.
5. Foxton's Conservation Area was designated in 1972, and as it is time to be reviewed, a welcome initiative was undertaken by Foxton Parish Council with support from the Council.

Background

6. A Conservation Area is an 'area of special architectural and historic interest the character or appearance of which it is desirable to preserve or enhance' (Town and Country Planning Act 1990). The act requires Local Planning Authorities to review their Conservation Areas and their boundaries from time to time, informed by conservation area appraisals that describe the area's character, appearance and its significance. A management plan makes recommendations for conservation and/or enhancements.

7. The Council has worked in close partnership with Foxton Parish Council, as part of exploring alternative ways (working with local communities/parish councils) of delivering, updating and reviewing its conservation area/appraisals. The draft for formal public consultation was developed following various informal local exhibitions/informal meetings and internal consultations.

Foxton Conservation Area Appraisal

8. Foxton Conservation Area was originally designated in 1972 and covered only a small part of the Medieval High Street. It did not, for example, include the Grade 1 Listed St Laurence Church, or the majority of the listed buildings in the village, many of which contributes to Foxton's special architectural and historic character.
9. The research and analysis carried out as part of the Conservation Area Appraisal has identified that the village has buildings of various historic periods that together with their streets/green open spaces, views and features contribute to the areas special architectural and historic interests. They are mainly classed into 5 periods:
 - Phase 1: Late Saxon(9th -10th Centuries)
 - Phase 2: Medieval (11th -16th Centuries)
 - Phase 3: Tudor, Elizabethan and Jacobean (16th – 17th Centuries)
 - Phase 4: Georgian/Regency (18th -19th Centuries)
 - Phase 5: Victorian to early 20th Century (19th-20th Centuries)
10. The Conservation Area is broken down into 4 character areas that show a distinct character and identity. They are:
 - High Street West – Agricultural
 - Historic Centre and Trade Area
 - High Street East: Administrative and Religious Centre
 - Eastern Entrance: Mortimer Lane
11. It is proposed that the boundary is extended to include:
 - The majority of the listed buildings in the village including St Laurence's Church;
 - The former University Tutorial Press works and associated cottages on Station Road;
 - Foxton House and its historic parkland;
 - The thatched cottages and medieval moat of Mortimers Lane
 - Foxton Dovecote and Meadow

Formal Consultation

12. On 11th December 2017 the Planning Portfolio Holder agreed that the draft Foxton Conservation Area Appraisal, which contains the proposed new Conservation Area boundary, be published for formal public consultation.
13. The Public Consultation ran from 15th December 2017 to 9th February 2018, a period of 8 weeks (rather than our usual 6 weeks period, given that it covered the Christmas period) and included a public meeting on the 15th January 2018
14. The formal consultation was advertised in the Laurentian (Village magazine), the Council's website and via social media. The residents (all properties) in Foxton Parish, local businesses, school, church and key stakeholders such as Historic England, Cambridge County Council, etc were notified by post/email. Copies of the Conservation Area Appraisal were available for viewing on the SCDC website with

hard copies available in Foxton Village Hall and South Cambridgeshire Hall. The Foxton Conservation Area publicity banners were also displayed at Foxton Village Hall throughout the consultation period to draw attention to the proposals and encourage comment.

15. The Council received a total of 51 representations online via email and by post. 46 responses were from residents, 1 was from a local business, 2 were from key stakeholders and 2 were from private sector consultancies. 92% of the response was positive to the proposals put forward, some suggesting improvements to the document. The following are the main changes proposed to the document following comments received:

A: Boundary Changes:

- Exclude rear part of the Burlington press industrial estate.
- Exclude modern barn south of Herods Cottage and adjacent school playing fields/archaeological site south of Jenkins meadow.

B: Views to be updated and clarified:

- Views to be shown on single map.
- Additional views:
 - Towards high ground at Barrington from Mortimers Lane
 - Towards 'pinch point' at eastern entrance to conservation area
 - Towards listed group No.29, 18, 35 High Street

C: Management Strategy:

- Highlight specific negative features within the management strategy to highlight opportunities for positive change.

D: Buildings of Merit:

- Clarification and separation of individual buildings of merit (Appendix B), and buildings which more generally contribute positively to the character and appearance of the area (identified on mapping within the document).
- Remove from BoM: 1 Fowlmere Road, 12-16a Station Road, 19 High Street.
- Addition to BoM: Windmill north of Foxton House.

16. The Council considers that the proposed boundary is appropriate, well evidenced, and has the clear support of residents and Historic England.
17. Please refer to Appendix A for our analysis and the amendments proposed based on the representations received. The proposed Conservation Area Appraisal will be circulated in advance of the portfolio holder meeting.

Considerations

18. The proposed changes are relatively modest but are important to make the document robust and fit for purpose.
19. The extent of the Conservation Area is substantially increased. This is justified by the inclusion of a number of listed buildings and buildings of local historic and architectural interest in accordance with the guidance set out paragraph 127 of the National Planning Policy Framework (NPPF) and Historic England Guidance.
20. The Conservation Area Appraisal would be a useful baseline document to inform the preparation of a Neighbourhood Plan, which is being progressed by Foxton Parish Council.

21. It should be noted that the designation of a conservation area does not stop development, but increases the extent of planning control in order to help guide high quality proposals which preserves or enhances the areas distinctive character. Conservation area status and conservation appraisal are material considerations in determining planning applications.
22. Following the decision to adopt of the Conservation Area, under section 70(8) of the Planning (Listed Buildings and Conservation Areas) Act 1990, in addition to notifying the Secretary of State and Historic England, a local planning authority is required to publicise the intention to designate a conservation area by a notice placed in the London Gazette and a local newspaper.
23. The Council will also update its internal systems, inform properties impacted, internal and external stakeholders.

Options

- There are a number of possible options available: to leave the Conservation Area Boundary where it is, as well as other variations based on the consultations received.
- It is recommended that the revised Conservation boundaries and Character Appraisal document that follows officers advice (outlined in paragraph 15 and 16) which has been developed in agreement with Foxton Parish Council is taken forward.

Implications

In the writing of this report, the following takes account of the implications of financial, legal, staffing, risk management, equality and diversity, climate change, community safety and any other key issues.

Financial

- The work to date has been carried out by Foxton Parish Council in collaboration with the Consultancy Team, using existing resources and within existing budgets.

Legal

- None

Staffing

- The Consultancy Team, Planning and Graphic Team officers have been involved and will continue to support to the consultation process through to final adoption.

Risk Management

- No significant risk. The consultation responses will highlight any issues for further consideration by the Council.

Equality and Diversity

- None

Climate Change

- The draft appraisal supports sustainable development and retention and use of existing buildings

Consultation responses

- See paragraphs 12-17 above.

Effect on Strategic Aims

Aim 1 - We will listen to and engage with residents, parishes and businesses to ensure we deliver first class services and value for money.

- The Foxton Conservation Area Review and Appraisal has been initiated by Foxton Parish Council. It has been developed through close collaboration with the Parish. There have been two rounds of informal public consultation, one formal consultation for 8 weeks and a public meeting all of which have informed the final draft document.

Aim 2 - We will make sure that South Cambridgeshire continues to offer an outstanding quality of life for our residents

- The Foxton conservation area appraisal outlines what is distinctive about the conservation area and puts forward a management plan to enhance its surroundings.

Aim 3: Work with partners to create opportunities for employment, enterprise, education and world-leading innovation.

- The Foxton Conservation Area would raise the quality of development and would create opportunities for skills in construction and conservation.

Background Papers

Appendix A: Analysis and the Amendments proposed based on representations received.
Conservation Area Appraisal March 2018 to follow

Report Author: Trovine Monteiro, Team Leader, Consultancy Team
Celia Wignall, Historic Buildings Officer
Telephone: (01954) 712931

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REPORT TO: Planning Portfolio Holder 20th March 2018
LEAD OFFICER: Stephen Kelly, Joint Director Planning and Economic Development

**Adoption of the Foxton Conservation Area
Appendix A: Public Consultation analysis and amendments proposed based on
representations received**

1. On 11th December 2017 the planning portfolio holder agreed that the draft Foxton Conservation Area Appraisal, which contains the proposed new Conservation Area boundary, be published for formal public consultation. The Public Consultation ran from 15th December 2017 to 9th February 2018, a period of 8 weeks.
2. Responses were gathered through online survey, paper survey, and email to a dedicated email address. A public meeting was held on 15th January 2018, following two public exhibitions held during 2017.
3. The 537 residential addresses within Foxton Parish were contacted directly by post. The letter informed residents of the consultation, including direction to the online consultation, documents, and further information. A map of the proposed boundary change was sent out with the letter.
4. All 12 business addresses within Foxton Parish were notified by post/email, as were the schools and church. The addresses were sourced from the electoral roll (residential) and the list of businesses within SCDC.
5. The Parish, District, and County Councillors were notified by email, as were consultees at SCDC, Cambridgeshire County Council, Historic England and other relevant consultees.
6. For the full list of 572 consultees please see Appendix A.
7. The consultation was additionally advertised in the local press, the front page of the SCDC website and on social media.

Responses (number received and support)

	No.	Comment
Resident	46	48 total, 2x second submissions therefore 46 unique resident responses. 31 support; 13 support with alteration; 2 do not support. (67.4%; 28.3%; 4.3%)
Business	1	Support with minor alteration.
Key stakeholder	2	Historic England: Support with minor alteration; Natural England: No comment.
Private sector consultancy	2	Major alterations recommended; Does not support.

Analysis and amendments

See Appendix C: Online and Paper Survey Text

[Do you support? Y – Yes; Ywa – Yes with alterations; N – No]

ISSUE RAISED	CONSULTEE				RESPONSE/ACTION
	RESIDENT	BUSINESS	HISTORIC ENGLAND	CONSULTANCY	
Boundaries	Y:31 Ywa:13 N:2	Ywa:1	Y:1	N:2	
Include					
<i>No.7, No.15, No.20 Fowlmere Road: -visual gateway to historic village -resident of one property involved in prep of appraisal -No.7 only pargetted cottage</i>	6 (3) (1) (3)				Removal from Conservation Area requested by Historic England. Buildings not of sufficient merit in terms of their architecture or history and are on the edge of the area which has special character and appearance. The pargetting is a relatively modern decoration in cement render. The village has no history of pargetting. Others involved in the prep of appraisal live within the proposed conservation area; the area has been assessed objectively. Buildings will not be included, however role as visual gateway recognised within appraisal, maps and text will be clarified.
<i>Station area -station area -station building -signal box -former railway tavern</i>	5 (1) (2) (4) (1)				Proposed for inclusion in early drafts from evidence provided by Foxton History Society. Excluded at an early stage as merit lay in a small number of disconnected buildings, and the area lacked a special character and appearance. The signal box, and former railway tavern are included in the schedule of Buildings of Merit.
<i>Meadows north of Mortimers Lane -setting of wet moat</i>	2				The moat and house containing elements of the preceding Elizabethan building are to be included, with a buffer. The meadows are not part of the setting of a listed building at the heart of the conservation area and therefore it is not appropriate to include this Green Belt land in the Conservation Area.
<i>Full extent of parkland to Foxton House</i>	1				The parkland setting has been included where it continues to make a positive contribution to the significance of Foxton House, a grade II listed building. This is not the case where former parkland is now industrial units or houses and these area are not included.
Remove					
<i>Mortimers Lane/Eastern entrance (Area 4): -Insufficient listed or</i>				1	Clarification of mapping and text will show extent of positive buildings on Mortimers Lane. This small area includes 3 listed buildings, a green and moat important to the

<i>positive buildings</i>					appearance and historical character, three additional positive buildings, and a number of key views.
<i>Barn and sports pitches south of Dovecote:</i> <i>-character has been lost</i>				2	Area to be excluded. Modern barn was included in original conservation area, but does not contribute to the architectural or historical special interest or character of the area. Important views from high street to countryside are not affected by exclusion. Sports pitches area also an archaeological site, but unlike the moat, there is no historical character remaining. Exclusion does not affect importance of views to hills across Dovecote meadow.
<i>Modern sheds to rear of Burlington Park:</i> <i>-no architectural value</i>				2	Area to be excluded. Area does not contribute to the architectural or historical special interest of Foxton.
<i>Recreation ground:</i> <i>-relates only to setting of church</i> <i>-insufficient evidence to demonstrate contribution to character of CA</i>				2	Inclusion requested by Historic England. Text will be amended to clarify contribution of open green space (rec) south of church. HEAN 3 (Setting of Heritage Assets) revised in December 2017 states that it is appropriate to include within a conservation area the setting of listed buildings which are at the heart of that conservation area.
<i>Parkland to Foxton House:</i> <i>-insufficient evidence to demonstrate contribution to character of CA</i> <i>-does not merit inclusion</i> <i>-disagree that parkland setting remains</i> <i>-no important views</i> <i>-no greater contribution than other fields</i>				2	Inclusion requested by Historic England. Text and mapping will be amended to clarify importance of views and contribution of parkland setting to conservation area. Foxton House, grade II listed, is an important local property within the village and conservation area. HEAN 3 (Setting of Heritage Assets) revised in December 2017 states that it is appropriate to include within a conservation area the setting of listed buildings which are at the heart of that conservation area.
Buildings of Merit schedule (App B)	Y:36 Ywa:7 N:2	Y:1	Ywa:1	n/a	
Add					
<i>Signal Box</i>	3				Already included in schedule
<i>Shed</i>	1				Building already demolished
<i>Station building</i>	1				Not of sufficient merit for inclusion
<i>Everglades,</i>	1				Already included in schedule
<i>7 Fowlmere Road</i>	3				Not of sufficient merit for inclusion
<i>15 Fowlmere Road</i>	1				Not of sufficient merit for inclusion
Remove					
<i>19 High Street</i>	1				Not of sufficient merit for inclusion – will be removed from schedule

<i>Press Cottages, Station Road – architectural interest weakened</i>				1	Considered that buildings meet HE criteria, particularly 4. group value, and retain sufficient merit for inclusion
Other					
<i>Buildings of merit vs buildings which make a positive contribution must be clarified</i>			1		Maps and text will be revised to clarify situation. The positive/neutral/negative buildings will be indicated on mapping.
<i>Insufficient positive buildings</i>				1	Maps and text will be revised to clarify situation. The positive/neutral/negative buildings will be indicated on mapping.
Views	Y:37 Ywa:7 N:2	Ywa:1	n/a	n/a	
<i>Of industrial units from Foxton House</i>		1			Clarification that this not intended as a key view, revision of maps to provide clarification
<i>Into/out of CA to west (Shepreth Road/Foxton Bottom)</i>	6				Already included, revision of maps to provide clarification
<i>From Chalk Hill and West Hill to village</i>	2				Already included, revision of maps to provide clarification
<i>From Station Road to signal box</i>	1				Signal box not within CA. Views can only be shown within/to/out of CA
<i>North along Fowlmere Road to 'gateway to historic village'</i>	1				Already included, revision of maps to provide clarification
<i>From Mortimers Lane to high ground near Barrington</i>	1				Will be included
<i>From Mortimers Lane south over Chandle Field.</i>					Already included, revision of maps to provide clarification

APPENDIX B: Public Consultation notification list

	CONSULTEES	Email/Address
	Residents	
[537]	Electoral Roll Postal Addresses	[PropertyExportFoxton ALL]
[3]	Councillors	
	Foxton Parish Council	clerk@foxtonparishcouncil.gov.uk
	District Councillor	cllr.roberts@scams.gov.uk
	County Councillor	cllr.topping@scams.gov.uk
[6]	SCDC	
	DM (West Team)	[REDACTED]@scams.gov.uk
	Planning Policy	[REDACTED]@scams.gov.uk
	Trees	[REDACTED]@scams.gov.uk
	Ecology	[REDACTED]@scams.gov.uk
	Housing Strategy	[REDACTED]@scams.gov.uk
	Housing Services	[REDACTED]@scams.gov.uk
[5]	County Council	
	Archaeology	[REDACTED]@cambridgeshire.gov.uk
	Highways	[REDACTED]@cambridgeshire.gov.uk
	Facilities	[REDACTED]@cambridgeshire.gov.uk
	Rural Estates	[REDACTED]@cambridgeshire.gov.uk
	Estates Management	[REDACTED]@cambridgeshire.gov.uk
[6]	External	
	Historic England	[REDACTED]@HistoricEngland.org.uk
	Network Rail	[REDACTED]@networkrail.co.uk
	Cambridge Water	[REDACTED]@cambridge-water.co.uk
	National Grid	[REDACTED]@nationalgrid.com
	Environment Agency	[REDACTED]@environment-agency.gov.uk
	Natrual England	[REDACTED]@naturalengland.org.uk
[3]	Schools and Church	
	St Laurence's Church	[REDACTED]
	Foxton Learning Centre/Trinity School	[REDACTED]@trinity.cambridgeshire.sch.uk
	Foxton Primary School	[REDACTED]@foxton.cambs.sch.uk
	Trinity School	8 Station Road
	Foxton Primary School	11 Hardman Road
[12]	Businesses	
	Post Office & Store	38 High Street
	The White Horse PH	45 High Street
	Villiers Park Educational Trust	Royston Road
	Hand Car Wash	Cambridge Road

Car Trade Cambridge
Showrooms

Royston Road
27-37 Royston Road

Burlington Park

Office
Endurance Estates
The Langham Press Ltd
The Courier Company
AMC Exhibitions Ltd
Epoch Wires Ltd

Burlington Park
Unit 1 Burlington Park
Unit 4 Burlington Park
Unit 5 Burlington Park
Unit 7 Burlington Park
Unit 8 Burlington Park

[572]

APPENDIX C: Online and Paper Survey Text with responses

Q1 Do you live in the proposed Conservation Area?

Y – 19

N – 29

Q2 Name

Q3 Addresses

Q4 Do you support the proposed extension of the Conservation Area?

YES - 31

YES WITH ALTERATIONS – 13

NO - 2

Q5 What additions or subtractions would you make, and why?

Free comment – see table [BOUNDARY]

Q6 Do you support the proposed Buildings of Merit schedule (Appendix B)?

YES – 36

YES WITH ALTERATIONS - 7

NO – 2

Q7 Are there any buildings/structures which should or should not be included in the schedule, and why?

Free comment – see table [BUILDINGS OF MERIT]

Q8 Do you support the proposed key views within, into, and out of the Conservation Area (as shown on Map 6 and the four Character Areas maps)?

YES – 37

YES WITH ALTERATIONS – 7

NO – 2

Q9 Have all key views within, into, and out of the Conservation Area been identified? Do you recommend any additions or subtractions, and why?

Free comment – see table [VIEWS]

Q10 Are there any areas or buildings within the proposed boundary that detract from the Conservation Area, or could be improved to enhance the Conservation Area? Why do they detract? In what ways could they be improved?

Free comment - 11 responses were received, all identified issues already included in the management strategy. Additional comments provided notification of unauthorised works, not relevant to Conservation Area Appraisal - alternative action to be taken as appropriate.

Q11 Any other comment.

Free comment - 18 responses were received. 13 were thanks or words of support for the appraisal. 5 were not relevant to the Conservation Area Appraisal (request for speed limit introduction etc).

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Agenda Item 4



REPORT TO: Planning Portfolio holder Meeting

20 March 2018

LEAD OFFICER: Joint Director of Planning and Economic Development

Land North of Cherry Hinton Draft Supplementary Planning Document (SPD)

Purpose

1. To receive the final draft of the SPD for Land North of Cherry Hinton (LNCH), which would then be adopted following the adoptions of South Cambridgeshire's and Cambridge City's Local Plans.
2. This is not a key decision because the SPD does not create new policy, but provides further guidance on delivering an identified development site in the Council's emerging Local Plan.

Recommendations

3. It is recommended that the Portfolio Holder:
 - Agrees the responses to the representations received to the Land North of Cherry Hinton SPD (Appendix B) and the consequential amendments to the Land North of Cherry Hinton document (Appendix C); and
 - Approve the Land North of Cherry Hinton SPD (Appendix C) in anticipation of the adoption of the Local Plan, and to agree that it should be carried forward for adoption as a Supplementary Planning Document at the same time as the Local Plan.

Reasons for Recommendations

4. The preparation of an SPD for Land North of Cherry Hinton, in both Cambridge and South Cambridgeshire, accords with the emerging local plans of both Councils. The approved SPD will guide the submission and determination of future applications for the site.

Executive Summary

5. This is a split boundary development and the draft South Cambridgeshire Local Plan, allocates the site for residential-led development under Policy SS/3: Cambridge East. Land North of Cherry Hinton is similarly allocated in the draft Cambridge Local Plan 2014: Proposed Submission (as amended) for residential-led development under Policy 12: Cambridge East.
6. The Councils, as the Local Planning Authorities, have been working in partnership with local stakeholders to prepare an SPD that looks at how this residential-led allocation can be delivered successfully. The SPD will help guide the development of the area and will provide greater certainty and detail to support delivery of the site. It

outlines the aspirations for the area, as well as the key issues, constraints and opportunities that will influence how new development will take place.

7. The emerging Local Plans for both Councils have now completed the stage of consulting on the Main Modifications identified by the Inspectors that they consider may be necessary in order for the Local Plans to be found 'sound'. The representations received during this consultation have now been collated and sent to the Inspectors for their consideration. This means the Councils are unable to adopt the Land North of Cherry Hinton SPD until the Local Plans have been found sound and adopted. In the interim period, prior to adoption of the SPD, the Land North of Cherry Hinton SPD provides context and guidance as material consideration in the planning process.
8. In accordance with the process of preparing an SPD, consultation on the draft SPD was carried out over an eight week period between 7 August and 2 October 2017. The statutory minimum period for consultation on an SPD is six weeks, as this consultation period occurred during the summer holidays it was extended to run for eight weeks so as to allow everyone an opportunity to respond.
9. Appendix A provides a brief summary of the key issues raised during public consultation. Appendix B provides summaries of the representations received to the draft SPD and sets out the proposed responses. Appendix C provides a track-changed version of the SPD, whilst Appendix D incorporates the Statement of Consultation.
10. No significant changes are proposed as a result of the consultation. However some minor amendments to the SPD are proposed and are set out in Appendix C, reflecting the comments received during the public consultation set out in Appendix B.

Background

Land North of Cherry Hinton SPD

11. The aim of the Land North of Cherry Hinton SPD is to set out a broad planning framework reflecting the development principles for this joint housing-led development of the site. The site has been allocated for development since the adoption of the Cambridge East Area Action Plan in February 2008, when the site was removed from the Cambridge Green Belt.
12. The Land North of Cherry Hinton SPD is intended to support the new South Cambridgeshire and Cambridge City Local Plans. This SPD will be adopted at the same time as the Local Plans are adopted.

Public Consultation

13. After being approved for public consultation at South Cambridgeshire's Planning Portfolio Holder's Meeting on 26 July 2017 and at the City's Development Plan Scrutiny Sub Committee (DPSSC) on 27 July 2017, the draft Land North of Cherry Hinton SPD was the subject of consultation for 8 weeks between 7 August and 2 October 2017.
14. In line with the consultation standards set out in the council's Statement of Community Involvement and in accordance with the Town and Country Planning (Local Development) (England) Regulations 2004 (as amended), the consultation documents were sent to the statutory and other consultees. All of the consultation

material was made available via an online consultation system which allowed people to submit their comments via the internet (hard copies of the response forms were made available to those who do not have access to the internet). A notice was placed in the Cambridge Evening News on Monday 7 August 2017 containing information about the consultation and how people could get involved.

15. The draft SPD and its supporting documents remain available at <https://www.cambridge.gov.uk/land-north-of-cherry-hinton-spd>

Public Exhibitions

16. Two public exhibitions were held during the public consultation. The first took place 17 August 2017 at St Andrew's Church, Cherry Hinton and was attended by 106 people. The main topics of concern included: the excessive level of proposed growth of Cherry Hinton and the associated negative impacts. The majority of these comments related to transport issues; positive comments about the benefits of the development in terms of potential improvements to public transport (e.g. additional bus services) and the contribution that the development would make to meeting the need for new housing - including affordable dwellings. A number of attendees did not understand the planning process and were seeking advice on what stage of the planning process the development was at.
17. The second exhibition was held 14 September 2017 at Hope Community Church, Teversham and was attended by 20 people. The main topics of concern included: the timing of the delivery of the primary school (avoiding a similar problem at Eddington); more open space would be an improvement; Additional bus routes/ new service wanted for Teversham; Segregated cycle/ footpaths wanted; and the importance of providing a substantial amount of affordable housing.

Results of consultation

18. The public consultation held between 7 August and 2 October 2017 received 266 representations, made by 46 respondents, of which 85 representations (32%) were supportive and the remainder, 181 (68%) were objections.
19. A number of points and opportunities raised during public consultation included
Support for:
 - the SPD's flexible approach flexibility in relation to the function of the spine road;
 - the education provision and the locations of the schools; primary school will include provision for early years, (County Education Officers) who encourage the provision for a commercially operated nursery;
 - high density housing around the local centre to support local shops and encourage walking;
 - protecting local ecology, proposal to preserve the adjacent wildlife sites and on-site habitats and to create additional grassland habitats (Natural England);
 - development to reflect and enhance the special character of the surrounding area (Historic England);
 - improved public transport service, traffic calmed environment and segregated cycle routes;
 - Transport Assessment to develop the appropriately upgrade requirements and mitigate issues of overcapacity (National Rail).
 - development that encourages healthy lifestyles and the use of sustainable travel modes, such as cycling;
 - provision of electric charging points although more specific detail needed;

- water quality/wastewater aspects and comprehensive consultation with Anglian Water to meet their requirements (Environment Agency)
- domestic use of energy as well as energy production i.e. combustion sources within domestic dwellings, solar panels and wind turbines.
- Cambridgeshire Crime Prevention Design Team considered that the draft SPD addresses paragraphs 58 and 69 of the NPPF.

Conditional support for:

- Teversham CofE Primary School support new provision unless there are school places available in local schools or that the school is built before the housing is occupied in the development;
- new school playing fields in the Green Belt (if accessible to the public);
- key worker housing in lieu of affordable housing should be considered;
- housing that is designed for disabled or elderly people e.g. single storey and other marginalised groups.
- recreational and social areas and multi-purpose buildings need to have sufficient space so the community can use them for leisure activities;
- any new Community Centre should be available for both Cambridge City and South Cambridgeshire residents;
- habitat or open space enhancements that do not impact on local flora species i.e. perennial flax and crested cow-wheat.

Concerns raised regarding:

- Current transport network is already very congested and therefore will be inadequate to cope with additional traffic from new development;
- Absence of local employment opportunities and the likelihood of the airport closing;
- Pollution from the proximity of the airport operations and the new housing proposed;
- Likelihood that more buses and upgraded cycle paths will achieve the required modal shift;
- Road layout of new development - should be primarily for walking and cycling, as in the Eddington development in North West Cambridge.
- Air quality – this should be considered at the design stage.
- In addition to the proposed on-site areas of open spaces, additional off-site green infrastructure provision is likely to be required to meet the needs of new residents (Natural England).

20. One of the key questions the consultation asked for views on concerned the best route for a spine road through the site. The two access points for this spine road have been determined by: ensuring there is a large enough gap between the access for the Western Home scheme (adjacent to Hatherdene Close) and access to the site; and using the existing roundabout at the Cherry Hinton Road / Gazelle Way junction. The consultation also asked for people's views on whether it should run along the northern boundary of the site (Figure 41) or through the centre of the site (Figure 42); page 49 of the SPD (see Appendix C) sets out the advantages and disadvantages of each of these options. Unfortunately, there were only a few representations submitted on the matter of the spine road options.
21. The matter of the (Land North of) Cherry Hinton Spine Road options was discussed at the County's Economy and Environment Committee, 11 December 2017. The committee agreed all three resolutions to approve: the spine road as a through route; the option of a central versus a periphery route is flexible, with further assessment

required on the relative merits (approved unanimously); and the County Council will require a decision concerning the spine road design prior to an application for the site being submitted (approved unanimously). Following this decision, it has been agreed to amend paragraph 5.16, deferring the decision on the spine road design which will be determined by Cambridgeshire County Council as Highway Authority and local planning authorities, as part of the pre-application planning process. Any future planning application would be expected to include a through route spine road design in order to comply with the Highway Authority's recommendations approved by the Economy and Environment Committee 11th December 2017.

22. The consultation also included the possibility of introducing a bus gate along the spine road to prevent private motor vehicles passing all the way through the site. Three representations (two objections and one qualified support) were submitted about this option, primarily with concern to the impact it may have on the existing road network and in particular on Coldham's Lane. At Cambridge City Council's Development Plan Scrutiny Sub-Committee, the matter of the bus gate was discussed and agreed the reference to the bus gate in paragraph 5.24 be removed.
23. The SPD included an indicative building heights strategy with lower density development along the southern portion of the site, adjacent to existing residential land Cherry Hinton. The highest density development will be around the Local Centre and main activity zone towards the centre of the site. Four objections were submitted about this strategy, raising concerns about: the level of shading over the linear park; the 4-5 storey high buildings will be out of keeping with the existing buildings; and no single storey dwellings proposed, a type sought by elderly people. Given the limited number of responses, it has been considered appropriate to maintain the SPD approach to building heights unchanged. The final decision on the height of new buildings will be decided during the planning application stage. The proposed strategy will allow the site to deliver the dwellings required to meet the housing need of the Councils, while integrating well with edge of the urban area and the surrounding airport and countryside.
24. On the matter of housing mix including dwellings suitable for elderly people, the detailed housing mix will need to be the subject of detailed discussion with Council officers to identify the appropriate range of housing. The developer has indicated that an element of older people's housing could be provided within the development, which would be supported, subject to local need. Paragraph 5.88 has been amended accordingly to reflect this.
25. A number of changes related to factual corrections/omissions regarding heritage sites and clearer annotation of the Figures themselves. In terms of textual changes, many relate to the specific referencing of all the Figures in the SPD and clarifying the point that the anticipated outline planning application for the site is expected towards the end of February / March 2018 (paragraph 5.115 has been amended and 5.116 deleted) and that the S106 regime rather than CIL will be applicable in terms of Planning Obligations which itself has been refined following input from County Officers.
26. Other changes included the reference to Community Use Agreements to secure public access of any school playing fields in paragraph 2.19. An additional paragraph after paragraph 5.60, requested by the Environment Agency requiring pre-application consultation with Anglian Water to avoid foul flooding of existing properties and pollution of local water sources.

27. South Cambridgeshire's Policy Officers requested an additional paragraph outlining the SPD's approach to self and custom build dwelling plots. This has been included after paragraph 5.86.
28. Appendix A summarises the key points raised and key proposed changes to the SPD in response to the public consultation. Officers have worked through all representations and have drafted responses. Summaries of all representations and proposed responses with recommended changes to the SPD have been attached as Appendix B to this report. Amendments to the draft SPD are proposed to address many of the concerns and are attached in Appendix C.

Next Steps

29. Subject to approval by the Portfolio Holder, the public consultation responses will be published and loaded on the Council's website.
30. In terms of status, the emerging Local Plans are still at the examination stage, which means that the Councils are unable to adopt the Land North of Cherry Hinton as an SPD until the Local Plans have been found sound and adopted. In the interim period, prior to adoption of the SPD, the Land North of Cherry Hinton provides context and guidance as material consideration in the planning process.

Implications

31. There are no significant financial, legal or staffing implications for the Council.

Equality and Diversity

32. An Equality Impact Assessment has been completed for this SPD.

Environmental

33. The project has been rated as Net Low Positive; overall, it is considered that the Land North of Cherry Hinton SPD, alongside planning policy in the adopted Cambridge East Area Action Plan will have a net low positive climate change rating (rising to medium to high for some aspects). Although the precise detail is still to be developed, the SPD gives consideration to issues including water efficiency, reduction of energy demand and associated carbon emissions, climate change adaptation including designing out the risk of overheating, the use of sustainable drainage systems and the promotion of sustainable modes of transport.

Consultation responses

34. The consultation and communication arrangements for the SPD were carried as outlined in paragraphs 13 and 15.

Effect on Strategic Aims

35. **A. LIVING WELL Support our communities to remain in good health whilst continuing to protect the natural and built environment**
LNCH and the other strategic developments form a key part of the sustainable development strategy contained in the submitted Local Plan. Preparation of the SPD will help ensure that the site is built in a way that supports healthy lifestyles and protects and brings overall benefits to the natural and built environment.

36. **B. HOMES FOR OUR FUTURE**
Secure the delivery of a wide range of housing to meet the needs of existing and future communities
LNCH and the other strategic sites are a key part of the Local Plan aim to support delivery of new homes to meet identified needs.
37. **C. CONNECTED COMMUNITIES**
Work with partners to ensure new transport and digital infrastructure supports and strengthens communities and that our approach to growth sustains prosperity
Preparing an SPD for the site means transport and digital infrastructure can be appropriately planned to accommodate growth.
38. **D. AN INNOVATIVE AND DYNAMIC ORGANISATION**
Adopt a more commercial and business-like approach to ensure we can continue to deliver the best possible services at the lowest possible cost
The proposed approach to preparation of the SPD reflects this strategic aim.

Background Papers

These background papers were used in the preparation of this report:

- South Cambridgeshire Proposed Submission Local Plan (as amended)
<https://www.scambs.gov.uk/localplan>
- Equalities Impact Assessment for Land North of Cherry Hinton SPD
<https://www.cambridge.gov.uk/sites/default/files/eqia.pdf>

Appendices

- Appendix A - Summary of key issues and SPD changes
- Appendix B - Consultation representations and Councils' responses
- Appendix C - Land North of Cherry Hinton SPD (with tracked changes)
- Appendix D - Statement of Consultation

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Appendix A: Summary of key issues and SPD changes

Section 1. Introduction		
Respondents	Support	Object (incl. qualified Support)
10	8	2
(Support)	<ul style="list-style-type: none"> Support reference to “appropriate mitigation of environmental and health impacts [to provide] a satisfactory living environment”. Landowner supports the SPD’s aspirations, and guiding principles. Vision for this area to 'reflect and enhance the special character of the surrounding area' - should be reflected throughout the SPD. 	
(Object)	<ul style="list-style-type: none"> SPD’s incomplete strategic plan - No reference to the adjacent land south of Coldham’s Lane (LSCL) Area of Major Change (AMC) to support both Local Plans. 	
Draft response and consequential changes to SPD	<ul style="list-style-type: none"> No changes to the SPD. 	

Section 2. Planning Policy Context		
Respondents	Support	Object (incl. qualified Support)
15	3	12
(Support)	<ul style="list-style-type: none"> Plan’s flexibility in relation to the function of the spine road, as to whether it provides a through-route to vehicular traffic or not. Welcome the need to preserve the adjacent wildlife sites/on-site habitats - treat wildlife site on eastern boundary with sensitivity with creation of additional grassland habitat in that location. 	
(Object)	<p>Ecology</p> <ul style="list-style-type: none"> Need to clarify that any habitat or open space enhancements in this location should not unintentionally have an impact on perennial flax and crested cow-wheat. An ongoing management contribution to achieve this would be required. <p>Mineral and Waste Policy</p> <ul style="list-style-type: none"> No reference to the adopted Cambridgeshire and Peterborough Minerals and Waste adopted development plan for the area. <p>Open Spaces and Recreation</p> <ul style="list-style-type: none"> The principle of secondary school playing fields in the green belt is acceptable to the Education Place Planning team, however, a balance is needed between appropriate boundary treatments and maintaining the character of the green area. Object to green belt land being used for school playing fields unless those fields are opened to the public. Green belt must prevent coalescence with Teversham and retain green corridor linking Cambridge with the rural countryside. No indication regarding landscaping on the north-eastern and eastern edges of the playing fields. Playing fields in this location could be allocated as a nature area for educational purposes. <p>Services and facilities</p> <ul style="list-style-type: none"> Need to ensure the greenbelt tests will be met without prejudicing 	

	<p>the secondary school.</p> <ul style="list-style-type: none"> • SPD should make clearer that the LNCH site should be developed with consideration for future development on the safeguarded land, in terms of appropriate mitigation, transportation, views, open spaces, local centres, etc. • Schools are oversubscribed in this area.
Draft response and consequential changes to SPD	<ul style="list-style-type: none"> • The cumulative impacts of the development will be assessed as part of the Environmental Impact Assessment and Transport Assessment which are required as part of any future outline planning application. • A landscape and ecological management plan will be required as part of any future outline planning application for the site. • The inclusion of sports fields in the Green Belt is not incompatible with this designation, provided that the function of the Green Belt unaffected (i.e. maintains proper separation between Teversham and Cherry Hinton and protects the setting of Cambridge). • The site's landscaping/buffering strategy will be addressed as part of the Development Management process. Figure 50 provides an indicative landscape framework plan. • Include additional paragraph which refers to the Minerals and Waste Core Strategy and Minerals and Waste Site Specific Proposals Plan • Add sentence to paragraph 2.19: 'The school playing fields may be accessible to the general public, subject to a Community Use Agreement'.

Section 3. The Site and Surrounding Area		
Vision		
Respondents	Support	Object (incl. qualified Support)
72	9	63
(Support)	<ul style="list-style-type: none"> • County Archaeological - Preliminary archaeological investigations. • Natural England - Proposal to preserve the adjacent wildlife sites and on-site habitats and to create additional grassland habitats. • Environment Agency - Support for proposed approach to soil contamination. • Historic England – Support the need for the development to reflect and enhance the special character of the surrounding area. 	
(Object)	<p>Transport</p> <ul style="list-style-type: none"> • Traffic routes and bus frequency are wholly inadequate to cope with the additional traffic generated; and dangerous for cyclists. • Need to improve public transport with particular importance of cycling infrastructure for both existing and new homes. <p>Services and facilities</p> <ul style="list-style-type: none"> • Already insufficient doctors available; site is too far from these and other medical facilities, with no easily walkable routes proposed. • Absence of local employment opportunities. • Facilities are inadequate for the number of dwellings proposed. • The airport is a valued employer and is part of the village so 	

	<p>concerned for the future of Marshalls and likelihood of closure.</p> <ul style="list-style-type: none"> • Two primary schools are not highlighted on the map – Cherry Hinton Primary and Colville Primary. <p>Green Infrastructure (incl. Ecology)</p> <ul style="list-style-type: none"> • Loss of an important buffer between urban development and countryside will turn Teversham into a suburb. • Need to recognise the hedges and open fields do support a wide range of birds including breeding skylarks - a protected species - in the Airport boundary. • Significant loss of farmland biodiversity/wildlife. • SPD omits Green Belt and historic landscape characterisation of area. <p>Open Spaces and Recreation</p> <ul style="list-style-type: none"> • Object to the wording 'close proximity'. New development will only be close to Church End green, a small piece of roadside land that has little to offer children, or dog walkers. • The open spaces proposed for the development site are local in nature. These will not meet resident's needs for accessing larger open spaces or achieve significant biodiversity gains. • No large area of open space proposed in SPD. Need for a new country park noted however, this is not addressed in the SPD. <p>Pollution</p> <ul style="list-style-type: none"> • Analysis of noise, ground conditions and air quality pollution implications are needed. • Noise pollution and the danger of flying routes above residential areas will lead to the closure of Marshalls. • Development is too near to the runway resulting in the pollution from aircraft causing health problems.
Draft response and consequential changes to SPD	<ul style="list-style-type: none"> • Employment considerations are beyond the scope of this SPD. • The new development will be expected to provide local shops reducing the need for people to travel by car. • The development will need to mitigate its impact in terms of demand on local facilities, including GP services. This can be secured through the S106 process. • The proposals present an opportunity to enhance biodiversity. It is an expectation that any potential ecological losses are mitigated, and where possible enhanced, as part of the outline and reserved matters planning application process. • Figure 18 amended to include: The Teversham Conservation Area, Abbey Meadows Primary School and St Philip's CofE Primary School. • Add reference to other Listed buildings omitted • Use current NPPF terminology - amend reference to scheduled monument and not scheduled ancient monument. • Reference to Teversham Conservation Area to north east of site to be included in paragraph 3.28. Figure 18 to be amended to reference conservation area boundary. • Amend paragraph 3.26: 'There are no statutory or local landscape designations that cover the site. The site is not within the Green Belt (Figure 18).

Section 4. Vision and Key Principles		
Respondents	Support	Object (incl. qualified Support)
15	8	7
(Support)	<ul style="list-style-type: none"> • Development to reflect and enhance the special character of the surrounding area. • References to: a strong green framework and the development being inspired by the unique characteristics of the existing settlement and surrounding area, with cherry trees and countryside setting and celebrating views; historic landscape features and the idea to incorporate the existing countryside walk into a linear park. • The vision of LNCH shows it will be a high quality development, meeting the housing targets set for the City and District. 	
(Object)	<ul style="list-style-type: none"> • Doubts about: site vibrancy; design based upon existing piecemeal design improving the design of the rest of Cherry Hinton; and open spaces are rarely provided in their original form. • Clarification regarding what is meant by a strong green framework. • Existing community in SCDC not considered as being part of Cherry Hinton and this development will result in minimal social interaction and sense of belonging. • Development will destroy existing habitats, plants and creatures. Artificial nest sites and decorative planting cannot replace the existing habitat. 	
Draft response and consequential changes to SPD	<ul style="list-style-type: none"> • The detailed design of the development will be considered as part of any future outline and reserved matters planning applications. • The intention of the SPD is to create a community that is properly integrated with Cherry Hinton and Teversham. The matter of access to city services by residents in South Cambridgeshire is beyond the remit of the document. • The proposals present an opportunity to enhance biodiversity. Substantial ecological losses should be avoided as part of the detailed design of the scheme. It is an expectation that any loss of habitat is mitigated, and where possible enhanced, as part of the outline and reserved matters planning application process. • No changes to the SPD. 	

Section 5. Framework Principles and Masterplan		
5.1 – Connectivity and Movement		
Respondents	Support	Object (incl. qualified Support)
151	57	94
	<i>Movement</i>	
(Support)	<ul style="list-style-type: none"> • Support for traffic calmed environment, including reference to street design, intersecting cross routes and setting the spine road speed limit to 20mph, if not for the entire development. • Strong support for a safe and segregated cycle route away from vehicles and pedestrians. • Support for safe secure crossings for pedestrians at Airport Way. • National Rail supports the use of a Transport Assessment to aid further design and appropriately upgrade requirements and mitigate against issues of overcapacity. 	

	<ul style="list-style-type: none"> • Support the provision of an essential spine road but should consider the impact on Church End if Bus gate option is adopted. • There is ample space to make improvements to cycling infrastructure along Coldham's lane. • Support Figure 44 including a connection to the TINS route, however, it needs to acknowledge the requirement to integrate such proposals effectively with the Protected Industrial Area and the intention to regenerate the Area of Major Change. • Support the importance of an improved public transport service; however Coldham's Lane cannot be classed as having a bus route due to infrequent service. • It is welcomed that the development should "also encourage healthy lifestyles and the use of sustainable travel modes, such as cycling".
(Object)	<ul style="list-style-type: none"> • Network Rail is in more advanced stages in considering the re-opening of Fulbourn station. Therefore, it is unlikely that a new station at Cherry Hinton would also open due to its proximity. • Highly unlikely that more buses and upgraded cycle paths will achieve the required modal shift. • No reference to cycle and pedestrian routes to the new bridge over the river to the Cambridge North Railway Station and the Northern fringe employment site. • Lack of credible evidence to demonstrate why spine road is appropriate in development – How will it prevent through traffic? • The expansion of Addenbrooke's and ARM will significantly increase traffic congestion along with the new secondary school. • A Spine Road is clearly essential however, there are concerns regarding the location of future development within the area. • The site should take account of the area's wider development, especially in terms of transport infrastructure to avoid adversely impacting upon potential future alignments for road, public transport and active travel links where this is possible and sensible to do so. • Site should reduce need to travel by car both 'within the development' and beyond the development and aim for zero net impact on road traffic. • Additional road layouts should be considered to improve the permeability of the site for people walking and cycling ensuring better integration. • Bus route proposed won't accommodate all additional traffic generated by the proposal and will impact other roads. • Other roads through the development should be primarily for walking and cycling, as in the Eddington development in North West Cambridge. Vehicle movements should be confined as far as possible to the outer edges of the development, to ensure that the public outdoor space is attractive and safe for people of all ages to move around, and for children to play. • Objections to the suggestion that bus gate are a possibility on spine road, due to the creation of traffic. • No reference to cycle and pedestrian routes to the new bridge over the river to the Cambridge North railway station and site. • There should be improvements to the cycle route along Coldham's Lane which are dangerous routes for cyclists.

	<ul style="list-style-type: none"> Improvements should be made to the bus services with concerns that the provision of a high frequency service will be unlikely. Importance to acknowledge that there is a need to harmonise the proposals with the emerging strategy for the surrounding area.
Draft response and consequential changes to SPD	<ul style="list-style-type: none"> A comprehensive Transport Assessment and Strategy for the site and its integration with the wider area will be required as part of any future outline planning application. It is an expectation that the bus services between Cherry Hinton and other destinations will be improved to encourage the use of more sustainable forms of transport. Amend last sentence of paragraph 5.16: 'The requirements of the final spine road design will be determined by Cambridgeshire County Council as Highway Authority and local planning authorities, as part of the pre-application planning process. Extend geographical area in Figure 43 to show pedestrian and cycle linkages to Cambridge North station and northern fringe employment site. Figure 39 will be amended to colour Options A and B differently for clarity and legibility of vehicle access improved.
	Car Parking
(Support)	<ul style="list-style-type: none"> Provision of electric charging points welcomed but more specific detail needed. SPD should reflect the need for electric vehicle (EV) charging points in different settings e.g. Residential, Commercial, Carparks etc. and the different types of EV charging points (standard and rapid). SPD should have an aspiration that all dwellings are provided with EV charging points.
(Object)	<ul style="list-style-type: none"> Underground car parking should be considered. Any new development must make parking a priority. Concerns regarding access point of March Lane and Church End as there is a blind corner with parking issues on both sides of the road. Consider centralised/edge parking to deter people from using cars.
Draft response and consequential changes to SPD	<ul style="list-style-type: none"> Electric vehicle charging points and the provision of related infrastructure is an evolving matter with the changing technologies for electric and zero emission vehicles. This level of detail is outside the scope of the SPD, but will be considered as part of the outline and reserved matters planning application process. Cycle and car parking provision will be assessed and addressed as outline and reserved matters planning application process.
	Site's Environmental Sustainability
(Support)	<p>Water</p> <ul style="list-style-type: none"> Environment Agency (EA) supports SPD's water quality/wastewater aspects and fully endorses comprehensive consultation with Anglian Water to meet their requirements. Support installing any water saving devices, any surface water storage systems or management systems that can be incorporated into the design of buildings and infrastructure. Advice on the correct use of infiltration sustainable drainage systems (SuDS) provided to ensure that they will not pose a risk to the water environment. <p>Energy</p>

	<ul style="list-style-type: none"> • Domestic use of energy as well as energy production i.e. combustion sources within domestic dwellings. • Consider other forms of energy supply and conservation, including solar panels and wind turbines. <p>Air</p> <ul style="list-style-type: none"> • Air quality should be considered at the design stage. <p>Waste</p> <ul style="list-style-type: none"> • Recognition of both strategic household waste recycling centres and individual household waste and recycling receptacles.
(Object)	<p>Archaeology</p> <ul style="list-style-type: none"> • Given the potential archaeological sensitivity of the site archaeology should be given more consideration in the SPD. <p>Waste</p> <ul style="list-style-type: none"> • Need recognition of the Waste Planning Authority in identifying potential sites for facilitating waste management operations and wider consideration should also be given to local capacity for managing the waste streams associated with development and occupancy thereafter. • Consideration for a waste hierarchy and the promotion of waste prevention measures, so opportunities for waste minimisation, reuse and recycling are realised at the earliest stage.
Draft response and Consequential changes to SPD	<ul style="list-style-type: none"> • Paragraph 3.30 effectively deals with archaeology. Further investigation will be conditioned through the outline planning application process. • Additional paragraph added (5.61): "To avoid foul flooding of existing properties, and to avoid pollution of the local water environment, all planning applications should include a Pre-Application Assessment Report from Anglian Water confirming that there is sufficient capacity to accommodate foul drainage from the site or phase of development" • The supply of water to the development site is the responsibility of the developer. Whilst this is beyond the remit of the SPD, it is an expectation that provision is made for appropriate water supply to the site. This should be established prior to the submission of any future planning application. Water efficiency measures in new development can be addressed secured as part of the outline and reserved matters planning application process. • An Air Quality Assessment will need to be submitted as part of the outline planning application.
	Open Spaces/Landscape/Green Belt
(Support)	<ul style="list-style-type: none"> • Need to preserve the adjacent wildlife sites and on-site habitats and in particular to treat the wildlife site on the eastern boundary with sensitivity and to create additional grassland habitat in that location. • Inclusion of green infrastructure, in particular an uninterrupted linear park/wildlife corridor potentially linking with wildlife sites to the south of Coldham's Lane with the Green Corridor to the north. • Natural England believes development should contribute towards delivery of landscape scale biodiversity net gain, in particular enhancement of chalk grassland and woodland and farmland bird habitat.

	<ul style="list-style-type: none"> • Ecological impacts, including on farmland species, should be appropriately mitigated and enhancements incorporated to demonstrate delivery of net biodiversity gain, to meet NPPF requirements and the needs of people and wildlife. • Natural England supports the proposal to preserve the adjacent wildlife sites and on-site habitats and to create additional grassland habitats.
(Object)	<ul style="list-style-type: none"> • Loss of farmland wildlife needs to be mitigated off-site. More explicit detail needed in the sections that deal with ecology in the main document. • The houses adjacent to the linear park have the potential to cast shade on the linear park. Consideration of shade/building height/aspect is therefore required. • Concern that the provision of green space is insufficient, although the SPD references the policies within each Local Plan. • Playing fields often urban in character will erode Green Belt and merge development with Teversham. • Playing fields towards eastern boundary should be reserved for landscaping/buffering; part of a nature area for the school. • No large area of open space proposed in SPD. • The development should provide sufficient informal open space to meet the additional and growing recreational demands of new (and existing) residents and to deliver biodiversity net gain. Natural England advises that additional off-site green infrastructure provision is likely to be required to meet these needs. • Concern that the spine road provides an entrance route to future development on safeguarded land and creates a road that would cut across the linear park, devaluing wildlife connectivity. • Play areas and spaces for young people need to be easily accessible for the existing Cherry Hinton residents south of the site. • Open spaces proposed for development are too local and won't meet resident's needs for larger open spaces. • Important hedgerows must be preserved in development to protect the valuable habitat of the skylarks and wildlife.
Draft response and Consequential changes to SPD	<ul style="list-style-type: none"> • The central square area is connected to the wider green area. It is the intention that pocket parks and the linear park will be linked, creating a comprehensive green network. • The proposal presents an opportunity to enhance biodiversity. It is an expectation that any potential ecological losses are mitigated, and where possible enhanced, as part of the outline and reserved matters planning application process. • Update Figure 38 to reflect the nature of the greenspaces.
	Education
(Support)	<ul style="list-style-type: none"> • County Education officers generally support the education provision and the locations of the schools. • The primary school will include provision for early years. County Officers encourage the provision for a commercially operated nursery. • Teversham CofE Primary School support proposal unless there are school places available in local schools or that the school is built before the housing is occupied in the development.

(Object)	<ul style="list-style-type: none"> • Schools should be planned away from the airport to avoid the adverse effects of pollution. • Object that a shortage of school places has been used to justify the inclusion of a primary school and secondary school in this development. Currently, Cherry Hinton has 4 primary schools and 2 secondary schools. • Better to expand existing schools rather than provide new schools. • Concern that if the school is built and finished before new residents move in the places will go to other pupil from elsewhere. • The effect of a 2FE rather than single form entry primary risks making at least one of the existing schools unsustainable. • School should be as small as possible to prevent traffic jams. • No need for a large secondary school in this area. • New schools should be delayed as long as possible.
Draft response and Consequential changes to SPD	<ul style="list-style-type: none"> • School provision needs to be carefully planned to ensure there are enough places for local children. Any school development will need to have good sustainable transport links to reduce the need for vehicular movement to and from the site. It is an expectation that bus services and cycle routes between Cherry Hinton and other destinations will be improved to encourage the usage of more sustainable forms of transport. • The specification for the educational facilities and the timing of the delivery of the schools will be part of the Section 106 agreement. • Graphics of Figure 52 will be amended to better identify the secondary school building zone.
	<i>Housing</i>
(Support)	<ul style="list-style-type: none"> • Affordable housing - a key worker option could also be beneficial. • Good to have high density housing around the centre to support local shops and encourage walking.
(Object)	<ul style="list-style-type: none"> • SPD should give full consideration throughout to the needs of disabled or older people (incl. those with dementia) and other marginalised groups. Single storey buildings for elderly. • SPD should recommend the proportions of dwellings that are built to the Government's 'Approved Document M' standards to ensure that people are able to access and use buildings and their facilities. • SPD needs to tackle crime through innovative design. • SPD must stress the importance of achieving 40% affordable housing. • The development should provide more lower density, traditional family housing.
Draft response and Consequential changes to SPD	<ul style="list-style-type: none"> • Paragraph 5.89 refers to the 40% affordable housing threshold. This quantum will also be tenure blind, to ensure it is fully integrated into the whole development. • The site's housing mix will be agreed as part of any future outline planning application. • Section 5.99 (Character & Form) reference a number of key Local Plan policies which seek to ensure the site is designed to a high standard which, including the creation of safe, urban environments. • Figure 5.13 will be amended to refer to Barnwell Road not Drive.

	<i>Community & other non-residential uses</i>
(Support)	<ul style="list-style-type: none"> • Support community facilities that will integrate new and existing communities. • Sport England support the principle of provision for community indoor sports facilities being secured. • Need to ensure sufficient space for recreational and social areas and for multi-purpose buildings that the community can use for leisure activities. • St Andrew's is happy to serve as a 'link organisation' to knit together the community. • New Community Centre should be available for both Cambridge City and South Cambridgeshire residents. • Access to the facilities at the secondary school would benefit the local community. • Play facilities will be critical to the success of the development.
(Object)	<ul style="list-style-type: none"> • SPD should include reference to The Cambridge and South Cambridgeshire Sports Facilities Strategies (2016) to help inform requirements. • Sport England would recommend that the SPD is amended to state that indoor sports provision should be based on existing robust evidence and the use of Sport England planning tools such as the Sports Facilities Calculator. • The use of the proposed units should be made available to local independent business operators and not large national chains. • Lack of detail regarding doctors' surgeries and dentist provision, which is at crisis point in Cherry Hinton. • NHS England - capacity deficit in the catchment practices and a developer contribution is required to mitigate additional primary healthcare services arising directly as a result of the development proposal. • Optimal use and timing needed regarding Section 106 funds for new and existing communities in the local area. • Need for high quality cafes, restaurants and/or local shops. What should definitely be avoided are charity shops and betting shops.
Draft response and Consequential changes to SPD	<ul style="list-style-type: none"> • Include reference to the Cambridge and South Cambridgeshire Sports Facilities Strategies (2016) in paragraph 5.117. • The development will need to mitigate its impact in terms of demand on local facilities. This can be secured through the S106 process. Discussions are currently taking place regarding the provision of community facilities. • Access to school sports facilities are secured with a Community Use Agreement.
	<i>Design/Character/Form/ Layout</i>
(Support)	<ul style="list-style-type: none"> • Cambridgeshire Crime Prevention Design Team considered that the draft SPD addresses paragraphs 58 and 69 of the NPPF. No further comments, observations or recommendations. • SPD should comply with recent Government Housing White Paper– "The onus should be on good design, realistic local and neighbourhood plans, and should focus on areas that can accommodate it". • Street lighting should not be omitted above the horizontal, so that

	<p>the direction of light doesn't cause glare or light pollution.</p> <ul style="list-style-type: none"> • Ensure that there are regular benches along the green corridors to enable older people to use them for walking, with opportunities for rest.
(Object)	<ul style="list-style-type: none"> • Cherry Hinton and Teversham have already accepted new development and residents will both lose their identity and just become urban sprawl. • SPD should refer to 'Streets for All East of England'. • Design and materials palette need to be contextual and based on local vernacular. • The various proposed developments in and around Cherry Hinton will lead to its coalescence with Cambridge and Romsey losing its 'separate village identity'. • Village identity needs to carry through into new development. • 4-5 storey buildings will be wholly out of keeping with the rest of Cherry Hinton and Teversham. • No housing of one-storey e.g. bungalows and not fitting to the character of form of the surrounding community of Teversham Drift. • Brief could refer to the need for high quality design and good practice in relation to the public realm. • There is no aspiration within the SPD to tackle crime through innovative design.
Draft response and Consequential changes to SPD	<ul style="list-style-type: none"> • The site's Green Belt/landscaping/buffering strategy will be addressed as part of the outline planning application process. The Green Belt designation will continue to provide clear separation between Cherry Hinton and Teversham. • The detailed housing mix will need to be the subject of detailed discussion with Council officers to identify the appropriate range of housing. The developer has indicated that an element of older people's housing could be provided within the development, which would be supported. Paragraph 5.88 has been amended accordingly. • Section 5.99 (Character & Form) reference a number of key Local Plan policies which seek to ensure the site is designed to a high standard which, including the creation of safe, urban environments.

Appendix 1 – Glossary of Key Terms		
Respondents	Support	Object (incl. qualified Support)
1	0	1
	<i>Glossary</i>	
(Object)	<ul style="list-style-type: none"> • Suggestion of additions to glossary of 'Heritage Assets', 'Conservation Area', 'Scheduled Monument', 'Listed Buildings' and 'Locally Listed Buildings'. 	
Draft response and Consequential changes to SPD	<p>Add following terms:</p> <ul style="list-style-type: none"> • Heritage Assets • Conservation Area • Scheduled Monument • Listed Buildings • Locally Listed Buildings 	

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Land North of Cherry Hinton SPD

Summary of Representations & Council's Response

1.0 Introduction

1.1

1.0 Introduction

Paragraph 1.1

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31686 AMEC FOSTER WHEELER E&I UK (on behalf of National Grid) (Ms Hannah Bevins) [7042]	Support	Not Specified	None

Summary:

We have reviewed the above consultation document and can confirm that National Grid has no comments to make in response to this consultation.

Response

Comments duly noted.

Action

No change to SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31774 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]	Support	Not Specified	None

Summary:

Cambridge Past, Present & Future have participated in both community consultations held to inform the drafting of the SPD for the Land north of Cherry Hinton site (LNCH). We welcome the ongoing consultation to help inform the development of this site and the draft SPD as a mechanism for providing a framework for future applications and proposals. Whilst the site has been considered appropriate for future development, it is not without its constraints, which are highlighted in the draft SPD.

Response

Comments duly noted.

Action

No change to SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31806 Endurance Estates Limited [2466]	Support	Not Specified	None

Agent: Terence O'Rourke (Greg blaquiere) [7060]

Summary:

We write to confirm the commitment that the landowners have for these exciting proposals, as set out in the SPD. The landowners are keen to evidence their enthusiasm for this important residential-led mixed-use neighbourhood, by contributing to the SPD process and fully supporting the Land North of Cherry Hinton SPD as currently drafted.

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph 1.3

Representation(s)

Nature Appearance Soundness Tests

31780 Anderson Group [1383] Object Not Specified None

Agent: Savills (Mr david henry) [43]

Summary:

The City Council, the Environment Agency and other local stakeholders are aware that The Anderson Group intend to bring forward shortly comprehensive proposals for its land holdings as part of the wider regeneration of the Land South of Coldhams Lane AMC. At present, the draft SPD does not make any obvious reference to the adjacent LSCL AMC. It thus presents an incomplete picture to the reader of the strategic plans for the area. It is considered that the draft SPD should include due consideration of the LSCL AMC. This deficiency can be remedied by minor modification of the SPD.

Response

Comments duly noted. No change considered necessary.

Action

No change to the SPD.

Representation(s)

Nature Appearance Soundness Tests

31849 Cambridgeshire County Council (Mr Stuart Clarke) [1032] Object Not Specified None

Summary:

The SPD is compared to the New Housing Developments and the Built Environment Joint Strategic Needs Assessment (JSNA) for Cambridgeshire.

The JSNA contains evidence review of the built environment's impact on health and has distilled the evidence into the following themes:

- * Generic evidence supporting the built environment's impact on health.
- * Green space.
- * Developing sustainable communities.
- * Community design (to prevent injuries, crime, and to accommodate people with disabilities).
- * Connectivity and land use mix.
- * Communities that support healthy ageing.
- * House design and space.
- * Access to unhealthy/"Fast Food".
- * Health inequality and the built environment.

It is welcomed that the SPD recognises that "where necessary, appropriate mitigation of environmental and health impacts will be required within any proposal to ensure future residents are provided with a satisfactory living environment".

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph 1.4

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31781 Anderson Group [1383]	Support	Not Specified	None

Agent: Savills (Mr david henry) [43]

Summary:

The purpose of the SPD is stated as being to support policy in both the draft Cambridge City Local Plan and the draft South Cambridgeshire Local Plan. If that is so, then it is appropriate to take into account the adjacent LSCL AMC as a material consideration in the preparation of the SPD. Failure to do so would result in the SPD being deficient in terms of the 'plan led' requirements established by national planning policy.

Response

Comments duly noted. No change considered necessary.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31807 Endurance Estates Limited [2466]	Support	Not Specified	None

Agent: Terence O'Rourke (Greg blaquiere) [7060]

Summary:

The SPD sets out the aspirations for the Land North of Cherry Hinton area and objectives in terms of creating a local centre, providing market and affordable housing, employment, leisure and community facilities, and improved pedestrian and cycle connectivity, as well as guiding principles relating to landscape, biodiversity, water strategy and sustainability, which the landowners support.

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph 1.8

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31658 Historic England (Mrs Debbie Mack) [5828]	Support	Not Specified	None

Summary:

We welcome the vision for this land to 'reflect and enhance the special character of the surrounding area'. This is an important aim and needs to be reflected throughout the document.

Response

Comments duly noted.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31720 St Andrew's Church (Rev'd Karin Voth Harman) [6898]	Support	Not Specified	None

Summary:

There is a need for a more compelling narrative for this new development, and the initial consultations led by Snapdragon have to my mind been disappointing in constructing this.

Response

Comments duly noted.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31782 Anderson Group [1383]	Support	Not Specified	None

Agent: Savills (Mr david henry) [43]

Summary:

The vision for the land north of Cherry Hinton is described as being to create a vibrant, high quality and distinctive extension to the existing settlement, reflecting and enhancing the special character of the surrounding area, whilst working in synergy with Cambridge as a whole. This vision is supported in principle, although it is considered reasonable for the development in seeking to fulfil these aims to have due regard to both its current and proposed surroundings, including the AMC just metres away south of Coldham's Lane.

Response

Comments duly noted.

Action

No change to the SPD.

2.0 Planning Policy Context

Paragraph 2.3

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31678 Historic England (Mrs Debbie Mack) [5828]	Object	Not Specified	None

Summary:

Figure 4 It would be helpful to put a date under this Plan given its historic status, i.e. having been superseded by the Local Plan.

Response

Comments duly noted. Agree.

Action

Year to be added to the title of figure 4.

Paragraph 2.4

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31721 St Andrew's Church (Rev'd Karin Voth Harman) [6898]	Support	Not Specified	None

Summary:

The closure of the airport and loss of jobs would be detrimental to the character of this area and the livelihoods of many. The company is a source of pride to people in the local area, and we support its continued operation on this site. We would not want any development to occur which imagines the eventual filling in with housing of this airfield site.

Response

Comments duly noted. The SPD brings forward land which is not required for the operational use of the airport. The site landowner is also the landowner of Cambridge Airport.

Action

No change to the SPD.

Paragraph 2.6

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31842 Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Object	Not Specified	None

Summary:

The SPD omits to include the planning policy of the adopted Cambridgeshire and Peterborough Mineral and Waste Core Strategy (2011), and the Cambridgeshire and Peterborough Mineral and Waste Site Specific Proposals Plan (2012); both of which are part of the adopted development plan for the area.

The Cherry Hinton site which forms part of a larger Area of Search for the potential location of waste management facilities allocated by Policy SSP W1E of the Site Specific Proposals Plan; and this allocation is safeguarded through Policy SSP W8H which designates a Waste Consultation Area over and around the Area of Search.

Response

Comments duly noted.

Action

Include additional paragraph (2.6) which refers to Minerals and Waste Core Strategy and Minerals and Waste Site Specific Proposals Plan

Representation(s)

Nature Appearance Soundness Tests

31783 Anderson Group [1383] Support Not Specified None

Agent: Savills (Mr david henry) [43]

Summary:

The acknowledgement that national and local policy has evolved since the adoption of the Cambridge East Area Action Plan February 2008 is supported. So, as stated within paragraph 1.4 (see above), the draft SPD ought to have due regard to the more recent policies and proposals of the draft City Local Plan, including the adjacent AMC, as well as its South Cambridgeshire counterpart.

Response

Comments duly noted. Paragraphs 2.8-2.13 make explicit reference to the relevant policies in the emerging plans.

Action

No change to the SPD.

Paragraph 2.8

Representation(s)

Nature Appearance Soundness Tests

31784 Anderson Group [1383] Object Not Specified None

Agent: Savills (Mr david henry) [43]

Summary:

It fails to make reference to other significant, material policies and proposals within the emerging Cambridge City Local Plan, contrary to the aims of the SPD set out in paragraph 1.4 of the document, for example. To remedy this omission, an additional sentence should be added within this section of the SPD to inform the user that; "The emerging Cambridge Local Plan also allocates adjacent land to the south of Coldham's Lane as an Area of Major Change, under Policies 13 and 15 of the draft City Local Plan".

Response

Comments duly noted. The cumulative impacts of the development will be assessed as part of the Environmental Impact Assessment and Transport Assessment which are required as part of any future outline planning application.

Action

No change to the SPD.

Paragraph 2.9

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31795 Natural Cambridgeshire (Mr Philip Clark) [6119]	Object	Not Specified	None

Summary:

The AAP, LNCH is a small part of a much larger development, with the intention that there would be collective benefits arising from large scale development in this location, e.g. a new country park and wetland habitat within the Greenbelt, community and transport improvements. The LNCH is an independent development, with no idea if, or when, the larger scheme on the airport comes to fruition. The SPD does not place enough emphasis on this bigger picture and should make clearer that the LNCH should be developed with consideration for future development on the safeguarded land, in terms of appropriate mitigation, transportation, views, open spaces, local centres, etc.

Response

Comments duly noted. The Masterplanning of the wider site area will be considered as part of the pre-application planning process. The delivery of a new country park for the wider region is beyond the remit of this SPD.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31850 Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Support	Not Specified	None

Summary:

It is welcomed that the SPD acknowledges both the emerging Cambridge Local Plan, and South Cambridgeshire Local Plan in that in section "2.9 Proposals for residential development will be supported if... "acceptable mitigation of environmental and health impacts (including noise) from the airport can be provided... "

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph 2.10

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31583 Ms Anna Le Gouais [6888]	Object	Not Specified	None

Summary:

The spine road isn't going to be linking to Cherry Hinton Road - should this be Airport Way?

Response

Comments duly noted. The reference to the connection with Cherry Hinton Road is taken directly from the relevant policies in the emerging Local Plans (R47 and SS/3).

Action

No change to the SPD.

Paragraph 2.12

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31758 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]	Object	Not Specified	None

Summary:

The AAP is a small part of a much larger development with intended collective benefits arising from large scale development in this location, such as a new country park and wetland habitat creation within the Greenbelt, as well community and transport improvements. Our view is that this SPD does not place enough emphasis on this bigger picture and should make clearer that the LNCH should be developed with consideration for future development on the safeguarded land, in terms of mitigation, transportation, views, open spaces, local centres, etc. This is piecemeal development not planned development that Cambridge needs.

Response

Comments duly noted. The SPD provides an enhanced level of detail for the wider AAP area.

Action

No change to the SPD.

Paragraph 2.16

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31785 Anderson Group [1383]	Object	Not Specified	None

Agent: Savills (Mr david henry) [43]

Summary:

Neither Figures 4 nor 5 of the SPD present the reader with the important, relevant contextual information to be found within the Key Diagram of the City Local Plan and on its associated Policies Map. In short, the draft SPD makes a significant "jump" between the Area Action Plan (Figure 4) and the partial information provided by the Proposed Modifications to the emerging Local Plan (within Figure 5). It does not show the proposals of the emerging City Local Plan itself. The Key Diagram to the Local Plan, as proposed to be modified, should be included as an additional Figure.

Response

Comments duly noted. Disagree. The SPD should be read in conjunction with the emerging Local Plans, which provide the overall policy context for the area.

Action

No change to the SPD.

Paragraph 2.17

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31759 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]	Object	Not Specified	None

Summary:

We welcome the need to preserve the adjacent wildlife sites and on-site habitats and in particular to treat wildlife site on eastern boundary with sensitivity and to create additional grassland habitat in that location. The wildlife site is noted for perennial flax and crested cow-wheat, which will have specific habitat requirements - it would be helpful if the SPD was clear that any habitat or open space enhancements in this location should not unintentionally have an impact on these plant species and that ideally, they should enable them to spread. An ongoing management contribution to achieve this would be required.

Response

Comments duly noted. Such detail is beyond the scope of this SPD. A landscape and ecological management plan will be required as part of any future outline planning application for the site.

Action

No change to the SPD.

Paragraph 2.19

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31839 Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Object	Not Specified	None

Summary:

SUPPORT: The principle of secondary school playing fields in the green belt is acceptable to the Education Place Planning team, although it is recognised that there will need to be a balance between providing appropriate boundary treatments, and maintaining the character of the green area.

COMMENT: The local planning authority should satisfy themselves that the greenbelt tests will be met to not prejudice the deliverability of a secondary school.

Response

Comments duly noted.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31722 St Andrew's Church (Rev'd Karin Voth Harman) [6898]	Object	Not Specified	None

Summary:

We object to green belt land being used for school playing fields unless those fields are opened to the public. There should be benefit to all when greenbelt land is used in this way.

Response

Comments duly noted. The use of the school playing fields is currently under discussion. Agree this should be referenced in SPD.

Action

Insert additional sentence at end: 'The school playing fields may be accesible to the general public, subject to a Community Use Agreement'.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31800 Natural Cambridgeshire (Mr Philip Clark) [6119]	Object	Not Specified	None

Summary:

The school playing fields extend out with the development site and into the Greenbelt. Whilst playing fields are an excepted use of Greenbelt, some school playing fields are increasingly urban in character, utilising artificial surfaces, ball courts, flood-lighting, fencing, etc. The purpose of the Greenbelt in the location proposed for the school fields is to prevent the merging with Teversham and also as a green corridor linking Cambridge with the rural countryside to the east. We are concerned that the playing fields could significantly erode both of these functions. No indication in the SPD regarding landscaping on the north-eastern and eastern edges of the playing fields. Assuming the wildlife site are on this boundary, then some of the land allocated for school playing towards its eastern boundary should be reserved for landscaping/buffering and should be clearly indicated in the SPD. Ideally, the playing fields in this location should be allocated as a nature area for the school to use for educational purposes.

Response

Comments duly noted. The site's landscaping/buffering strategy will be addressed as part of the Development Management process. Figure 50 provides an indicative landscape framework plan.

Action

No change to the SPD.

Paragraph 2.20

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31614 Margaret Starkie [1957]	Object	Not Specified	None

Summary:

If the school playing field has to be moved into Green Belt it infers that the original provisions for school field have changed contrary to the planning permission

Response

Comments duly noted. Planning permission for the site has not been granted at this stage. The inclusion of sports fields in the Green Belt is not incompatible with this designation, provided that the function of the Green Belt unaffected (i.e. maintains proper separation between Teversham and Cherry Hinton and protects the setting of Cambridge).

Action

No change to the SPD.

3.0 The Site and Surrounding Area

Paragraph 3.1

Representation(s)

Nature Appearance Soundness Tests

31786 Anderson Group [1383] Object Not Specified None

Agent: Savills (Mr david henry) [43]

Summary:

This section fails in its aim by not acknowledging existence of the important AMC immediately to the south of Coldham's Lane, and only metres away from the area covered by the SPD. It is proposed that a new paragraph is added, as paragraph 3.4, to say that 'Land to the south of Coldham's Lane is allocated under Policy 15 of the emerging Cambridge Local Plan as an Area of Major Change. Here regeneration is being encouraged by its appropriate redevelopment and the creation of an urban country park to serve the east of the City'.

Response

Comments duly noted. The Area of Major Change south of Coldham's Lane is beyond the scope of this SPD and therefore requires no specific reference or additional text other than what is already contained within the SPD.

Action

No change to the SPD.

Paragraph 3.4

Representation(s)

Nature Appearance Soundness Tests

31604 Terri Lewis [6891] Object Not Specified None

Summary:

The are in which the proposed settlement will be is in an already heavily trafficked area. During the morning rush hour it can already take a considerable time to actually get off of my drive at present. With the extra traffic due to this development it will increase already struggling areas with the sheer amount of homes due to be built.

Response

Comments duly noted. A comprehensive Transport Assessment and Strategy for the site and its integration with the wider area will be required as part of any future outline planning application.

Action

No change to the SPD.

Representation(s)

Nature Appearance Soundness Tests

31708 Mr Keith Cowley [7049] Object Not Specified None

Summary:

Traffic arteries are wholly inadequate to cope with the additional traffic generated.

Response

Comments duly noted. A comprehensive Transport Assessment and Strategy for the site and its integration with the wider area will be required as part of any future outline planning application.

Action

No change to the SPD.

Paragraph 3.5

Representation(s)

Nature Appearance Soundness Tests

31605 Terri Lewis [6891] Object Not Specified None

Summary:

These services are already stretched and at peak times buses may not be running every 10 minutes. Cambridge is already an area that struggles with its transport services and stretching them further is a concern to all residents in the city. At times it can take nearly an hour to get into town.

Response

Comments duly noted. A comprehensive Transport Assessment and Strategy for the site and its integration with the wider area will be required as part of any future outline planning application. It is an expectation that existing cycle routes between Cherry Hinton and other destinations will be improved to encourage safer travel for cyclists.

Action

No change to the SPD.

Representation(s)

Nature Appearance Soundness Tests

31611 Mrs Linda Godden [6894] Object Not Specified None

Summary:

The buses are already overcrowded and late every morning due to very heavy traffic along Cherry Hinton High Street, Queen Ediths Way and Hills Road. It can sometimes take 40 minutes just to get along the High Street due to more and more people using the service (which in principle is good but by the time a queue of people are processed, a whole lot more have joined the queue and it gets very frustrating) The inevitable increase in traffic in the High Street fills me with dread.

If all other traffic was banned from the High Street, the Citi 1 buses would be able to run to time (but there would have to be more of them !). The cycle routes would then be safer to use. Although I do not use the number 17 route, I have often thought that it is a shame it only runs as a limited service for the people who do need it.

Response

Comments duly noted. A comprehensive Transport Assessment and Strategy for the site and its integration with the wider area will be required as part of any future outline planning application. It is an expectation that existing cycle routes between Cherry Hinton and other destinations will be improved to encourage safer travel for cyclists.

Action

No change to the SPD.

Representation(s)

Nature Appearance Soundness Tests

31634 Will Lord [6915] Object Not Specified None

Summary:

A twice daily service is woefully inadequate for the number of individuals who will live on the new development. Relying on bus services as they are is unacceptable.

Response

Comments duly noted. A comprehensive Transport Assessment for the site and its integration with the wider area will be required as part of any future outline planning application. It is an expectation that the bus services and cycle routes between Cherry Hinton and other destinations will be improved to encourage the usage of more sustainable forms of transport.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31709 Mr Keith Cowley [7049]	Object	Not Specified	None

Summary:

The stops on Coldhams Lane have woefully poor services, that have recently been reduced without consultation.

CITI 1 is frequent during the day but unreliable in terms of timekeeping and takes a very roundabout route to station and city centre.

Response

Comments duly noted.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31723 St Andrew's Church (Rev'd Karin Voth Harman) [6898]	Object	Not Specified	None

Summary:

Point of clarification rather than objection. A bus stop used only once a day in each direction (no 17) should not be considered provision of public transport as it is virtually unusable. We would support an increase to every 10-15 minutes along this route at least during peak times to take the increased population out of their cars.

Response

Comments duly noted. It is an expectation that the bus services and cycle routes between Cherry Hinton and other destinations will be improved as part of the proposals to encourage the usage of more sustainable forms of transport.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31584 Ms Anna Le Gouais [6888]	Support	Not Specified	None

Summary:

The bus services should be improved - it can take almost an hour in rush hour to get from the bus stop near St Andrews church to the railway station. The only useful place to get the bus to is Addenbrookes. The No.17 bus is useless.

Response

Comments duly noted. A comprehensive Transport Assessment and Strategy for the site and its integration with the wider area will be required as part of any future outline planning application. It is an expectation that the bus service connections between Cherry Hinton and other destinations will be improved as part of the proposals to reduce travel times and discourage car use.

Action

No change to the SPD.

Paragraph 3.6

Representation(s)

Nature Appearance Soundness Tests

31710	Mr Keith Cowley [7049]	Object	Not Specified	None
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Summary:

No public transport link to Cambridge north which, in any case, is currently poorly served by train services likely to be of use to the new residents.

Response

Comments duly noted. A comprehensive Transport Assessment for the site and its integration with the wider area will be required as part of any future outline planning application. It is an expectation that the bus services and cycle routes between Cherry Hinton and other destinations will be improved to encourage the usage of more sustainable forms of transport.

Action

No change to the SPD.

Paragraph 3.8

Representation(s)

Nature Appearance Soundness Tests

31635	Will Lord [6915]	Object	Not Specified	None
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Summary:

Cycling infrastructure needs further thought. People will not cycle down to the Tins - they will want to use Coldhams Lane which is extremely busy at peak times and not wide enough for the purposes of shared use between cyclists and cars. I think that widening the road (which seems very feasible given the land adjacent to the majority of the stretch running alongside the airport) is critical for the success of this project.

Response

Comments duly noted. A comprehensive Transport Assessment and Strategy for the site and its integration with the wider area will be required as part of any future outline planning application. It is an expectation that existing cycle routes between Cherry Hinton and other destinations will be improved to encourage the usage of more sustainable forms of transport.

Action

No change to the SPD.

Representation(s)

Nature Appearance Soundness Tests

31711	Mr Keith Cowley [7049]	Object	Not Specified	None
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Summary:

Vague 'pie-in-the-sky' nonsense. Coldhams Lane is already a dangerous nightmare for cyclists (I use it regularly) and the additional traffic can only make it worse. Tins footpath is already very well used but roughly surfaced and the narrow doglegged bridge over the railway is dangerous due to speed of cyclists and lack of visibility. Airport Way is useful only if bound for Newmarket Road and north thereof. Experience says that most new resident will use cars.

Response

Comments duly noted. A comprehensive Transport Assessment and Strategy for the site and its integration with the wider area will be required as part of any future outline planning application. It is an expectation that existing cycle routes between Cherry Hinton and other destinations will be improved to encourage safer travel for cyclists.

Action

No change to the SPD.

Paragraph 3.11

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31858 Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Object	Not Specified	None

Summary:

The SPD needs to address the need for local employment opportunities further.

Response

Comments duly noted. Employment considerations are beyond the scope of this SPD.

Action

No change to the SPD.

Paragraph 3.12

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31819 Smarter Cambridge Transport [7062]	Object	Not Specified	None

Agent: Smarter Cambridge Transport (Edward Leigh) [7063]

Summary:

Only way to achieve a large modal shift is to provide a rail station on the existing railway line. We have proposed that a new station be built at the point where Fulbourn Old Drift used to cross the railway line. The south side is readily accessible from Fulbourn and much of Cherry Hinton as well as from northern Cherry Hinton, the proposed new development and Teversham. The station would also give workers at the local employment sites a practical alternative to driving into work at Peterhouse Technology Park (home to ARM), Capital Park, Fulbourn Hospital, Tesco, etc.

Response

Comments duly noted. A new rail station would require involvement from other strategic bodies, including the Greater Cambridge Partnership and rail authorities.

Action

No change to the SPD.

Paragraph 3.13

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31613 Mrs Linda Godden [6894]	Object	Not Specified	None

Summary:

When the Folk Festival is on in July, it often feels that Cherry Hinton High Street is over run with extra people....and that is just one weekend a year. A new "village" with 1200 homes (average 2 people per home) is going to be too much.

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph 3.14

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31636 Will Lord [6915]	Object	Not Specified	None

Summary:
All of these schools are oversubscribed.

Response

Comments duly noted. School provision needs to be carefully planned to ensure there are enough places for local children. The specification for the educational facilities and the timing of the delivery of the schools will be part of the Section 106 agreement.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31585 Ms Anna Le Gouais [6888]	Support	Not Specified	None

Summary:
Two primary schools are not highlighted on the map - Cherry Hinton Primary and Colville Primary.

Response

Comments duly noted.

Action

Amend figure 11 to identify existing school provision, including Cherry Hinton Primary and Colville Primary.

Paragraph 3.15

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31586 Ms Anna Le Gouais [6888]	Object	Not Specified	None

Summary:
"a number of restaurants" is misleading - Cherry Hinton is really lacking restaurants - The Robin Hood is on the far edge, and the Indian restaurant is the only other place (other than fast food outlets).

Response

Comments duly noted.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31610 Mrs Linda Godden [6894]	Object	Not Specified	None

Summary:

Tesco in Fulbourn is always really busy. I hope there are plans for it to expand or maybe the new estate will be encouraged to use Sainsburys along Coldhams Lane / Brooks Road (which will probably also need to increase in size)

Response

Comments duly noted. The new development will be expected to provide local shops reducing the need for people to travel by car.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31725 St Andrew's Church (Rev'd Karin Voth Harman) [6898]	Object	Not Specified	None

Summary:

As the map shows, the convenience and retail stores, pharmacy are not easily walkable from this new development and in order to have a high quality of life in this development planning will need to go into what sort of retail facilities are needed 'on site' to deter people from getting in their cars to access the shops and facilities they need.

Response

Comments duly noted. It is an expectation that the local centre will provide a retail element. The exact type of uses within the local centre is beyond the scope of this SPD.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31712 Mr Keith Cowley [7049]	Support	Not Specified	None

Summary:

Existing facilities are wholly inadequate for the number of dwellings proposed. Everyone will get into their cars and head for the supermarkets adding yet more traffic to the already congested roads.

Response

Comments duly noted. The new development will be expected to provide local shops reducing the need for people to travel by car.

Action

No change to the SPD.

Paragraph 3.16

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31606 Terri Lewis [6891]	Object	Not Specified	None

Summary:

It is a concern that the services that are already available are stretched due to the government cuts to add the additional housing would mean that it may be virtually impossible to gain get an appointment in the Drs surgery when needed as it is already difficult as it is.

Response

Comments duly noted. The development will need to mitigate its impact in terms of demand on local facilities, including GP services. This can be secured through the S106 process.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31607 Dr Alexandra Simperler [6893]	Object	Not Specified	None

Summary:

There are long waiting times in the surgeries and at Addenbrooke's already. Fulbourn Hospital is a mental health facility, so hopefully not a mainstream facility. What is needed is a new Health Centre plus GP that can do some common medical tests etc. I do not think the existing health structure is sufficient.

Response

Comments duly noted. The development will need to mitigate its impact in terms of demand on local facilities, including GP services. This can be secured through the S106 process.

Action

Amend Fulbourn Hospital annotation in in Figure 9 to match Addenbrooke's Hospital.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31609 Mrs Linda Godden [6894]	Object	Not Specified	None

Summary:

A new Doctors Surgery will be required as the existing excellent Surgery in Fishers Lane is already difficult to get an appointment with.

Response

Comments duly noted. The development will need to mitigate its impact in terms of demand on local facilities, including GP services. This can be secured through the S106 process.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31627 Celine Curtis [6910]	Object	Not Specified	None

Summary:

3.16 - The existing doctors do not satisfy the needs of the existing population

Response

Comments duly noted. The development will need to mitigate its impact in terms of demand on local facilities, including GP services. This can be secured through the S106 process.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31633 Will Lord [6915]	Object	Not Specified	None

Summary:

The doctors surgeries are already nearing/exceeding capacity. Fulbourn hospital is not a hospital in any meaningful sense for this proposal since it only provides specialist support. There is, for example, no A&E and no drop in services.

Response

Comments duly noted. The development will need to mitigate its impact in terms of demand on local facilities, including GP services. This can be secured through the Section 106.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31726 St Andrew's Church (Rev'd Karin Voth Harman) [6898]	Object	Not Specified	None

Summary:

As in the previous question, just pointing out the distance and lack of easily walkable routes to surgeries and other medical facilities for this new development.

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph 3.17

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31608 Mrs Linda Godden [6894]	Object	Not Specified	None

Summary:

Already heavy congestion in Cherry Hinton High Street from 7.50 am during the week. Too many cars which hold up too few buses (ie they get caught up in the traffic jams!) and unsafe cycle paths as cars reverse out of driveways straight into the cycle paths and they drive too close to cyclists

Response

Comments duly noted. It is an expectation that the bus service connections between Cherry Hinton and other destinations will be improved as part of the proposals to reduce travel times and discourage car use.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31628 Celine Curtis [6910]	Object	Not Specified	None

Summary:

3.17 - The bus services (18, 17, 16A) are too infrequent to be of any value

Response

Comments duly noted. This section of the SPD presents the existing provision within Cherry Hinton. It is beyond the scope of the SPD to specify the frequency of bus services. It is anticipated that bus and cycle routes will be improved in the context of the development.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31729 St Andrew's Church (Rev'd Karin Voth Harman) [6898]	Object	Not Specified	None

Summary:

This map shows that existing bus stops are not close enough to many parts of this new development. In particular there are no bus stops near the site of the proposed new secondary school.

Response

Comments duly noted. This section of the SPD shows existing public transport provision within Cherry Hinton. Figure 39 shows the movement strategy for the site and recognises that encouraging travel by bus is a key sustainable transport principle.

Action

No change to the SPD.

Paragraph 3.18

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31713 Mr Keith Cowley [7049]	Object	Not Specified	None

Summary:

The site represents an important buffer between urban development and countryside. This proposal will turn Teversham into a suburb.

Response

Comments duly noted. The site's Green Belt/landscaping/buffering strategy will be addressed as part of the outline planning application process. It is an expectation that the Green Belt designation should continue to provide clear separation between Cherry Hinton and Teversham.

Action

No change to the SPD.

Paragraph 3.19

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31714 Mr Keith Cowley [7049]	Object	Not Specified	None

Summary:

Most of the site represents productive farmland that should be used for food production. While it may not be of high value for wildlife the hedges and open fields do support a wide range of birds while the area within Airport boundaries supports breeding skylarks, a protected species.

Response

Comments duly noted. Consideration was given to the loss of agricultural land when the area covering the Cambridge East Area Action Plan (AAP) was first prepared. The site has been allocated for development since the Cambridge East AAP was adopted in 2008, when its sustainability and suitability for development were carefully considered and when it was subject to a public examination. The proposals present an opportunity to enhance biodiversity. It is an expectation that any potential ecological losses are mitigated, and where possible enhanced, as part of the outline and reserved matters planning application process.

Action

No change to the SPD.

Paragraph 3.20

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31715 Mr Keith Cowley [7049]	Object	Not Specified	None

Summary:

What is the point of retaining the hedges that form County Wildlife sites when the surrounding land on which the wildlife depends is to be heavily developed. After development they will become largely devoid of wildlife, other than a few garden birds and will cease to be of value.

Response

Comments duly noted. The proposals present an opportunity to enhance biodiversity. It is an expectation that any potential ecological losses are mitigated, and where possible enhanced, as part of the outline and reserved matters planning application process.

Action

No change to the SPD.

Paragraph 3.21

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31843 Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Object	Not Specified	None

Summary:

Paragraph 3.21 is incomplete '...onsite attenuation provided to mitigate risk to the wider catchment. Maximise and incorporate existing'.

Response

Comments duly noted. Paragraph 3.2.1 is not incomplete, but split over 3 columns.

Action

Adjust the size of figure 15 so that the paragraph is not split over multiple columns.

Paragraph 3.22

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31802 Natural Cambridgeshire (Mr Philip Clark) [6119]	Object	Not Specified	None

Summary:

While the open spaces proposed for the development site are local in nature, they will not meet resident's needs for accessing larger open spaces or achieve significant biodiversity gains. The larger open spaces that residents will access include Wandlebury Country Park and National Trust estates such as Anglesey Abbey and Wicken Fen. This will place increased visitor pressure on these sites, some of which are already struggling with capacity at peak times and which can impact on the biodiversity of those sites. This is not factored into the SPD or the suggested mitigation. We note the AAP concept plan on page 10 shows a new country park - which highlights the need for this kind of space. We are concerned that piecemeal developments such as LNCH and Wing will fail to contribute financially towards the creation of new large public spaces or towards offsetting the impacts on existing sites. We would like to see this addressed directly in the SPD.

Response

Comments duly noted. The Masterplanning of the wider site area will be considered as part of the pre-application planning process. The delivery of a new country park for the wider region is beyond the remit of this SPD however, the site will need to have regard for the Cambridgeshire Infrastructure Strategy. Impact of increased visitor pressure on recreational areas will be assessed as part of the outline and reserved matters planning application process.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31730 St Andrew's Church (Rev'd Karin Voth Harman) [6898]	Object	Not Specified	None

Summary:

Object to the wording 'close proximity'. We do not think that those in the new development will feel in close proximity to any of these save the small bit of roadside land which is Church End green and has little to offer children, or dog walkers as it lies open to a busy road.

Response

Comments duly noted. Agree.

Action

Amend first sentence in paragraph 3.22: "There are a number of existing open spaces within Cherry Hinton and the surrounding area, including the following (see figure 16)."

Paragraph 3.23

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31716 Mr Keith Cowley [7049]	Object	Not Specified	None

Summary:

Skylarks breed on the Airport in the yellow shaded area. This is the only location in Cambridge where this iconic grassland species can still be seen and heard.

Response

Comments duly noted. The proposals present an opportunity to enhance biodiversity. Substantial ecological losses should be avoided as part of the detailed design of the scheme. It is an expectation that any loss of habitat is mitigated, and where possible enhanced, as part of the outline and reserved matters planning application process.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31763 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]	Object	Not Specified	None

Summary:

There will be a loss of farmland wildlife as a result of this development which needs to be mitigated off-site. This is only mentioned in the table on p75. We feel that this should be made more explicit and included in the two sections that deal with ecology in the main document.

Response

Comments duly noted. The proposals present an opportunity to enhance biodiversity. Substantial ecological losses should be avoided as part of the detailed design of the scheme. It is an expectation that any loss of habitat is mitigated and where possible enhanced, as part of the outline and reserved matters planning application process.

Action

No change to the SPD.

Paragraph 3.25

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31615 Margaret Starkie [1957]	Object	Not Specified	None

Summary:

The Drift is a habitat for bats and other nocturnal animals and birds

Response

Comments duly noted. An ecological re-assessment will be required as part of the outline and reserved matters planning applications.

Action

No change to the SPD.

Paragraph 3.26

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31659 Historic England (Mrs Debbie Mack) [5828]	Object	Not Specified	None

Summary:

Para 3.26 Should mention Green Belt and historic landscape characterisation of the area.

Figure 18 The Teversham Conservation Area should be shown on this plan.

Response

Comments duly noted. Agree.

Action

Amend paragraph: 'There are no statutory or local landscape designations that cover the site. The site is not within the Green Belt (Figure 18).'

Paragraph 3.27

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31766 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]	Object	Not Specified	None

Summary:

Whilst there are no listed buildings within or immediately adjacent to the site, there are several in the wider area. One of the key views discussed during the consultations was through views to Teversham church.

Response

Comments duly noted. As part of the outline planning application, a Landscape and Visual Impact Assessment will be required.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31833 Historic England (Mrs Debbie Mack) [5828]	Object	Not Specified	None

Summary:

Whilst we welcome reference to the listed buildings in Cherry Hinton, specifically the Church and Cherry Hinton Hall and the Red Lion Pub, we suggest that it is also important to mention the listed buildings that are much nearer to the site including 67 Church End, a grade II listed 18th century or earlier timber framed plaster and painted building, the striking Mefeking Cottage, and Uphall, also both grade II. Mention should also be made of The Rectory and Teversham Hall, both grade II listed.

Response

Comments duly noted.

Action

Figure 18 to be updated to identify heritage assets, including 67 Church End, Mafeking Cottage and Uphall, The Rectory and Teversham Hall.

Paragraph 3.28

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31660 Historic England (Mrs Debbie Mack) [5828]	Object	Not Specified	None

Summary:

However, this paragraph should mention the Teversham Conservation Area to the north east of the site.

Response

Comments duly noted. Agree.

Action

Reference to Teversham Conservation Area to north east of site to be included in paragraph 3.28. Figure 18 to be amended to reference conservation area boundary.

Paragraph 3.29

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31652 Mrs Christine Shaw [5589]	Object	Not Specified	None

Summary:

There is a conservation area in the village area of teversham which is adjacent to this site

Response

Comments duly noted. Agree.

Action

Reference to Teversham Conservation Area to north east of site to be included in paragraph 3.28. Figure 18 to be amended to reference conservation area boundary.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31661 Historic England (Mrs Debbie Mack) [5828]	Object	Not Specified	None

Summary:

Please amend to scheduled monument, rather than scheduled ancient monument as this is the current NPPF terminology.

Response

Comments duly noted. Agree

Action

Deletion of word 'ancient'

Paragraph 3.30

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31662 Historic England (Mrs Debbie Mack) [5828]	Object	Not Specified	None

Summary:

We welcome the preliminary archaeological investigations that have taken place. Reporting of the findings may also indicate that preservation in situ may be appropriate in some areas. Advice should be sought from Cambridgeshire County Council HER.

Response

Comments duly noted. The site's archaeology and impacts on heritage assets will be addressed as part of the outline planning application process.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31859 Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Object	Not Specified	None

Summary:

The site has been subject to a programme of archaeological evaluation, the results of which indicate that significant archaeological remains survive in the area. Any planning application will require a programme of archaeological excavation, secured by condition, as appropriate methodology for mitigating the development impact.

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph 3.32

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31663 Historic England (Mrs Debbie Mack) [5828]	Object	Not Specified	None

Summary:

Wroxham House on Church End is a building of Local Interest. Due to its proximity to the site Wroxham House should be specifically mentioned in this paragraph. It may also be helpful to mention the group of former barns 62 - 66 Church End, currently used as workshops on Church End.

Response

Comments duly noted.

Action

Update Figure 18 to identify listed buildings including: 67 Church End, Mafeking Cottage and Uphall, The Rectory, Teversham Hall, Wroxham House and 62-66 Church End.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31840 Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Object	Not Specified	None

Summary:

For completeness, the map of surrounding schools, on page 18 of the SPD, appears to omit Abbey Meadows Primary School, which is within the 1600m isochrone and St Philip's Church of England Primary School, just outside of the 1600m isochrone.

Response

Comments duly noted.

Action

Amend figure 11 to include Abbey Meadows Primary School and St Philip's Church of England Primary School.

Paragraph 3.34

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31665 Historic England (Mrs Debbie Mack) [5828]	Object	Not Specified	None

Summary:

It would also be helpful to address the morphology of Teversham and Church End in this paragraph.

Response

Comments duly noted. Agree.

Action

Amend first sentence of paragraph: 'The historic core of Cherry Hinton, along with many other typically South Cambridgeshire villages, including Teversham, is organised along a linear high street, with later phases of development extending out from this core'.

Paragraph 3.38

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31699 Mr & Mrs Em and Kev Ritchie [6903]	Object	Not Specified	None

Summary:

The report notes that housing in Teversham Drift is 'arranged around internal courtyards' and we wish to point out that this generates issues for residents who desire to park their car right outside their property (or as close as), as inevitably the design of this has meant that some residents cannot, and so parking overflows into surrounding main roads such as March Lane, the main highroad of Teversham Drift and Church End.

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph 3.45

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31667 Historic England (Mrs Debbie Mack) [5828]	Object	Not Specified	None

Summary:

It could be slightly confusing as to which the key findings are and which are the key precedents on this page.

Response

Comments duly noted. Agree.

Action

Omit word 'detailed' and replace with 'identified' (first sentence). Replace 'precedents' with 'characteristics' (second sentence).

Paragraph Vernacular

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31666 Historic England (Mrs Debbie Mack) [5828]	Object	Not Specified	None

Summary:

Although some red brick buildings in the wider area, closer to the site many of the properties are in Cambridge brick (see full response for details). Therefore it would be more appropriate to reference this brick. It would also be helpful to reference roof materials.

Response

Comments duly noted.

Action

Specific reference to be made to Cambridge brick and roof materials.

Paragraph 3.47

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31787 Anderson Group [1383]	Object	Not Specified	None

Agent: Savills (Mr david henry) [43]

Summary:

Objection is made to the description that the southern edge of the site made within this paragraph. Although it is predominantly characterised by residential streets, this is an incomplete description. Part of the southern edge of the SPD area abuts Coldham's Lane, and is proposed to gain access from it. This frontage faces onto the AMC, which at this point is of a distinctly and prominent commercial character. Therefore, it is proposed that 3.47 should be modified to add at the end of the sentence "except where it abuts Coldham's Lane".

Response

Comments duly noted. Current wording considered acceptable.

Action

No change to the SPD.

Paragraph 3.48

Representation(s)

Nature Appearance Soundness Tests

31824 Natural England (Miss Carla Jackson) [5507] **Support Not Specified None**

Summary:

Natural England supports the proposal to preserve the adjacent wildlife sites and on-site habitats and to create additional grassland habitats.

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph 3.53

Representation(s)

Nature Appearance Soundness Tests

31717 Mr Keith Cowley [7049] **Object Not Specified None**

Summary:

The extent of green belt remaining after development will be so narrow as to be effectively meaningless.

Response

Comments duly noted. The site's Green Belt/landscaping/buffering strategy will be addressed as part of the outline planning application. It is an expectation that the Green Belt designation should continue to provide clear separation between Cherry Hinton and Teversham.

Action

No change to the SPD.

Representation(s)

Nature Appearance Soundness Tests

31616 Margaret Starkie [1957] **Support Not Specified None**

Summary:

Maintenance of the demarkation with Teversham essential for Cherry Hinton cohesion

Response

Comments duly noted. The site's Green Belt/landscaping/buffering strategy will be considered as part of the outline planning application process. It is an expectation that the Green Belt designation continues to provide clear separation between Cherry Hinton and Teversham.

Action

No change to the SPD.

Paragraph 3.54

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31788 Anderson Group [1383]	Object	Not Specified	None

Agent: Savills (Mr david henry) [43]

Summary:

The paragraph fails to identify the LSCL AMC to the south of the SPD's location. It is proposed that the heading to the paragraph should be altered to say 'Safeguarded Land and Area of Major Change'. An additional sentence should then be added to the end of the paragraph to say "Land to the south of Coldham's Lane is identified within the emerging Cambridge Local Plan as an Area of Major Change, for regeneration, appropriate redevelopment, and the creation of an urban country park". This should be shown accordingly on Figure 28 and the title of the Figure modified likewise.

Response

Comments duly noted. Disagree. No change required.

Action

No change to the SPD.

Paragraph 3.55

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31617 Margaret Starkie [1957]	Support	Not Specified	None

Summary:

Screening should be dense to encourage small flora and fauna to support wildlife

Response

Comments duly noted. The proposals present an opportunity to enhance biodiversity. Substantial ecological losses should be avoided as part of the detailed design of the scheme. It is an expectation that any loss of habitat is mitigated, and where possible enhanced, as part of the outline and reserved matters planning application process.

Action

No change to the SPD.

Paragraph 3.58

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31718 Mr Keith Cowley [7049]	Object	Not Specified	None

Summary:

How can farmland birds be 'encouraged' after virtually all farmland in the vicinity has been developed. They need farmland, not gardens. This statement is pious nonsense.

Response

Comments duly noted. The proposals present an opportunity to enhance biodiversity. Substantial ecological losses should be avoided as part of the detailed design of the scheme. It is an expectation that any loss of habitat is mitigated and where possible enhanced, as part of the outline and reserved matters planning application process.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31801 Natural Cambridgeshire (Mr Philip Clark) [6119]	Object	Not Specified	None

Summary:

There will be a loss of farmland wildlife as a result of this development which needs to be mitigated off-site. This is only mentioned in the table on p75. We feel that this should be made more explicit and included in the two sections that deal with ecology in the main document.

Response

Comments duly noted. The proposals present an opportunity to enhance biodiversity. It is an expectation that any potential ecological losses are mitigated, and where possible enhanced, as part of the outline and reserved matters planning application process.

Action

No change to the SPD.

Paragraph 3.59

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31653 Mrs Christine Shaw [5589]	Object	Not Specified	None

Summary:

This area has been flooded recently but as its used as a field that would not have been noticed

Response

Comments duly noted. A Flood Risk Assessment will be required as part of any future outline planning application.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31654 Mr Paul Cutmore [4111]	Support	Not Specified	None

Summary:

As a representative of Cambridge Ramblers Group, we do not object to the development of the land, but we request that the public footpaths be kept open during any works. We also request that a green border be maintained between the development and the footpath. We also ask you to note that Cambridge Ramblers Group, as part of the Ramblers' Association, should in future be included in the statutory consultees for such developments.

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph 3.61

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31837 Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Object	Not Specified	None

Summary:

The gas main should not run under any part of the school sites, and any agreed school site will need to meet the site specification requirements set out by the County Council.

Response

Comments duly noted. The gas main route will need to be agreed with the relevant infrastructure providers.

Action

No change to the SPD.

Paragraph 3.63

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31655 Mr David Martin [7036]	Object	Not Specified	None

Summary:

Pollution from aircraft will cause health problems. Especially vulnerable are children. The airport will get busier as Cambridge continues to expand as a Technology Centre with an increasing population, this will add to the risks from pollution. The development is too near the runway to allow dispersal of pollution. Locating a school near a runway, significantly increases the time children are exposed to dangerous pollutants.

Response

Comments duly noted. The environmental impacts of existing development (including Cambridge Airport's operational activities) on the residential amenity of prospective residents will be assessed as part of any future outline planning application.

Action

No change to the SPD.

Paragraph 3.64

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31719 Mr Keith Cowley [7049]	Object	Not Specified	None

Summary:

How can the introduction of thousands more polluting vehicles have anything other than a detrimental effect on air quality?

Response

Comments duly noted. Section 5.37 refers to Air Quality. An Air Quality Assessment will be required as part of any future outline planning application.

Action

No change to the SPD.

Paragraph 3.65

Representation(s)

Nature Appearance Soundness Tests

31637 Environment Agency (Mr Tony Waddams) [1273] Support Not Specified None

Summary:

- We thank the developers for acknowledging that, based on preliminary ground investigation works which have been undertaken at the site,, the site could have soil that is affected by contamination which is associated with current and historical land uses.
- Welcome proposed detailed ground investigation works to delineate the extent of contamination at the site.
- EA would expect that all of our previous comments provided will be addressed as part of any works.
- Infiltration drainage is being considered for the proposed development at the site.
- We thank the developers for acknowledging that the shallow groundwater beneath the site will be considered as part of any surface water drainage strategy.
- Infiltration drainage could provide a pathway to the underlying groundwater, or mobilise any potential pre-existing contamination.

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph 3.67

Representation(s)

Nature Appearance Soundness Tests

31702 Mr & Mrs Em and Kev Ritchie [6903] Object Not Specified None

Summary:

When purchasing a property this side of Cherry Hinton, awareness of the airport and its day-to-day running are an inevitable factor and one that ultimately cannot be used as a negative if purchase goes ahead. Indeed, residents of Cherry Hinton appreciate our unique relationship with Marshalls and the aircraft that use it: we are treated to aerial displays by the Red Arrows (and not just at Marshalls 100 year celebrations) and by the smaller aircraft that dip and glide above us, it provides a useful landmark, is a valued local employer and is part of the village. We were delighted at the award of MoD contracts for the RAF Hercules earlier this year as a way of continuing its presence. We are concerned that this land development will be used in the future as a case study for noise pollution or for highlighting the danger of flying routes above residential areas and that future pressures will be placed upon Marshalls to close. This is not a chicken/egg situation, the airport was here first, and residents would not want to see re-routing of take offs or runway angles, or closure at all.

Response

Comments duly noted. The SPD brings forward land which is not required for the operational use of the airport. The site landowner is also the landowner of Cambridge Airport. There are no plans to introduce development that will undermine the current or future operations of the airport.

Action

No change to the SPD.

Paragraph 3.70

Representation(s)

Nature Appearance Soundness Tests

31656 Mr David Martin [7036] Support Not Specified None

Summary:

Helicopter flight paths are directly over the development area, will the flight path change?
What are the noise implications of night time engine testing on the nearest houses in the development?
What are the future development plans for the airport and how will this affect the development in relation to noise?

Response

Comments duly noted. The SPD brings forward land which is not required for the operational use of the airport. The site landowner is also the landowner of Cambridge Airport. There are no plans to introduce development that will undermine the current or future operations of the airport. The environmental impacts of existing development (including Cambridge Airport's operational activities) on the residential amenity of prospective residents will be assessed as part of any future outline planning application.

Action

No change to the SPD.

Paragraph 3.74

Representation(s)

Nature Appearance Soundness Tests

31770 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801] Object Not Specified None

Summary:

Aircraft noise, there is a current application for relocation of engine testing shed up near the Newmarket Road but approval of Wing development was conditional on Marshalls moving it. Therefore, consideration of the noise and pollution implications needs to take place.

In addition, we understand that the aircraft flight direction beacon at the southern end of the runway could also be a concern and whether tall buildings (like four stories) at the southern side of the airport would affect their operation. This too should be clarified.

Response

Comments duly noted. The SPD is being produced in consultation with Marshall, with a view to maintaining the operational safety of Cambridge Airport. Any development proposal on the site as identified by the SPD will need to avoid impacts on airport operations. This matter will be assessed as part of any future outline planning application.

Action

No change to the SPD.

Paragraph 3.76

Representation(s)

Nature Appearance Soundness Tests

31706	Mr David Garside [7048]	Object	Not Specified	None
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Summary:

Coldhams Lane bridge is not only too low but also too narrow with inadequate footpath widths and no provision for cyclists. There is a need for a cycle track along Coldhams Lane from the proposed site to the Sainsbury's roundabout as the existing one past the health club to the bottom of Mill Road is an unsuitable route for anyone travelling to Sainsbury's or the Beehive Centre for example. These improvements should be a requirement before any further housing is permitted on this site.

Response

Comments duly noted. It is anticipated that improvements to the cycle routes beyond the SPD boundary will be secured through the planning process to encourage the usage of more sustainable forms of transport.

Action

No change to the SPD.

Representation(s)

Nature Appearance Soundness Tests

31769	Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]	Object	Not Specified	None
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Summary:

There are other constraints or areas of mitigation included in the document that may need additional clarification or guidance. These include; soil contamination, noise, air quality, airport equipment relocations and impact on residential amenity as well as electrical interference. These needs to be addressed in the SPD.

Response

Comments duly noted.

Action

No Change to the SPD.

4.0 Vision and Key Principles

Paragraph 4.2

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31746 Mr Keith Cowley [7049]	Object	Not Specified	None

Summary:

Meaningless words. Every development in Cambridge has been described as vibrant and high quality. Walk around the endless new estates at Trumpington and Kings Hedges and you will see silent streets, no community facilities and repetitive and unappealing architecture that would not look out of place in the Soviet bloc.

Response

Comments duly noted.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31668 Historic England (Mrs Debbie Mack) [5828]	Support	Not Specified	None

Summary:

We welcome the reference to the need for the development to reflect and enhance the special character of the surrounding area.

Response

Comments duly noted.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31809 Endurance Estates Limited [2466]	Support	Not Specified	None

Agent: Terence O'Rourke (Greg blaquiere) [7060]

Summary:

The vision for Land North of Cherry Hinton is that of a vibrant, high-quality and distinctive new neighbourhood of Cherry Hinton, reflecting and enhancing the special character of the surrounding area and establishing a new neighbourhood that will be an exciting place with a strong identity, which is supported by the landowners. The proposed residential-led mixed use scheme will represent a considerable benefit to the local area, with high quality facilities that will be provided and made available to the residents and wider community.

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph 4.3

Representation(s)

Nature Appearance Soundness Tests

31630 Ayleen Ross [6906] **Object Not Specified None**

Summary:

Cherry Hinton is divided into 2 areas. One in the city and one area in south Cambs (some in Teversham, some in Fulbourn). Those of us in South Cambs are treated as second class citizens as we do not have access to city facilities. All you will be doing is creating another are of disenfranchised who have no say in their local community and who are continually told that they are NOT CHERRY HINTON!!

Response

Comments duly noted. The intention of the SPD is to create a community that is properly integrated with Cherry Hinton and Teversham. The matter of access to city services by residents in South Cambridgeshire is beyond the remit of the document.

Action

No change to the SPD.

Representation(s)

Nature Appearance Soundness Tests

31632 Mrs Pamela D. Tucker [6907] **Object Not Specified None**

Summary:

Although the vision/aims outlined in 4.3 are admirable, I live as you can see in what was named the "Foxglove" estate and have been there since 1987. We are part of Teversham, in south Cambs. We neither belong to Teversham village or Cherry Hinton. We do not belong after over 30 years. The original plans were altered for our estate and a deal done with the City Council who built houses in Antelope, Buffalo and Panther Way. I cannot see that any of these 'ground plans' will really happen.

Response

Comments duly noted. The intention of the SPD is to create a community that is properly integrated with Cherry Hinton and Teversham. The matter of access to city services by residents in South Cambridgeshire is beyond the remit of the document.

Action

No change to the SPD.

Representation(s)

Nature Appearance Soundness Tests

31743 Mr Keith Cowley [7049] **Object Not Specified None**

Summary:

- This is just a meaningless claptrap:
1. Open spaces and play areas are part of every development. Community facilities, as we know from the many other developments around Cambridge, are rarely provided in the promised form and even more rarely enforced in the promised form by planners.
 2. This will be dormitory development like all the other Cambridge housing developments. There will be minimal social interaction or sense of belonging.
 3. A strong green framework can mean different things to different people. Needs definition.
 4. If not be centrally located it will not be a centre.

Response

Comments duly noted.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31669 Historic England (Mrs Debbie Mack) [5828]	Support	Not Specified	None

Summary:

We welcome the reference to a strong green framework.

Response

Comments duly noted.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31732 St Andrew's Church (Rev'd Karin Voth Harman) [6898]	Support	Not Specified	None

Summary:

We completely support these aims but want closest possible attention paid to how these aspirations will come to pass. What will actually make this a 'vibrant community' rather than a dormitory? and how can the design reflect, but improve upon, the design of the rest of Cherry Hinton, much of which is piecemeal and pedestrian?

Response

Comments duly noted.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31810 Endurance Estates Limited [2466]	Support	Not Specified	None

Agent: Terence O'Rourke (Greg blaquiere) [7060]

Summary:

While the primary purpose of the proposals is to provide much needed new market and affordable homes and community facilities to meet both the city and district council's needs, the project will also create many other planning benefits for the wider community. Much of the social infrastructure that is proposed will be accessible to the wider public (including schools, local centre, public open space) and transport connectivity will also create better connections for pedestrians and cyclists. The housing proposed will also be of a high quality that will help contribute towards the housing targets set for the City and District.

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph 4.4

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31670 Historic England (Mrs Debbie Mack) [5828]	Object	Not Specified	None

Summary:

4.4 We welcome the reference to the development being inspired by the unique characteristics of the existing settlement and surrounding area, with cherry trees and countryside setting and celebratory views. More specificity with respect to the materials palette would be helpful e.g. Cambridge brick and preferred roof materials based on an analysis of the local characteristics.

Response

Comments duly noted. The detailed design of the development will be considered as part of any future outline and reserved matters planning applications.

Action

No change to the SPD.

Paragraph 4.5

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31745 Mr Keith Cowley [7049]	Object	Not Specified	None

Summary:

Can only work if cheap and efficient public transport is provided to tempt residents away from their cars. The existing services will not be in any way adequate to achieve this.

Response

Comments duly noted. A comprehensive Transport Assessment and Strategy for the site and its integration with the wider area will be required as part of any future outline planning application. It is an expectation that existing cycle routes between Cherry Hinton and other destinations will be improved to encourage safer travel for cyclists.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31733 St Andrew's Church (Rev'd Karin Voth Harman) [6898]	Support	Not Specified	None

Summary:

Again, we are looking for imaginative thinking here. At the moment the proposals are not suggesting great connectivity between this development and existing Cherry Hinton. Current residents need a reason to go into the new development, and access by car as well as cycle and foot. There needs to be parking for visitors to the new community. There needs to be enough parking for the cars generated by the new housing, so that they don't overflow into existing streets forcing permit systems which begin to erode connectivity. Above all Coldham's Lane needs a bike/pedestrian lane.

Response

Comments duly noted. A comprehensive Transport Assessment and Strategy for the site and its integration with the wider area will be required as part of any future outline planning application. It is an expectation that the bus service connections between Cherry Hinton and other destinations will be improved as part of the proposals to reduce travel times and discourage car use. It is also anticipated that improvements to the cycle routes beyond the SPD boundary will be secured through the planning process to encourage the usage of more sustainable forms of transport and encourage safer travel for cyclists.

Action

No change to the SPD.

Paragraph 4.6

Representation(s)

Nature Appearance Soundness Tests

31744	Mr Keith Cowley [7049]	Object	Not Specified	None
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Summary:

How can this support biodiversity? It will destroy existing habitats and the plants and creatures that live in them will, in the main, move away or (more probably) die out due to lack of food and breeding sites. Artificial nest sites and decorative planting cannot replace the existing habitat.

Response

Comments duly noted. The proposals present an opportunity to enhance biodiversity. Substantial ecological losses should be avoided as part of the detailed design of the scheme. It is an expectation that any loss of habitat is mitigated, and where possible enhanced, as part of the outline and reserved matters planning application process.

Action

No change to the SPD.

Representation(s)

Nature Appearance Soundness Tests

31671	Historic England (Mrs Debbie Mack) [5828]	Support	Not Specified	None
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Summary:

We welcome the reference to historic landscape features and the desire to incorporate the existing countryside walk into a linear park.

Response

Comments duly noted.

Action

No change to the SPD.

Representation(s)

Nature Appearance Soundness Tests

31734	St Andrew's Church (Rev'd Karin Voth Harman) [6898]	Support	Not Specified	None
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Summary:

We would like to see some real imagination and forward thinking here -- which becomes part of the identity of this new development. What environmental features or initiatives will people boast of in 10 years time?

Response

Comments duly noted.

Action

No change to the SPD.

5.0 Framework Principles and Master Plan

Paragraph 5.1

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31773 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]	Object	Not Specified	None

Summary:

Comparison and lessons learned should be given from the newer developments around Cambridge, such as Eddington, NW Cambridge site, Trumpington, CB1, etc. to understand what has worked and what has not. Lessons should be learnt and mistakes not repeated, especially as the traffic and congestion of the area is already considered high. In addition, the design and materials palette need to be contextual and based on local vernacular, not just contemporary because that is the trend at the moment.

Response

Comments duly noted. A comprehensive Transport Assessment and Strategy for the site and its integration with the wider area will be required as part of any future outline planning application. It is an expectation that existing cycle routes between Cherry Hinton and other destinations will be improved to encourage safer travel for cyclists. The detailed design of the development will be considered as part of any future outline and reserved matters planning applications.

Action

No change to the SPD.

Paragraph 5.6

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31835 Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Support	Not Specified	None

Summary:

Following a series of workshops, which included both County officers and local members, the consultation draft SPD has been published for comments with a deadline of 2nd October 2017.

Response

Comments duly noted.

Action

Include reference to Cambridgeshire County Council.

Paragraph 5.7

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31814 Network Rail (Caren Tong) [7061]	Object	Not Specified	None

Summary:

Network Rail is in more advanced stages in considering the re-opening of Fulbourn station. Therefore, it is unlikely that a new station will also be developed nearby Cherry Hinton due to its close proximity. Further, any new station would need to be built with additional infrastructure such as the doubling of a single line, in order to meet future aspirations to improve train services between Cambridge and Ipswich.
 * Network Rail would be pleased to discuss further with the Council and other stakeholder groups, that are interested in expanding the bridge discussed within the workshop.

Response

Comments duly noted.

Action

Paragraph Movement and transport:

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31834 Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Support	Not Specified	None

Summary:

The Council has supported the Cambridge East allocations as part of the broader growth agenda in Cambridgeshire and is actively planning for infrastructure to help facilitate this.

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph Social infrastructure:

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31642 Will Lord [6915]	Support	Not Specified	None

Summary:

All sounds good but please, no more charity shops!

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph Housing:

Representation(s)

Nature Appearance Soundness Tests

31582 Mr Jonathan Thackray [6887]

Object Not Specified None

Summary:

4/5 stories is too high! Cherry Hinton has a current maximum of 3 stories in the flats near Tesco on Yarrow Road. This will substantially alter the character of our village into a more urban area.

This also means far more homes will be built in this area, meaning lots more cars. The roads are already completely full at peak times. The number of homes built on this site should be limited to 3 stories, maximum.

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph 5.8

Representation(s)

Nature Appearance Soundness Tests

31816 Smarter Cambridge Transport [7062]

Object Not Specified None

Agent: Smarter Cambridge Transport (Edward Leigh) [7063]

Summary:

The transport proposal for the development proposes two ways to mitigate the increase in trips:

- 1. An increase in local bus services.
- 2. Provision of new or upgraded segregated cycle routes into Cambridge ('the Tins' path and potentially via Coldham's Common to the Chisholm Trail).

Our assessment is that it is most unlikely - and almost certainly unprecedented - that the required large modal shift may be achieved simply by running more buses and upgrading cycle paths.

Response

Comments duly noted. A comprehensive Transport Assessment and Strategy for the site and its integration with the wider area will be required as part of any future outline planning application. It is an expectation that existing cycle routes between Cherry Hinton and other destinations will be improved to encourage safer travel for cyclists.

Action

No change to the SPD.

Representation(s)

Nature Appearance Soundness Tests

31629 Jennifer Taylor [6905] Support Not Specified None

Summary:

I am perfectly happy with the proposed development even though where I live will be greatly affected. However, I am anxious to stress the GREAT IMPORTANCE of an improved public transport service to the existing homes in the area and of course to homes in the new development. At the moment this area is denied access to the Beehive Centre and the Grafton Centre.

Response

Comments duly noted. A comprehensive Transport Assessment and Strategy for the site and its integration with the wider area will be required as part of any future outline planning application. It is an expectation that the bus services between Cherry Hinton and other destinations will be improved to encourage the use of more sustainable forms of transport.

Action

No change to the SPD.

Paragraph 5.10

Representation(s)

Nature Appearance Soundness Tests

31649 Mrs Christine Shaw [5589] Object Not Specified None

Summary:

Amount of traffic in area is very high at present congestion is normal morning and evening- this development will make it worse

Response

Comments duly noted. A comprehensive Transport Assessment and Strategy for the site and its integration with the wider area will be required as part of any future outline planning application. It is an expectation that the bus service connections between Cherry Hinton and other destinations will be improved as part of the proposals to reduce travel times and discourage car use. It is also anticipated that improvements to the cycle routes beyond the SPD boundary will be secured through the planning process to encourage the usage of more sustainable forms of transport and encourage safer travel for cyclists.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31657 Mr David Martin [7036]	Object	Not Specified	None

Summary:

During the morning and evening rush hours Cherry Hinton High Street is a solid Traffic Jam. The road in front of ARM Holdings is also a solid traffic Jam.

Both Addenbrooks and ARM are significantly expanding at present. With the addition of this housing estate as well I expect the traffic congestion to significantly increase.

What road measures are being taken to mitigate this issue?

Could a railway station be opened in Cherry Hinton to connect to Cambridge Main and Cambridge North stations?

Could ARM have a feeder road to reduce congestion?

Response

Comments duly noted. A comprehensive Transport Assessment and Strategy for the site and its integration with the wider area will be required as part of any future outline planning application. It is an expectation that existing cycle routes between Cherry Hinton and other destinations will be improved to encourage safer travel for cyclists.

Action

No change to the SPD.

Paragraph 5.11

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31625 Peter Tribble [6896]	Object	Not Specified	None

Summary:

I argue that the movement strategy is incomplete, as it does not include rail. Consideration should be given to a railway station in Cherry

Hinton/Fulbourn

- near the Tesco Fulbourn site
- which has good road access
- could have a good cycle path along Gazelle Way
- is already a good bus interchange
- has space
- would reduce the need for road traffic to go to the main Cambridge station

Response

Comments duly noted. A new rail station would require involvement from other strategic bodies, including the Greater Cambridge Partnership and rail authorities.

Action

Amend figure 14 to identify the disused rail station at Cherry Hinton.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31690 Mr & Mrs K Phillips [6901]	Object	Not Specified	None

Summary:

AIR POLLUTION - With so much stationery traffic in Cherry Hinton, in the past few months seems even worse with cars having to wait to pass each other and complete stand still if a bus comes in to the equation, because of the extra wide cycle lanes and 20mph restrictions, with even more traffic the air pollution will increase to unacceptable levels.

Response

Comments duly noted. It is important that the site minimises environmental impacts arising from air pollution. This is addressed in section 5.47. An Air Quality Assessment will need to be submitted as part of the outline planning application.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31768 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]	Object	Not Specified	None

Summary:

Unless a new development is intentionally designed using grid based or linear approach, a more organic flow can be used. There is no option for where the two new entrances of the site are to be located, therefore there is no real option for a spine road to be designed other than connecting the two points whilst avoiding constraints. This is not the best practice of urban design and seems to force the location of housing and other buildings. In addition, the movement strategy, Figure 39, is poor and should be more explicit and clear.

Response

Comments duly noted. Options for the primary route and spacing around the development has been based upon robust parcel sizes. The design of and traffic flows in and around the spine road will need to be agreed by Cambridgeshire County Council as Highway Authority.

Action

For clarity, Options A and B should be coloured differently in figure 39.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31776 Cambridgeshire County Council (Mr Matthew Bowles) [7054]	Object	Not Specified	None

Summary:

It is important that the site is not brought forward in isolation, and any transport measures proposed should show due concern for any future interventions required to mitigate any potential larger scale development in the area.

Considerations should include ensuring that the design of this site is cognoscente of the requirements of any potential larger site coming forward being accessed, by not adversely impacting upon potential future alignments for road, public transport and active travel links where this is possible and sensible to do so.

We welcome the opportunity to work with CCiC and SCDC to help progress this.

Response

Comments duly noted. The Masterplanning of the wider site area will be considered as part of the pre-application planning process. Cumulative transport impacts will be assessed as part of the Transport Assessment and Environmental Impact Assessment required as part of any future outline planning application.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31789 Anderson Group [1383]	Object	Not Specified	None

Agent: Savills (Mr david henry) [43]

Summary:

Although the principles set out in this paragraph are supported, the first bullet point could be misleading by implying that there is only a need to reduce travel by car 'within the development'. This aim should apply both to trips within and beyond the development. The phrase 'within the development' should be deleted in the interests of clarity.

Response

Comments duly noted. Agree.

Action

First bullet - delete 'within the development'

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31815 Smarter Cambridge Transport [7062]	Object	Not Specified	None

Agent: Smarter Cambridge Transport (Edward Leigh) [7063]

Summary:

New developments should be aiming for a zero net impact on road traffic. The inevitable increase in car trips generated by the new community must be offset in the existing community by a modal shift from car to sustainable alternatives.

Response

Comments duly noted. It is important that the impacts of the development on air pollution are minimised. A comprehensive Transport Assessment and Strategy and Air Quality Assessment will be required as part of any future outline planning application.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31845 Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Object	Not Specified	None

Summary:

Movement - the 'vehicular access points' on figure 39 are not very clear, these need to be made clearer.

Response

Comments duly noted. Agree.

Action

Improve legibility of vehicle access points on figure 39.

Representation(s)

Nature Appearance Soundness Tests

31587 Ms Anna Le Gouais [6888] Support Not Specified None

Summary:

Consider methods to reduce use of the car, such as centralised parking areas on the edges as has been done in German suburbs: <http://www.nytimes.com/2009/05/12/science/earth/12suburb.html>
 Also encourage existing Cherry Hinton residents to drive less - offer individual travel plans for existing residents

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph 5.12

Representation(s)

Nature Appearance Soundness Tests

31688 Mr & Mrs K Phillips [6901] Object Not Specified None

Summary:

* TRAFFIC - Cherry Hinton High Street/ Airport Way and Coldham's Lane are at the moment often at a standstill, with the added addition of a railway crossing that closes at least twice an hour , movement is at the moment not an easy task. The addition of another 1500 houses, even with a spine road the traffic from this development, would have to feed on to the already congested stated roads.
 The added factor of a secondary school, would mean movement of at least 1500 staff and pupils every morning and evening feeding onto the already stated congested roads. The primary school would also generate a huge amount of traffic. (We see the traffic each school day for Bewick Bridge Primary School , causing complete standstill of Fulbourn Old Drift and causing non movement from the two adjacent estates of traffic and bikes.

Traffic - With large developments further afield already in the planning, that use the A14 / Airport Way to access Cambridge the impact of this alone will cease all movement in Cherry Hinton. When the A14 is congested or closed due to accidents, at the moment it becomes impossible to cross the High Street. The A14 which affects Cherry Hinton is also not due for an upgrade.

The vast expansion of the Addenbrookes Hospital site will also generate much traffic through Cherry Hinton.

Response

Comments duly noted. School provision needs to be carefully planned to ensure there are enough places for local children. Any school development will need to have good sustainable transport links to reduce the need for vehicular movement to and from the site. It is an expectation that bus services and cycle routes between Cherry Hinton and other destinations will be improved to encourage the usage of more sustainable forms of transport.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31748 Mr Keith Cowley [7049]	Object	Not Specified	None

Summary:

Both routes are grossly overloaded already at peak times. It can already take 30 minutes to cover the mile from the Church to either the Robin Hood (via High St) or Sainsbury via Coldhams Lane between 8 & 9am. Newmarket Road is little better and about to be subjected to major new developments as well. How can these routes possibly accommodate all the additional traffic to be generated by the proposal? The proposal is absolute lunacy.

Response

Comments duly noted. A comprehensive Transport Assessment and Strategy for the site and its integration with the wider area will be required as part of any future outline planning application. It is an expectation that existing cycle routes between Cherry Hinton and other destinations will be improved to encourage safer travel for cyclists.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31820 Smarter Cambridge Transport [7062]	Object	Not Specified	None

Agent: Smarter Cambridge Transport (Edward Leigh) [7063]

Summary:

Both 'spine road' options internally divide the new development and isolate it from the rest of Cherry Hinton. It would be a big mistake to create yet another 'cul-de-sac' development. Two other options should be considered, both providing a new through route between Coldham's Lane and Airport/Gazelle Way. These would displace through traffic, away from north Cherry Hinton (the eastern end of Coldham's Lane, Cherry Hinton High St, and Teversham Drift). Both options would remove road barriers to permeability for people walking and cycling, which would ensure better integration of the new development.

Response

Comments duly noted. The design of and traffic flows in and around the spine road will need to be agreed by Cambridgeshire County Council as Highway Authority. The movement strategy aims to achieve the best possible balance between connectivity and existing site constraints. A permeable grid will be developed for cyclists, pedestrians and public transport movements.

Action

No change to the SPD.

Paragraph 5.13

Representation(s)

Nature Appearance Soundness Tests

31790 Anderson Group [1383] Object Not Specified None

Agent: Savills (Mr david henry) [43]

Summary:

It is clearly important that a balanced and inclusive view is taken of possible traffic impacts arising from the development of this area. Hence, in acknowledgement of the commitment to the LSCL AMC, for completeness, the list of local junctions that should be included within a Transport Assessment ought to include the junction between Coldham's Lane and Norman Way. This provides an access into both an existing Protected Industrial Site and the AMC. Similarly, it is proposed that the important local junctions at Brooks Road/Brookfields Road, plus the Cherry Hinton High Street railway crossing, should likewise be included.

Response

Comments duly noted.

Action

No change to the SPD.

Representation(s)

Nature Appearance Soundness Tests

31828 Mrs Naomi Naomi Goldsbrough [7067] Object Not Specified None

Summary:

Concerned about traffic - maybe consider additional or alternate access roads to the development. At peak times and with trains already causing long traffic queues, currently the proposed access roads will only add to this causing major congestion. I understand cycle routes are planned, but I fear they will not be fully utilised thus causing traffic issues.

Response

Comments duly noted. A comprehensive Transport Assessment and Strategy for the site and its integration with the surrounding area will be required as part of any future outline planning application. It is anticipated that the cycle routes and bus service connections between Cherry Hinton and other destinations will be improved to reduce travel times and discourage car use.

Action

No change to the SPD.

Representation(s)

Nature Appearance Soundness Tests

31860 Cambridgeshire County Council (Mr Stuart Clarke) [1032] Object Not Specified None

Summary:

5.13 should refer to Coldham's Lane/ Barnwell Road not Drive.

Response

Comments duly noted. Agree to change.

Action

Refer to Barnwell Road not Drive.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31805 Teversham Church of England Primary School (Mr Anthony Sharpe) [7045]	Support	Not Specified	None

Summary:

A new Secondary school attracting children from a very wide area and 1200 houses plus the new 1200 houses on Newmarket Road (Wings Estate) will generate a very large increase in the volume of traffic on Airport Way Teversham. It is currently very difficult to enter Airport Way from Teversham village so with this increased volume it will be almost impossible. We want to very strongly urge the planners to design in safe and secure crossings of Airport Way.

Response

Comments duly noted. A comprehensive Transport Assessment and Strategy for the site and its integration with the wider area will be required as part of any future outline planning application.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31811 Network Rail (Caren Tong) [7061]	Support	Not Specified	None

Summary:

NR would be interested to view a comprehensive transport assessment (TA) to support further design stages. A TA would provide clarity of the impact of additional residents upon the transport network, in particular upon the railway stations of Cambridge and Cambridge North, as well as nearby level crossings and over-bridges/underpasses. The crossings on Cherry Hinton High Street and Cherry Hinton by-pass have 34 booked trains per day and currently experience 11,800 and 12,200 vehicles, and 760 and 560 pedestrians per day, respectively. A TA will enable capacity analysis and identify appropriate impact mitigation and upgrade requirements.

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph 5.14

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31862 Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Support	Not Specified	None

Summary:

The aspiration for encouraging developers to incorporate a traffic calmed environment is welcomed. Particularly the reference to using street design, intersecting cross routes to create a natural reduction in speeds, and setting the spine road speed limit to 20mph. The SPD could consider making the entire development a 20mph zone.

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph 5.16

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31846 Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Object	Not Specified	None

Summary:

The spine road design speed should be agreed with Highways Development Control - 20mph seems most appropriate This should actually refer to Highways Development Management or the Highway Authority or County Highways rather than Highways Development Control.

Response

Comments duly noted.

Action

Substitute 'Highway Development Control/ with 'Cambridgeshire County Council as Highway Authority'.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31808 Endurance Estates Limited [2466]	Support	Not Specified	None

Agent: Terence O'Rourke (Greg blaquiere) [7060]

Summary:

We support the flexibility included in certain parts of the SPD, at this stage of the proposals. We fully support the wording of paragraph 2.10, which acknowledges the importance of ensuring flexibility in relation to the function of the spine road, as to whether it provides a through-route to vehicular traffic or not. Whilst discussions with County, City and District councils will continue in respect to the precise nature of the spine road, there is no guarantee at this time that the function of the spine road will be agreed prior to submission of the application.

Response

Comments duly noted.

Action

Amend last sentence: 'The requirements of the final spine road design will be determined by Cambridgeshire County Council as Highway Authority and local planning authorities, as part of the pre-application planning process.'

Paragraph 5.18

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31844 Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Object	Not Specified	None

Summary:

The SPD should highlight that the requirements of the final spine road design will be determined by CCC and Local Authorities prior to submission of a Planning Application. The wording in the consultation version is that this will be decided through the planning application process, but the County Council require this to be decided prior to a planning application is submitted, therefore wording should be altered to prior to submission of a planning application.

Response

Comments duly noted.

Action

Amend last sentence: 'The requirements of the final spine road design will be determined by Cambridgeshire County Council as Highway Authority and local planning authorities, as part of the pre-application planning process.'

Paragraph 5.19

Representation(s)

Nature Appearance Soundness Tests

31791 Anderson Group [1383] Object Not Specified None

Agent: Savills (Mr david henry) [43]

Summary:

This section concerns main vehicular access points to the site. Yet it fails to have regard to the implications of the adjacent strategic AMC. To remedy this omission, it is proposed that an additional sentence is added at the end of the paragraph to read: 'Similarly, the design of the access point will need to have regard to the implications of the forthcoming regeneration of the Area of Major Change on the opposite side of Coldhams Lane'.

Response

Comments duly noted. No change considered necessary.

Action

No change to the SPD.

Paragraph 5.21

Representation(s)

Nature Appearance Soundness Tests

31623 Peter Tribble [6896] Object Not Specified None

Summary:

I argue that the Primary road should be a perimeter road. Such a choice:

- doesn't break the community up
- doesn't funnel vehicles to the centre of the development
- no need for pedestrians/cyclists to cross the road to get anywhere (specifically the school)
- provides natural barrier between housing and the airport
- no impact if/when it becomes a "rat run"

Response

Comments duly noted. The design of and traffic flows in and around the spine road will need to be agreed by Cambridgeshire County Council as Highway Authority.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31767 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]	Object	Not Specified	None

Summary:

Most contentious parts of consultations was requirement by the LP Policy for 'spine road' in development. The reason behind this may be due to AAP and about larger site's interconnectivity. This fragmentary approach to development is contextually inappropriate. This is the most rigid and constraining of requirements for site -the road is dictating the development- a tail wagging the dog scenario.

There is still a lack of credible evidence to demonstrate why this must be included, what benefit this will provide for wider transport/congestion and what alternatives there are. How will spine road address thru traffic, prevention of rat runs?

Response

Comments duly noted. The design of and traffic flows in and around the spine road will need to be agreed by Cambridgeshire County Council as Highway Authority. The movement strategy aims to achieve the best possible balance between connectivity and existing site constraints.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31797 Natural Cambridgeshire (Mr Philip Clark) [6119]	Object	Not Specified	None

Summary:

We are concerned that the adjacent spine road could subsequently provide an entrance route to future development on safeguarded land to the west - this would require a road that would then cut across the linear park, devaluing wildlife connectivity.

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph 5.22

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31757 Mr & Mrs Em and Kev Ritchie [6903]	Object	Not Specified	None

Summary:

Option A still leaves Church End, March Lane and Teversham Drift as a rat run. Option B will only create another new rat run. This new development places significant importance on access for pedestrians and cyclists. The main access route for cyclists and pedestrians into and out of the development will follow the existing footpath line, meaning that these people will be funnelled into the junction at the base of March Lane and Church End: a blind corner with parking issues on both side of the road, and documented accidents and speeding issues.

Response

Comments duly noted. The design of and traffic flows in and around the spine road will need to be agreed by Cambridgeshire County Council as Highway Authority. The movement strategy aims to achieve the best possible balance between connectivity and existing site constraints.

Action

No change to the SPD.

Representation(s)

Nature Appearance Soundness Tests

31727 Mr Christopher Hills [7050] Support Not Specified None

Summary:

To minimise congestion, the spine road should run along the northern edge of the site (option A), rather than taking a windy route through the centre of the site (option B).

Response

Comments duly noted. The design of and traffic flows in and around the spine road will need to be agreed by Cambridgeshire County Council as Highway Authority. The movement strategy aims to achieve the best possible balance between connectivity and existing site constraints.

Action

No change to the SPD.

Paragraph Disadvantages

Representation(s)

Nature Appearance Soundness Tests

31728 Mr Christopher Hills [7050] Object Not Specified None

Summary:

What's wrong with the spine road being used as a way of bypassing the Coldham's Lane/High Street junction? It's a good opportunity to reduce congestion there.

Response

Comments duly noted. The design of and traffic flows in and around the spine road will need to be agreed by the Highway Authority.

Action

No change to the SPD.

Paragraph 5.23

Representation(s)

Nature Appearance Soundness Tests

31707 Mr David Garside [7048] Object Not Specified None

Summary:

Proposed spine road should allow through traffic. Improvements to the height and width of Coldhams Lane bridge and the provision of a cycle track should be a requirement before any development is allowed on the site.

Response

Comments duly noted. The detailed design of and traffic flows in and around the spine road will need to be agreed by Cambridgeshire County Council as Highway Authority as part of the outline and reserved matters planning application process. It is an expectation that bus services and cycle routes between Cherry Hinton and other destinations will be improved to encourage the usage of more sustainable forms of transport.

Action

No change to the SPD.

Paragraph 5.24

Representation(s)

Nature Appearance Soundness Tests

31643 Will Lord [6915] Object Not Specified None

Summary:

Support with concerns: A spine road is clearly essential but one consideration if the bus gate option is adopted is the impact on Church End which already has a serious 'rat running' problem and certainly couldn't support any additional traffic. If the spine road is closed to through traffic then Church End needs to be closed too. In addition the double mini roundabout on Cherry Hinton High Street/Church end will likely need to be reviewed.

Response

Comments duly noted. The design of and traffic flows in and around the spine road will need to be agreed by Cambridgeshire County Council as Highway Authority. The movement strategy aims to achieve the best possible balance between connectivity and existing site constraints.

Action

No change to the SPD.

Representation(s)

Nature Appearance Soundness Tests

31724 Mr Christopher Hills [7050] Object Not Specified None

Summary:

A bus gate along the spine road is a very bad idea. If you do then you will be creating 1200 houses, which will probably have more than 1200 cars, and putting them all onto the existing road network. This will create a lot of traffic congestion. The new spine road will be a great opportunity to relieve congestion at the Coldham's Lane/High Street junction by allowing some traffic to bypass it. It's fine to have a 20 mph speed limit and traffic calming on the spine road, but there must not be a bus gate.

Response

Comments duly noted. The design of and traffic flows in and around the spine road will need to be agreed by Cambridgeshire County Council as Highway Authority. The movement strategy aims to achieve the best possible balance between connectivity and existing site constraints.

Action

The bus gate reference will be removed from the SPD.

Representation(s)

Nature Appearance Soundness Tests

31792 Anderson Group [1383] Object Not Specified None

Agent: Savills (Mr david henry) [43]

Summary:

Objection is made to the suggestion that a bus gate is a 'possibility' on the spine road to restrict through connections between Cherry Hinton Road and Coldham's Lane. If this were implemented, then traffic from the proposed development could have a greater impact on Coldham's Lane, especially at the High Street signalised junction. In the absence of sufficient justification, it is proposed that this option is omitted.

Response

Comments duly noted. The design of and traffic flows in and around the spine road will need to be agreed by Cambridgeshire County Council as Highway Authority. The movement strategy aims to achieve the best possible balance between connectivity and existing site constraints.

Action

The bus gate reference will be removed from the SPD.

Paragraph 5.25

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31626 Councillor Catherine Smart [6904]	Object	Not Specified	None

Summary:

There is no reference to cycle and pedestrian routes to the new bridge over the river to the Cambridge North Railway Station and the Northern fringe employment site. This needs considering.

Response

Comments duly noted. Agree that reference should be made to cycle and pedestrian routes to the new bridge over the river.

Action

Extend geographical area to show pedestrian and cycle linkages to Cambridge North station and northern fringe employment site in figure 43.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31692 Mr & Mrs K Phillips [6901]	Object	Not Specified	None

Summary:

CYCLE WAYS - The cycle way across the tins to the City centre is well used at the moment, BUT dangerous, due to the very sharp bend up and over the railway line - many cyclist have come to grief at this point. Also because of the steepness many cyclist have to get of to push the bikes over - causing even more hazards, with pedestrians as well the cycle way is not safe.

Response

Comments duly noted. Improvements to existing cycle routes beyond the SPD boundary can be secured through the Section 106 to encourage the use of more sustainable forms of transport.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31775 Nicola Nineham [7051]	Object	Not Specified	None

Summary:

There do not appear to be any immediate plans to improve cycle provision along Coldhams Lane. This route is already dangerous for cyclists, and an increase in cars, cyclists and construction traffic will make this worse. There should be improvements to the cycle route along Coldhams Lane to address this.

Response

Comments duly noted. It is an expectation that existing cycle connections between Cherry Hinton and other destinations will be improved as part of the development.

Action

Insert 'exploring potential improvements to connections'.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31818 Smarter Cambridge Transport [7062]	Object	Not Specified	None

Agent: Smarter Cambridge Transport (Edward Leigh) [7063]

Summary:

Inconsistency in the interpretation of planning law: if the SPD cannot make reference to a new railway station, how can it refer to unplanned cycling infrastructure beyond the development site? It is unclear how this will be funded as a development condition or planning obligation.
 Examples of improvements needed include:
 1. A protected cycle lane alongside Coldham's Lane
 2. Improved walking/cycling access to and around the roundabout at Barnwell Rd-Brooks Rd.
 3. Improved walking and cycling access around the Barnwell Rd-Newmarket Rd roundabout.
 4. Improvements to the cycle links between Cambridge, Cherry Hinton and Fulbourn, making crossing Perne Rd safer.

Response

Comments duly noted. A comprehensive Transport Assessment and Strategy for the site and its integration with the wider area will be required as part of any future outline planning application. It is an expectation that existing cycle routes between Cherry Hinton and other destinations will be improved to encourage safer travel for cyclists.. The development will need to mitigate its transport impact. This can be secured through the S106 process. Discussions are on going regarding this.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31624 Peter Tribble [6896]	Support	Not Specified	None

Summary:

It is important that cycle infrastructure is complete. The viability of a route is often determined by its weakest point, not it's strongest.

Specifically here, a segregated path alongside Coldham's lane would link well with existing cycle paths along Barnwell Road and Coldham's lane the other side of the Sainsbury's roundabout.

More needs to be done to improve cycle routes into Cambridge centre, though.

Response

Comments duly noted. A comprehensive Transport Assessment and Strategy for the site and its integration with the wider area will be required as part of any future outline planning application. It is an expectation that existing cycle routes between Cherry Hinton and other destinations will be improved to encourage safer travel for cyclists.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31735 St Andrew's Church (Rev'd Karin Voth Harman) [6898]	Support	Not Specified	None

Summary:

We strongly support the creation of a safe route for bikes and pedestrians along Coldham's Lane between Cherry Hinton High St and the Barnwell Road roundabout, so that there is safe, non vehicular travel to Sainsbury's and so that cyclists can pick up the Coldham's Common route and the Chisholm trail. This would benefit existing residents as well as those in the new neighbourhood and create community cohesion. The Tins Route is not going to be attractive to those in LNCH; it takes them too far west before they head into the city centre and has a pinchpoint.

Response

Comments duly noted. It is an expectation that the cycle routes between Cherry Hinton and other destinations will be improved to encourage safer travel for cyclists.

Action

No change to the SPD.

Paragraph 5.29

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31644 Will Lord [6915]	Support	Not Specified	None

Summary:

An upgrade to cycling infrastructure along Coldhams Lane must be considered. Even though the Tins route is available much cycle traffic is likely to run along Coldhams Lane beside the airport, particularly if it is headed towards Newmarket Road, The Beehive etc. This is a narrow, 40mph stretch of road and is already in serious need of upgrade. There is ample space (except under the railway bridge) to make improvements.

Response

Comments duly noted. It is an expectation that the cycle routes between Cherry Hinton and other destinations will be improved to encourage safer travel for cyclists.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31793 Anderson Group [1383]	Support	Not Specified	None

Agent: Savills (Mr david henry) [43]

Summary:

Figure 44 suggests indicative pedestrian cycle routes, including a connection to the TINS route. To achieve this, in a safe and convenient manner, a crossing point would likely be required over Coldham's Lane to Norman Way. Although this is supported in principle, again, this needs to acknowledge the requirement to integrate such proposals effectively with other significant committed and planned developments. In this case, the connection to the TINS route will need to also have regard to the continued operation of the Protected Industrial Area and the intention to regenerate the Area of Major Change.

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph 5.30

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31821 Smarter Cambridge Transport [7062]	Object	Not Specified	None

Agent: Smarter Cambridge Transport (Edward Leigh) [7063]

Summary:

Other roads through the development should be primarily for walking and cycling, as in the Eddington development in North West Cambridge. Vehicle movements should be confined as far as possible to the outer edges of the development, to ensure that the public outdoor space is attractive and safe for people of all ages to move around, and for children to play.

Response

Comments duly noted.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31588 Ms Anna Le Gouais [6888]	Support	Not Specified	None

Summary:

Aim for all segregated cycle routes, separate from vehicles and pedestrians.

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph 5.31

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31847 Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Object	Not Specified	None

Summary:

Figure 45 is small and not clear to read.

Response

Comments duly noted. Agree.

Action

Increase font size in Figure 45.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31589 Ms Anna Le Gouais [6888]	Support	Not Specified	None

Summary:

Great to have dedicated walking and cycling routes. Best to have segregation between pedestrians and cyclists too (e.g. kerb or change of height of the different sides)

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph 5.33

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31755 Mr & Mrs Em and Kev Ritchie [6903]	Object	Not Specified	None

Summary:

Unlike Northstow or Orchard Park we do not have the inclusion of a guided busway network built into this development. At the public meeting, officials were keen to persuade that a large development like this will guarantee a public service infrastructure. The harsh reality is that Cherry Hinton residents struggle to use a bus service that for the most part is run as a monopoly by Stage Coach. Bus services to and from Cherry Hinton have been cut and cut again:

Response

Comments duly noted. It is an expectation that the bus service connections between Cherry Hinton and other destinations will be improved as part of the proposals to reduce travel times and discourage car use.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31794 Anderson Group [1383]	Object	Not Specified	None

Agent: Savills (Mr david henry) [43]

Summary:

The proposal that any strategy for public transport must be lead by the County Council in partnership with local authorities, bus companies and developers is supported. The reference to 'developers' is capable of misinterpretation as being only the developers of the NCH site. It is important to acknowledge that there is need to harmonise proposals with the emerging strategy for the surrounding area as a whole, including the adjacent LSCH AMC. Therefore, it is proposed that after the term 'developers' the phrase is added 'of the NCH site and adjacent strategic proposals'.

Response

Comments duly noted. No change considered necessary.

Action

No change to the SPD.

Representation(s) *Nature Appearance Soundness Tests*

31817 Smarter Cambridge Transport [7062] **Object Not Specified None**

Agent: Smarter Cambridge Transport (Edward Leigh) [7063]

Summary:

- There is rarely enough subsidy money to run a high frequency service for the hours that people need it from the time when people start moving into the development to completion (typically a number of years).
- The bus operator is expected to cover a proportion of the operating costs, which makes the service loss-making at the outset.
- The "existing network" uses roads (Cherry Hinton Rd and Hills Rd) that are already very congested at peak times, making bus services unreliable and relatively expensive to operate.
- This is not a recipe for a large modal shift to bus travel.

Response

Comments duly noted. It is an expectation that the bus service connections between Cherry Hinton and other destinations will be improved as part of the proposals to reduce travel times and discourage car use.

Action

No change to the SPD.

Paragraph 5.34

Representation(s) *Nature Appearance Soundness Tests*

31590 Ms Anna Le Gouais [6888] **Support Not Specified None**

Summary:

Great to have access to public transport, however, currently you cannot class Coldham's Lane as having a bus route - one bus a day is not enough to be a bus route!

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph 5.35

Representation(s) *Nature Appearance Soundness Tests*

31645 Will Lord [6915] **Support Not Specified None**

Summary:

This may not be the place for this feedback but the bus provision along Coldhams Lane is woefully inadequate for a development of this size. The Citi 1 service is useful for people travelling to certain parts of the city but without improvements to cycling and public transport this development is going to be very car-heavy. Since there are also proposals to redevelop the land south of Coldhams Lane the overall additional pressure on the road will be unsustainable without serious consideration being given to transportation.

Response

Comments duly noted. It is an expectation that the bus service connections between Cherry Hinton and other destinations will be improved as part of the proposals to reduce travel times and discourage car use.

Action

No change to the SPD.

Paragraph 5.36

Representation(s)

Nature Appearance Soundness Tests

31756 Mr & Mrs Em and Kev Ritchie [6903] Object Not Specified None

Summary:

Parking is a big issue this side of Cherry Hinton. We have seen previously empty pockets of land being developed and this has provided a squeeze on parking opportunities. Any new development must make parking a priority. It is all very well and good to quote green ideals at the public exhibition but the reality is that most houses have two cars, and sometimes more given the rise of young adults living at home due to exorbitant living costs. Please consider extensive underground parking as an option. Please consider town house styles with parking at ground level.

Response

Comments duly noted. Cycle and car parking provision will be assessed and addressed as outline and reserved matters planning application process.

Action

No change to the SPD.

Representation(s)

Nature Appearance Soundness Tests

31771 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801] Object Not Specified None

Summary:

More guidance or examples of best practice in relation to car parking would be beneficial. It is not mentioned, but is underground car parking proposed or even an option in this location?

Section 5.73 and 5.74- are minimum requirements. We would want to see optimum.

Response

Comments duly noted. Cycle and car parking provision will be assessed and addressed as outline and reserved matters planning application process.

Action

No change to the SPD.

Representation(s)

Nature Appearance Soundness Tests

31848 Cambridgeshire County Council (Mr Stuart Clarke) [1032] Object Not Specified None

Summary:

car parking provision should be compared to needs assessment e.g. car ownership levels. This has not been addressed.

Response

Comments duly noted. Cycle and car parking provision will be assessed and addressed as outline and reserved matters planning application process.

Action

No change to the SPD.

Paragraph 5.37

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31591 Ms Anna Le Gouais [6888]	Object	Not Specified	None

Summary:

Consider centralised/edge parking which can be beneficial for deterring people from using their cars e.g. Freiburg in Germany has done it successfully.

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph 5.38

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31853 Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Object	Not Specified	None

Summary:

The provision of electric charging points within the development is welcomed, however, the provision needs to be more specific and it is suggested the SPD reflects the need for EV charging points in different settings e.g. Residential, Commercial, Carparks etc. also the SPD should reflect the different types of EV charging points (standard and rapid).

It would be beneficial if the SPD had an aspiration that all dwellings are provided with EV charging points.

Response

Comments duly noted. Electric vehicle charging points and the provision of related infrastructure is an evolving matter with the changing technologies for electric and zero emission vehicles. This level of detail is outside the scope of the SPD, but will be considered as part of the outline and reserved matters planning application process.

Action

No change to the SPD.

Paragraph 5.40

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31731 Mr Christopher Hills [7050]	Support	Not Specified	None

Summary:

It is important that street lighting should use full cutoff housings, so that all of the light is sent down onto the ground where it is wanted, and none is sent out horizontally or above the horizontal where all it does is cause glare and light pollution. The new street lights that were installed in Borley Way and elsewhere last year are very bad, they send out lots of light above the horizontal.

Response

Comments duly noted. It is important that the development minimises light pollution is minimised. This will be addressed as part of the outline and reserved matters planning application process.

Action

No change to the SPD.

Paragraph 5.42

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31641 Environment Agency (Mr Tony Waddams) [1273]	Support	Not Specified	None

Summary:

Outstanding issues: The SPD does not mention provision of potable water supply to the site.

The development lies within the area traditionally supplied by Cambridge Water Company. It is assumed that water will be supplied using existing sources and under existing abstraction licence permissions. The planners should seek advice from the water company to find out whether this is the case, or whether a new source needs to be developed or a new abstraction licence is sought.

We may not be able to recommend a new or increased abstraction licence where water resources are fully committed to existing abstraction and the environment. The location of development should take into consideration the relative availability of existing developed water resources. The timing and cost of infrastructure improvements will be a consideration. This issue should be discussed with the water company.

Every opportunity should be taken to build water efficiency into new developments, and innovative approaches should be encouraged. We support the initiatives mentioned in Section 5.42 which stated that water efficiency and water sensitive design was a key priority for the site.

Response

Comments duly noted. The supply of water to the development site is the responsibility of the developer. Whilst this is beyond the remit of the SPD, it is an expectation that provision is made for appropriate water supply to the site. This should be established prior to the submission of any future planning application. Water efficiency measures in new development can be addressed secured as part of the outline and reserved matters planning application process.

Action

No change to the SPD.

Paragraph 5.44

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31618 Margaret Starkie [1957]	Support	Not Specified	None

Summary:

Consider other forms of energy supply and conservation, including air to water heat sources, solar panels and wind turbine.
Consider heat recovery ventilation systems

Response

Comments duly noted. The site's strategy and approach towards energy usage, supply and conservation will be addressed as part of the outline and reserved matters planning application process.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31854 Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Support	Not Specified	None

Summary:

The acknowledgement that air quality needs to be considered at the design stage (Page 56) is welcomed and the SPD should also consider domestic use of energy as well as energy production i.e. combustion sources within domestic dwellings.

Response

Comments duly noted. No change necessary. Paragraph 5.47 recognises that the list is not exhaustive.

Action

No change to the SPD.

Paragraph 5.52

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31704 Mr & Mrs Em and Kev Ritchie [6903]	Support	Not Specified	None

Summary:

There have been historic instances of surface water flooding adjacent to existing drainage ditches which run through the proposed site and into current residential fringes of Cherry Hinton. As acknowledged in the report 'the site is within an area of water stress'. We wholeheartedly support installing any water saving devices, any surface water storage systems or management systems that can be incorporated into the design of buildings and infrastructure.

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph 5.54

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31672 Historic England (Mrs Debbie Mack) [5828]	Object	Not Specified	None

Summary:

Whilst we welcome the application of sustainable drainage policies within the development, the potential impact upon buried archaeology should be acknowledged and any strategy designed to minimise the impact on buried archaeology.

Response

Comments duly noted. Paragraph 3.30 effectively deals with archaeology. Further investigation will be conditioned through the outline planning application process.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31638 Environment Agency (Mr Tony Waddams) [1273]	Support	Not Specified	None

Summary:

Issues requiring further investigation.
 Infiltration sustainable drainage systems (SuDS) such as soakaways, unsealed porous pavement systems or infiltration basins shall only be used where it can be demonstrated that they will not pose a risk to the water environment.

- Infiltration SuDS have the potential to provide a pathway for pollutants and must not be constructed in contaminated ground. They would only be acceptable if a phased site investigation showed the presence of no significant contamination.
- Only clean water from roofs can be directly discharged to any soakaway or watercourse. Systems for the discharge of surface water from associated hard-standing, roads and impermeable vehicle parking areas shall incorporate appropriate pollution prevention measures and a suitable number of SuDS treatment train components appropriate to the environmental sensitivity of the receiving waters.
- The maximum acceptable depth for infiltration SuDS is 2.0 m below ground level, with a minimum of 1.2 m clearance between the base of infiltration SuDS and peak seasonal groundwater levels.
- Deep bore and other deep soakaway systems are not appropriate in areas where groundwater constitutes a significant resource (that is where aquifer yield may support or already supports abstraction).

Response

Comments duly noted. The surface water drainage strategy for the site will be addressed as part of the outline planning application process. Technical discussions are on-going.

Action

No change to the SPD.

Paragraph 5.60

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31749 Mr Keith Cowley [7049]	Object	Not Specified	None

Summary:

The Cambridge sewage treatment works is already overloaded leading to complaints about unpleasant odours for many years now. This development, combined with all the others in progress around Cambridge can only exacerbate the problem. There is no mention of any upgrading to overcome the issue, or who is to pay for such upgrading. This should surely be responsibility of the developers who are overloading the system, not the existing users.

Response

Comments duly noted. The foul water drainage strategy for the site will be addressed as part of the outline planning application process.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31639 Environment Agency (Mr Tony Waddams) [1273]	Support	Not Specified	None

Summary:

EA generally happy with the water quality/wastewater aspects of the draft SPD.
 EA fully endorse the statement in Section 5.60: "Ongoing consultation with Anglian Water will be undertaken to ensure the development proposal meets their requirements".
 EA would prefer to see an additional "To avoid foul flooding of existing properties, and to avoid pollution of the local water environment, all planning applications should include a Pre-Application Assessment Report from Anglian Water confirming that there is sufficient capacity to accommodate foul drainage from the site or phase of development".

Response

Comments duly noted. Agree to proposed amendment.

Action

Additional paragraph (5.61): "To avoid foul flooding of existing properties, and to avoid pollution of the local water environment, all planning applications should include a Pre-Application Assessment Report from Anglian Water confirming that there is sufficient capacity to accommodate foul drainage from the site or phase of development".

Paragraph 5.61

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31761 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]	Object	Not Specified	None

Summary:

We welcome the inclusion of green infrastructure within the SPD and an uninterrupted linear park (wildlife corridor) that links with wildlife sites to the south of Coldham's Lane with the Greenbelt/Green Corridor to the north, although we are concerned that the spine road subsequently provides an entrance route to future development on safeguarded land to the west - which creates a road that would cut across the linear park, devaluing wildlife connectivity. The houses adjacent to the linear park are four storeys and to the south - casting shade on the linear park. Consideration of shade/building height/aspect is therefore required.

Response

Comments duly noted. The landscape framework promoted through the SPD is robust enough to deal with the issues referred to. Any detailed impacts will be assessed through future outline and reserved matters planning applications.

Action

No change to the SPD.

Representation(s)

Nature Appearance Soundness Tests

31799 Natural Cambridgeshire (Mr Philip Clark) [6119] **Object Not Specified None**

Summary:

We welcome the need to preserve the adjacent wildlife sites and on-site habitats and in particular to treat the wildlife site on the eastern boundary with sensitivity and to create additional grassland habitat in that location. The wildlife site is noted for perennial flax and crested cow-wheat, which will have specific habitat requirements. The SPD should make clear that any habitat or open space enhancements in this location should not unintentionally have an impact on these plant species and that ideally, they should enable them to spread. An ongoing management contribution to achieve this would be required.

Response

Comments duly noted. This level of detail is beyond the remit of the SPD. The proposals present an opportunity to enhance biodiversity. It is an expectation that any potential ecological losses are mitigated, and where possible enhanced, as part of the outline and reserved matters planning application process.

Action

No change to the SPD.

Paragraph 5.64

Representation(s)

Nature Appearance Soundness Tests

31852 Cambridgeshire County Council (Mr Stuart Clarke) [1032] **Object Not Specified None**

Summary:

There are concerns that the provision of green space may not be sufficient, although the SPD references the policies within each local plan, the labels for pocket parks on the indicative map on page 63 do not match the description on the indicative map on page 43 where they are classed as green corridors, these are not the same and should be clarified.

In addition the dry swales should not be included within the allocation for green space as these may not be available for recreation depending on the condition of the swale e.g. in exceptional flood circumstances.

Response

Comments duly noted. Swales are not included as part of the open space calculations.

Action

Update of figure 38 to reflect the nature of the greenspaces.

Paragraph 5.65

Representation(s)

Nature Appearance Soundness Tests

31592 Ms Anna Le Gouais [6888] **Support Not Specified None**

Summary:

Play areas need to be easily accessible for the existing Cherry Hinton residents south of the site - there are currently no play areas north of Coldhams Lane (and only a poor quality play area south of Coldham's Lane).

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph 5.67

Representation(s)

Nature Appearance Soundness Tests

31676 Historic England (Mrs Debbie Mack) [5828] **Object Not Specified None**

Summary:

We would also suggest that the brief could refer to the need for high quality design and good practice in relation to the public realm. We would refer you to our regionally specific advice in 'Streets for All East of England' <https://historicengland.org.uk/images-books/publications/streets-for-all-east-of-england/> More information and advice on the above can be found on our website via this link: <https://historicengland.org.uk/advice/caring-for-heritage/streets-for-all/case-studies/>.

Response

Comments duly noted.

Action

No change to the SPD.

Representation(s)

Nature Appearance Soundness Tests

31736 St Andrew's Church (Rev'd Karin Voth Harman) [6898] **Object Not Specified None**

Summary:

Whilst much of the plan looks good, there doesn't seem to be any area in which kids could kick a football around. Or play a game of netball, or do some skateboarding. Imperative then that the playing fields of the secondary school are accessible to local young people at weekends and school holidays.

Response

Comments duly noted. The provision, layout and management of open spaces, will be addressed as part of the outline and reserved matters planning application process.

Action

No change to the SPD.

Representation(s)

Nature Appearance Soundness Tests

31750 Mr Keith Cowley [7049] **Object Not Specified None**

Summary:

Given the ghastly nature of the 'high quality' station square that has been foisted upon Cambridge the heart sinks at the sight of these words. What is meant by a highest quality square? It can mean all things to all men. On the station experience, to Cambridge planners, it means a vast expanse of hard paving with a few token trees set in a wind tunnel between bland and unappealing architecture.

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph 5.70

Representation(s)

Nature Appearance Soundness Tests

31597 Ms Anna Le Gouais [6888] Support Not Specified None

Summary:

Ensure that there are regular benches along the green corridors to enable older people to use them for walking, with opportunities for rest. Benches are really important to enable more people to walk.

Response

Comments duly noted.

Action

No change to the SPD.

Representation(s)

Nature Appearance Soundness Tests

31796 Natural Cambridgeshire (Mr Philip Clark) [6119] Support Not Specified None

Summary:

We welcome the inclusion of green infrastructure within the SPD and in particular an uninterrupted linear park (wildlife corridor) that potentially links with wildlife sites to the south of Coldham's Lane with the Greenbelt/Green Corridor to the north.

Response

Comments duly noted.

Action

No change to the SPD.

Representation(s)

Nature Appearance Soundness Tests

31823 Natural England (Miss Carla Jackson) [5507] Support Not Specified None

Summary:

We support the inclusion of green infrastructure within the SPD, including an uninterrupted linear park that potentially links with wildlife sites in the wider countryside.

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph 5.71

Representation(s)

Nature Appearance Soundness Tests

31620	Mrs Karen Hosking [6895]	Object	Not Specified	None
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Summary:

Pocket parks are great but there also needs to be a central green area for the community. This should be attached to a community centre or community cafe/church to best utilise this area and aid community cohesion. This is less likely in scattered pockets.

Response

Comments duly noted. The central square area is connected to the wider green area. It is the intention that pocket parks and the linear park will be linked, creating a comprehensive green network.

Action

No change to the SPD.

Representation(s)

Nature Appearance Soundness Tests

31777	Mr Robin Greenwood [7052]	Support	Not Specified	None
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Summary:

I'd like to urge the Council to ensure that sufficient space is devoted to recreational and social areas and to multi-purpose buildings that the community can use for leisure activities.

As a member of St Andrew's parish church in Cherry Hinton I am keen that the new community should have space/s that all faiths can use for religious and community development purposes. I envisage St Andrew's engaging in the organisation of faith space there, acting as a bridge between the old and the new communities.

Response

Comments duly noted. The provision of community rooms and links to existing provision will be considered as part of the future outline planning application and can be secured through the Section 106 process.

Action

No change to the SPD.

Representation(s)

Nature Appearance Soundness Tests

31851	Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Support	Not Specified	None
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Summary:

It is welcomed that in addition the 5.71 of the Open space and recreation section within the SPD states that the development should "also encourage healthy lifestyles and the use of sustainable travel modes, such as cycling."

Response

Comment duly noted.

Action

No change to the SPD.

Paragraph 5.75

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31762 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]	Object	Not Specified	None

Summary:

We have concerns regarding the location of the school playing fields which extend into the Greenbelt. Playing fields are urban in character, utilising artificial surfaces, ball courts, flood-lighting, fencing. The purpose of Greenbelt here is to prevent the merging with Teversham and green corridor linking Cambridge with east countryside. Fields could significantly erode both of these. We see no indication in SPD regarding landscaping on the NE and eastern edges of fields. The land allocated for school towards eastern boundary should be reserved for landscaping/buffering as part of the playing fields could be a nature area for the school.

Response

Comments duly noted. The site's Green Belt/landscaping/buffering strategy will be addressed as part of the outline planning application. The inclusion of sports fields in the Green Belt is not incompatible with this designation, provided that the function of the Green Belt unaffected (i.e. maintains proper separation between Teversham and Cherry Hinton and protects the setting of Cambridge).

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31593 Ms Anna Le Gouais [6888]	Support	Not Specified	None

Summary:

Access to facilities at the secondary school would be great. The existing sports pitches in Cherry Hinton are quite far away (and have poor cycle links to as the cycle routes on the High Street are not good).

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph 5.77

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31594 Ms Anna Le Gouais [6888]	Support	Not Specified	None

Summary:

Great to have new play areas, including for existing resident as there are limited options this side of Cherry Hinton. Ensure that they are easily accessible by walking and cycling for existing residents.

Response

Comments duly noted.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31646 Will Lord [6915]	Support	Not Specified	None

Summary:

Play facilities will be critical to the success of the development.

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph 5.78

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31764 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]	Object	Not Specified	None

Summary:

Open spaces proposed for development are too local and won't meet resident's needs for larger open spaces or achieve biodiversity gains. Sites like Wandlebury CP and NT estates (Anglesey Abbey/Wicken Fen) will have increased visitor pressures and are already struggling with capacity and impact on the biodiversity.

This is not factored into the SPD or the suggested mitigation. The AAP concept plan on page 10 shows a new country park highlights the need for this space. Concerned that piecemeal developments will fail to contribute financially towards new large public spaces or offsetting on existing sites. Address directly in the SPD.

Response

Comments duly noted. The delivery of a new country park for the wider region is beyond the remit of this SPD.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31827 Natural England (Miss Carla Jackson) [5507]	Object	Not Specified	None

Summary:

The development should provide sufficient informal open space to meet the additional and growing recreational demands of new (and existing) residents and to deliver biodiversity net gain. Natural England advises that additional off-site green infrastructure provision is likely to be required to meet these needs.

Response

Comments duly noted.

Action

No change to the SPD.

Representation(s)

Nature Appearance Soundness Tests

31595 Ms Anna Le Gouais [6888] Support Not Specified None

Summary:

Good to have information open space. Allow some to be off-lead dog walking areas.

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph 5.79

Representation(s)

Nature Appearance Soundness Tests

31751 Mr Keith Cowley [7049] Support Not Specified None

Summary:

There had to be something supportable somewhere in the proposal. This is the first commonsense proposal I have seen. Pity it has not been adopted for all the other developments.

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph 5.80

Representation(s)

Nature Appearance Soundness Tests

31631 Douglas Taylor [6909] Support Not Specified None

Summary:

Assurance of sustainable public transport - good connections to current cycle ways into the city.

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph 5.83

Representation(s)

Nature Appearance Soundness Tests

31698 Susan & Richard Sewell [6902]

Object Not Specified None

Summary:

We note with interest the SPD for the land in Cherry Hinton, currently part of the south-eastern corner of Cambridge Airport's airfield. We have been conducting the Breeding Birds Survey (BBS) on behalf of the British Trust for Ornithology (BTO) in that area for the past 4 years. The airfield itself is a valuable habitat for skylarks, and the hedgerow along the eastern boundary of the proposed site (on Airport Way, particularly the part adjacent to the junction with Gazelle Way), which I believe is part of the County Wildlife Site, consistently harbours populations of both whitethroat and lesser whitethroat during the breeding season. This year, a pair of nesting linnets were also recorded in this area.

We would like to request that these important hedgerows are preserved both during the construction at the development, and as part of the final developed site. It appears from the plans that this area is designated as an "open space" for public recreational access. Retaining these hedgerows would presumably help create a boundary to these areas, as well as enhancing the ecological diversity of the area, and would be entirely in keeping with the concept of public recreation in a green open space.

Response

Comments duly noted. The proposals present an opportunity to enhance biodiversity. It is an expectation that any potential ecological losses are mitigated, and where possible enhanced, as part of the outline and reserved matters planning application process.

Action

No change to the SPD.

Representation(s)

Nature Appearance Soundness Tests

31752 Mr Keith Cowley [7049]

Object Not Specified None

Summary:

New habitats, however well intentioned, can never replace the existing in terms of biodiversity and wildlife while retention in isolation will result in substantial loss due to loss of adjacent feeding areas. Retention in the whole is the only effective measure to maintain existing biodiversity.

Response

Comments duly noted. The proposals present an opportunity to enhance biodiversity. Substantial ecological losses should be avoided as part of the detailed design of the scheme. It is an expectation that any loss of habitat is mitigated, and where possible enhanced, as part of the outline and reserved matters planning application process.

Action

No change to the SPD.

Representation(s)

Nature Appearance Soundness Tests

31822 Natural England (Miss Carla Jackson) [5507] **Support Not Specified None**

Summary:

This site lies within an area where Natural England believes development should contribute towards delivery of landscape scale biodiversity net gain, in particular enhancement of chalk grassland and woodland and farmland bird habitat.

Natural England supports the proposal to preserve the adjacent wildlife sites and on-site habitats and to create additional grassland habitats.

Ecological impacts, including on farmland species, should be appropriately mitigated and enhancements incorporated to demonstrate delivery of net biodiversity gain, to meet NPPF requirements and the needs of people and wildlife.

Response

Comments duly noted. The site's strategy and approach towards ecology and biodiversity will be addressed as part of the outline and reserved matters planning application process.

Action

No change to the SPD.

Paragraph 5.86

Representation(s)

Nature Appearance Soundness Tests

31753 Mr Keith Cowley [7049] **Object Not Specified None**

Summary:

The existing developments around Cambridge are already providing far too many apartments. This results in ghettos of young 'professionals' for whom the apartment is nothing more than a crash pad between commutes to work and leisure activities elsewhere. Result - comatose 'communities'. If the development is to go ahead it should provide more, lower density, traditional family housing.

Response

Comments duly noted. The site's housing mix will be agreed as part of any future outline planning application.

Action

No change to the SPD.

Paragraph 5.87

Representation(s)

Nature Appearance Soundness Tests

31596 Ms Anna Le Gouais [6888] **Support Not Specified None**

Summary:

Good to have highest density housing around the centre to support local shops, and encourage walking. Lower density near the existing settlement would also be suitable.

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph 5.88

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31695 Mr & Mrs K Phillips [6901]	Object	Not Specified	None

Summary:

Residents observed that If the houses were already there - would an airport be allowed to be built so near to them - I think not. The resident questions why has some one come along with this plan?

Response

Comments duly noted. The site identified is within the non operational land for Cambridge Airport. The size of the site is limited by airport operational safety concerns.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31856 Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Object	Not Specified	None

Summary:

The needs of disabled or older people and other marginalised groups should be taken into account in all aspects of the masterplan including, but not limited to, the design of green space, transport connectivity etc.

The requirement that the development should include a mix of dwelling sizes, types and tenures to meet projected future household needs within Cambridge including integrated housing, and dwellings designed to provide adaptability and flexibility is welcomed.

The SPD could go further and recommend the proportions of dwellings that are built to the Government's 'Approved Document M' standards.

Response

Comments duly noted. Reference within the SPD to 'Approved Document M' (which relates to Building Regulations) is considered unnecessary.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31687 Dr Timothy Newton [6900]	Support	Not Specified	None

Summary:

Strongly support new housebuilding in Cambridge from a resident's perspective. From the perspective of an academic at the University, I am likely to leave the city in the future unless house prices become affordable. Many people across the city will benefit from more house building.

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph 5.89

Representation(s)

Nature Appearance Soundness Tests

31619 Margaret Starkie [1957] **Support Not Specified None**

Summary:

Essential that this site has 40% integrated affordable housing, especially as the 40% target was not reached for the Wing development

Response

Comments duly noted. Paragraph 5.89 refers to the 40% affordable housing threshold. This quantum will also be tenure blind, to ensure it is fully integrated into the whole development.

Action

No change to the SPD.

Representation(s)

Nature Appearance Soundness Tests

31621 Mrs Karen Hosking [6895] **Support Not Specified None**

Summary:

Cherry Hinton needs affordable housing, this is currently lacking in the city and there is a clear current need in Cherry Hinton to provide housing for essential workers who are unable to afford current prices and are being pushed out of cambridge or are now social excluded. It is essential this aim of 40% is met or improved upon.

Response

Comments duly noted. Paragraph 5.89 refers to the 40% affordable housing threshold.

Action

No change to the SPD.

Paragraph 5.90

Representation(s)

Nature Appearance Soundness Tests

31861 Cambridgeshire County Council (Mr Stuart Clarke) [1032] **Object Not Specified None**

Summary:

There is no aspiration within the SPD to tackle crime through innovative design.

Response

Comments duly noted. No change considered necessary. Section 5.99 (Character & Form) reference a number of key Local Plan policies which seek to ensure the site is designed to a high standard which, including the creation of safe, urban environments.

Action

No change to the SPD.

Paragraph 5.92

Representation(s)

Nature Appearance Soundness Tests

31691 Mr & Mrs K Phillips [6901]

Object

Not Specified

None

Summary:

Schools - I am amazed that you have even thought to build schools so close to an airport, aviation pollution, levels of noise, distraction . What health will the pupils be in after years in those conditions.

Response

Comments duly noted. The environmental impacts of existing development (including Cambridge Airport's operational activities) on the residential amenity of prospective residents (including sensitive uses such as schools) will be assessed as part of any future outline planning application.

Action

No change to the SPD.

Representation(s)

Nature Appearance Soundness Tests

31754 Mr & Mrs Em and Kev Ritchie [6903]

Object

Not Specified

None

Summary:

It concerns us that a shortage of school places has been used to justify the inclusion of a primary school and secondary school in this development. Currently, Cherry Hinton has 4 primary schools all of which have undergone significant expansion schemes in recent years. This area of Cherry Hinton is currently served by two secondary schools one of which, Bottisham Village College, has had plans to extend each year group by three form entry and its buildings as a result. Both are part of the same Multi Academy Trust and so form a 'monopoly' this side of the city.

Response

Comments duly noted. School provision needs to be carefully planned to ensure there are enough places for local children. School provision will be assessed and addressed as part of the outline and reserved matters planning application process.

Action

No change to the SPD.

Representation(s)

Nature Appearance Soundness Tests

31829 Mrs Naomi Naomi Goldsbrough [7067]

Object

Not Specified

None

Summary:

I am concerned that if the school is built and finished before the housing development, many children from Cherry Hinton could be tempted to attend due to it being a new building and inevitably having better resources. Has the impact on the existing schools been considered with regard to this? I have also heard that the school (s) could be private school (s) and if this is the case it's unlikely the school will be serving the community of Cherry Hinton.

Response

Comments duly noted. School provision needs to be carefully planned to ensure there are enough places for local children. School provision will be assessed and addressed as part of the outline and reserved matters planning application process.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31836 Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Object	Not Specified	None

Summary:

Education officers generally support the principles set out for education provision and the locations of the schools. However, there does remain a need to retain appropriate flexibility around the building location for the primary school. Both in terms of the site itself, and the surrounding area.

Response

Comments duly noted.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31803 Teversham Church of England Primary School (Mr Anthony Sharpe) [7045]	Support	Not Specified	None

Summary:

The proposed new primary school (2FE) will be just 600 metres from our primary school. We are very concerned that another school is proposed in addition to Cherry Hinton C of E Primary, Bewick Bridge Primary, Wings Primary and Spinney Primary. If this school is built before it is known that there are no available spaces in the current schools, the education of the children in these schools will be put at risk as the financial viability of these schools will be under threat. We are not objecting unless there are school places available in local schools or that the school is built before the houses are occupied.

Response

Comments duly noted. School provision needs to be carefully planned to ensure there are enough places for local children. School provision will be assessed and addressed as part of the outline and reserved matters planning application process.

Action

No change to the SPD.

Paragraph 5.93

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31598 Ms Anna Le Gouais [6888]	Object	Not Specified	None

Summary:

Do not open a new primary school too early.
Do not allow developer to use S106 contributions for schools - should be from DfE.

Response

Comments duly noted.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31737 St Andrew's Church (Rev'd Karin Voth Harman) [6898]	Object	Not Specified	None

Summary:

Given the number of unfilled places in the existing local primary schools, it is questionable whether the provision of a primary school on this site is in the best public interest and represents best value for the taxpayer. The effect of a 2FE rather than single form entry primary risks making at least one of the existing schools unsustainable. In addition, primary school playing fields rarely serve the whole community as they are fenced off.

Response

Comments duly noted.

Education officers generally support the principles set out for education provision and the locations of the schools. School provision needs to be carefully planned to ensure there are enough places for local children. School provision will be assessed and addressed as part of the outline and reserved matters planning application process. Any access to school sports facilities will be secured with a Community Use Agreement.

Action

Amend paragraph 2.19 to include reference to ensure community access to school playing fields is secured with a Community Use Agreement.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31804 Teversham Church of England Primary School (Mr Anthony Sharpe) [7045]	Support	Not Specified	None

Summary:

The proposed Airport way development plans show new cycle paths from the new houses to the door of our school Teversham C of E Primary which has not yet been expanded. It would surely be more logical and economically wise to expand a recently Ofsted inspected "Good" school that is within walking distance on newly provided pathways. Because of our special ethos and caring reputation we expect to attract many children from this new community. We are not objecting unless there are school places available in local schools or that the school is built before the houses are occupied.

Response

Comments duly noted.

Education officers generally support the principles set out for education provision and the locations of the schools. However, there does remain a need to retain appropriate flexibility around the building location for the primary school. Both in terms of the site itself, and the surrounding area. School provision will be assessed and addressed as part of the outline and reserved matters planning application process.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31838 Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Support	Not Specified	None

Summary:

The 2.3 hectare primary school site is sufficient to accommodate a 2 form of entry (420 place) school, and sufficient to meet the needs of the proposed development on this site. Officers have encouraged the inclusion of additional safeguarded land to future proof the primary school site for expansion, should the adjacent land come forward for development in the future.

The primary school will include provision for early years. Officers would encourage any development of this nature to also consider provision for a commercially operated nursery.

Response

Comments duly noted. School provision needs to be carefully planned to ensure there are enough places for local children. School provision will be assessed and addressed as part of the outline and reserved matters planning application process.

Action

No change to the SPD.

Paragraph 5.94

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31738 St Andrew's Church (Rev'd Karin Voth Harman) [6898]	Object	Not Specified	None

Summary:

We want this school to be as small as possible to prevent the traffic jams that will result from children being delivered from all over Cambridgeshire to a highly academic school, which is not located on any public transport route. There is no market need for a large secondary school in this area, and the new development will not produce teenagers for some considerable time, since young families are most likely to be moving into new housing. This school should thus be delayed as long as possible.

Response

Comments duly noted. School provision needs to be carefully planned to ensure there are enough places for local children. It is not sustainable planning to restrict school size. Any school development will need to have good sustainable transport links to reduce the need for vehicular movement to and from the site. It is anticipated that the bus services and cycle routes between Cherry Hinton and other destinations will be improved to encourage the usage of more sustainable forms of transport.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31841 Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Object	Not Specified	None

Summary:

It seems unnecessary, in paragraph 5.94, to state that the secondary school will be a minimum of 6FE to ensure it is educationally and financially viable. Simply state the secondary school will be a minimum of 6 forms of entry (900 places) to serve the SPD site and surrounding areas.

Response

Comments duly noted.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31599 Ms Anna Le Gouais [6888]	Support	Not Specified	None

Summary:

A much improved bus service is needed if such a large school is to be built.

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph 5.96

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31685 Crime Prevention Design Team Cambridgeshire (Ms Carol Aston) [7041]	Support	Not Specified	None

Summary:

The Cambs Crime Prevention Design Team considered that the draft SPD addresses paragraphs 58 and 69 of the NPPF. No further comments, observations or recommendations.

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph 5.97

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31647 Will Lord [6915]	Object	Not Specified	None

Summary:

Cherry Hinton High Street's 'offer' is not particularly compelling as it is so I think competition might be helpful. It would be good to see some higher quality cafes, restaurants and/or local shops. What should be definitely be avoided is further charity shops and (in particular) betting shops.

Response

Comments duly noted. The provision of new shops on the site will be assessed and addressed as part of the Development Management process.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31830 Mrs Naomi Naomi Goldsbrough [7067]	Object	Not Specified	None

Summary:

Community Centre - We have an exciting Village Centre in the heart of Cherry Hinton where residents like myself, who live less than a mile away from it, cannot access the discounted rates it offers for exercise classes, for example, because I live in a different local authority area (South Cambs). This is ridiculous considering I personally, am extremely involved in the Cherry Hinton community by being a childminder, involved in the parish church and vice chair of Bewick Bridge Friends Committee. So will you ensure the new Community Centre is available for all in an equal manner?

Response

Comments duly noted. The new development will be expected to provide local community facilities. These need to be 'multi-functional' to provide the greatest flexibility to maximise their benefit to the local community that they serve. They will be open to all residents from either Cambridge or South Cambridgeshire. Community facilities provision will be assessed and addressed as part of the Development Management process.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31600 Ms Anna Le Gouais [6888]	Support	Not Specified	None

Summary:

Great to have new facilities. Avoid fast food outlets and charity shops as these are already well catered for on the High Street.
A cafe, pub or restaurant is what is really needed - somewhere that people can meet socially, perhaps similar to what the Fulbourn Centre has (?)

Response

Comments duly noted.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31739 St Andrew's Church (Rev'd Karin Voth Harman) [6898]	Support	Not Specified	None

Summary:

We support community facilities that form bridges between existing and the new community so that it comes to think of itself as an extensive of Cherry Hinton Village. We urge planners to consider what kind of facilities might achieve this purpose. We are happy to serve as a 'link organisation' since geographically St Andrew's is at the border of the two communities, and historically, this church has knit together the community, and has a track record of almost 1000 years in creating and caring for this place.

Response

Comments duly noted. Access to community facilities will be assessed and addressed as part of the Development Management process. Cambridge City Council is normally directly involved with organising community development activities as new residents begin to occupy the properties.

Action

No change to the SPD.

Paragraph 5.98

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31696 Mr & Mrs K Phillips [6901]	Object	Not Specified	None

Summary:

The scheme seems to have not mentioned Doctors surgery and Dentist provision, which at this moment is in Cherry Hinton at crisis point.

Response

Comments duly noted. The new development will be expected to contribute to additional local facilities including provision for GP and dentist surgeries to meet demand generated by new residents.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31778 convenience store (Mr Ronak Patel) [7057]	Object	Not Specified	None

Summary:

Concerned about the proposed new stores indicated on the plans. I propose restrictions on the use of the proposed units and/or ability to keep it in the hands of local independent business person.

Response

Comments duly noted. It is an expectation that the local centre will provide a retail element. The exact type of uses within the local centre is beyond the scope of this SPD.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31831 Mrs Naomi Naomi Goldsbrough [7067]	Object	Not Specified	None

Summary:

St Andrew's Parish Church - placed between the existing Cherry Hinton and the planned new development- the church will be key in providing links between the Community and I urge this to be a consideration when planning communal buildings and their purpose. The church will be very valuable in the integration of the existing and proposed development and this needs to be considered going forward.

Response

Comments duly noted. Community facilities provision will be assessed and addressed as part of the Development Management process.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31741 St Andrew's Church (Rev'd Karin Voth Harman) [6898]	Support	Not Specified	None

Summary:

We support this aspiration but know that if the needs of future residents are to be planned for, people must be in place to listen to whoever moves in and to run the groups and events that will help a community to form. Building a community hall is not enough. We will be on the ground, and would like to help manage and direct community facilities. We would like an acknowledgement in planning that people have spiritual needs and emotional needs which different faith groups are well placed to address, and the Church of England well placed to coordinate.

Response

Comments duly noted. The new development will be expected to provide local community facilities. These need to be 'multi-functional' to provide the greatest flexibility to maximise their benefit to the local community that they serve. Community facilities provision will be assessed and addressed as part of the Development Management process.

Action

No change to the SPD.

Paragraph 5.100

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31701 Mr & Mrs Em and Kev Ritchie [6903]	Object	Not Specified	None

Summary:

The report makes mention of potential further housing developments along 'safeguarded land' by Coldham's Lane. This, coupled with the proposed development opposite by the Anderson Group will mean that Cherry Hinton will be joined to Cambridge and Romsey along this arterial link, thereby losing its 'separate village identity', something that this report highlights as important: 'The proposals must create a clear identity that is cognisant of the 'village' character that existing resident of Cherry Hinton cherish'. We echo this and do not want Cherry Hinton to lose its village feel. This corner of Cherry Hinton has already seen division between the districts of City and South Cambs made more visual with the new village sign opposite the NISA shop to mark a boundary.

Response

Comments duly noted.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31694 Mr & Mrs K Phillips [6901]	Object	Not Specified	None

Summary:

Cherry Hinton and Teversham will both lose their identity and just become urban sprawl. The residents of these areas have already taken on board many new homes, expanded and welcomed newcomers.

Response

Comments duly noted. The site's Green Belt/landscaping/buffering strategy will be addressed as part of the outline planning application process. It is an expectation that the Green Belt designation continues to provide clear separation between Cherry Hinton and Teversham.

Action

No change to the SPD.

Paragraph 5.101

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31740 St Andrew's Church (Rev'd Karin Voth Harman) [6898]	Support	Not Specified	None

Summary:

We want to underscore how important it is to the active residents of Cherry Hinton that this 'village identity' is somehow carried through to the new development, which should be a new 'neighbourhood' of our village. We think the name should be something like 'North Cherry' so that the link is made very obvious. There is a strong sense of place in Cherry Hinton and we hope we can import this to the new development. We hope there will be funding for community development experts to help new residents get involved in existing civic organisations and events.

Response

Comments duly noted. It is important that the development is seen as an extension to Cherry Hinton and not a village in its own right. Community facilities provision will be assessed as part of any future outline planning application. No decision has yet been taken regarding the name of the site, and will be considered in due course.

Action

No change to the SPD.

Paragraph 5.102

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31673 Historic England (Mrs Debbie Mack) [5828]	Object	Not Specified	None

Summary:

5.102 This paragraph is grammatically unclear.

Response

Comments duly noted. Agree that greater clarity is required.

Action

Wording to be amended to read 'The initial vision and design principles outlined in this SPD will form the basis for creating a new extension to Cherry Hinton, with a strong identity.'

Paragraph 5.103

Representation(s)

Nature Appearance Soundness Tests

31700 Mr & Mrs Em and Kev Ritchie [6903] **Object Not Specified None**

Summary:

The new plans offer no housing of one storey e.g. bungalows, and yet the character and form of this area of housing around Teversham Drift comprises a significant community of one storey residences. The new plans offer no care home or senior citizen sheltered housing. Whilst we accept that this may at the moment fall under the 'social housing' requirements by law of new developments, it concerns us that single storey dwellings have been left out. The largest growth demographic in Cambridgeshire is in the 65+ and 80+ age brackets and yet no specific provision has been made for this group, whereas other demographic groups are named in the report.

Response

Comments duly noted. The detailed housing mix will need to be the subject of detailed discussion with Council officers to identify the appropriate range of housing. The developer has indicated that an element of older people's housing could be provided within the development, which would be supported.

Action

Last sentence in paragraph 5.88 to be amended to read: 'The site may provide an opportunity for providing specialist homes including for the elderly, subject to local identified needs.'

Representation(s)

Nature Appearance Soundness Tests

31747 Mr Keith Cowley [7049] **Object Not Specified None**

Summary:

4-5 storey buildings will be wholly out of keeping with the rest of Cherry Hinton and Tevesham.

Response

Comments duly noted. The tallest buildings will be located towards the centre of the site, away from the highest ground, to minimise visual impact.

Action

No change to the SPD.

Representation(s)

Nature Appearance Soundness Tests

31765 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801] **Object Not Specified None**

Summary:

We have concerns about heights of the proposed central buildings. They are shown at four storeys, which in this particular context would be alien. The only buildings near the site that are of that height are within the airport site itself. The site is mainly flat and the surrounding buildings are mainly residential of two storey. Therefore, a doubling of height would be a dramatic difference and should be reconsidered to minimise visual impact.

Response

Comments duly noted. The tallest buildings will be located towards the centre of the site, away from the highest ground, to minimise visual impact. A Landscape and Visual Impact Assessment will be required as part of any future outline planning application.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31798 Natural Cambridgeshire (Mr Philip Clark) [6119]	Object	Not Specified	None

Summary:

We are also concerned that the houses adjacent to the linear park will be four storeys and to the south - potentially casting shade on the linear park. Consideration of shade/building height/aspect is required.

Response

Comments duly noted. The site's landscaping/buffering strategy and light/shading impact of any new development on any neighbouring green spaces will be addressed as part of any future outline and reserved matters planning application.

Action

No change to the SPD.

Paragraph 5.110

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31648 Will Lord [6915]	Support	Not Specified	None

Summary:

The development at Neath Farm Court, which places houses around a shared green space has been a successful model for safe play and community cohesion.

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph 5.111

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31703 Mr & Mrs Em and Kev Ritchie [6903]	Object	Not Specified	None

Summary:

It concerns us that there may have to be a major re-routing of gas supplies during this work, and we do not wish our gas supply to be disturbed, suspended or face any related issues without prior notice and financial recompense.

Response

Comments duly noted. The gas main route will need to be agreed with the relevant infrastructure providers.

Action

No change to the SPD.

Paragraph 5.114

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31674 Historic England (Mrs Debbie Mack) [5828]	Object	Not Specified	None

Summary:

Figure 52 The secondary school building zone is not particularly clear on the plan. We would suggest using a different colour.

Response

Comments duly noted. Agree.

Action

Graphic (figure 52) to be amended to better identify the secondary school building zone.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31812 Network Rail (Caren Tong) [7061]	Support	Not Specified	None

Summary:

* Network Rail finds the increased usage of level crossings and/or bridges appropriate to be detailed within both the Summary of Constraints and Key Development Principles sections.

* Investigation into the development's impact upon usage of these infrastructures would enable Network Rail to realise if and how they need to be improved. Such improvements could be the development of a new bridge or upgrading the level crossing system used, for example.

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph Constraints and challenges

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31601 Ms Anna Le Gouais [6888]	Support	Not Specified	None

Summary:

Traffic on Coldham's Lane also needs speed reducing - it is meant to be 20mph but most cars are over 30mph and many are over 40mph. Consider including physical changes to slow traffic on that road, especially if volumes will increase. Many children walk, cycle and scoot to school along the pavement of Coldham's Lane. Fast moving traffic is dangerous - construction traffic, and residential.

Response

Comments duly noted. The impact of traffic beyond the SPD boundary will be considered as part of the outline and reserved matters planning application process.

Action

No change to the SPD.

Paragraph Opportunities

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31651 Mrs Christine Shaw [5589]	Object	Not Specified	None

Summary:

This application is focused on cherry hinton, where is consideration for the village area of teversham? This area will be spoiled by this development by traffic and noise, with no benefits to the population of the village area.

Response

Comments duly noted. The environmental impacts of existing development on the residential amenity of existing residents will be assessed as part of any future outline planning application.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31602 Ms Anna Le Gouais [6888]	Support	Not Specified	None

Summary:

An obvious gateway to Cherry Hinton along Coldham's Lane could be used to slow traffic along that road (many of which travels at 40mph despite the 20mph speed limit). Opportunity to improve cycle route along Coldham's Lane will reduce car traffic.

Response

Comments duly noted.

Action

No change to the SPD.

Paragraph Key development principles

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31675 Historic England (Mrs Debbie Mack) [5828]	Object	Not Specified	None

Summary:

Archaeology whilst archaeology is briefly mentioned in the planning obligations requirements table and also para 3.30, given the potential archaeological sensitivity of the site we consider that archaeology should be given more consideration in the SPD. It is important that any future development considers the location of archaeology and is designed to minimise the impact upon these heritage assets.

Response

Comments duly noted. Paragraph 3.30 effectively deals with archaeology. Further archaeological investigation can be secured through the outline planning application process.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31857 Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Object	Not Specified	None

Summary:

The SPD could reflect the need to address obesogenic environments that encourage people to eat unhealthily and not do enough exercise by encouraging healthy lifestyle choices through innovate design.

Response

Comments duly noted. It is an expectation that a Health Impact Assessment will be submitted as part of any future outline planning application.

Action

No change to the SPD.

Paragraph 5.115

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31832 Smarter Cambridge Transport [7062]	Object	Not Specified	None

Agent: Smarter Cambridge Transport (Edward Leigh) [7063]

Summary:

Investment should instead be focused on making sustainable transport options more convenient, safe and attractive.
 Transport data is essential in order to assess the transport impact of this development, and how effective different mitigations may be.
 It is imperative that safe and convenient walking and cycling routes to local amenities and bus stops are open from the moment that people start moving in. They must remain open and safe to use throughout the construction period.

Response

Comments duly noted. The detail is beyond the scope of the SPD. On going wider projects currently gather transport data as part of the Greater Cambridge Partnership. Phasing will be considered as part of the outline planning application to ensure that routes are safe and usable.

Action

No change to the SPD.

Paragraph 5.116

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31693 Mr & Mrs K Phillips [6901]	Object	Not Specified	None

Summary:

A concern about how this SPD fits with recent Government White Paper - New Planning - "The onus should be on good design, realistic local and neighbourhood plans, and should focus on areas that can accommodate it".

Response

Comments duly noted. Policy R47 of the emerging Cambridge Local Plan identifies the requirement for an SPD at Land North of Cherry Hinton. The SPD has the intention of providing a framework for overall development and setting out, at a high level, the expected quality of the urban extension. This approach is consistent with the Government White Paper 'Planning for the Right Homes in the Right Places'.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31855 Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Object	Not Specified	None

Summary:

The statements regarding s106 monies for 'primary health care facilities' on page 75, needs to be wider. The category of infrastructure should be 'health care facilities' rather than 'primary health care facilities' in order to allow different sectors of the NHS to decide what type of provision would best suit that location i.e. primary and community care provision. In addition the location of any expansion, or new facility may not be within Cherry Hinton so it might be better to reword the requirement to allow a flexible location.

Response

Comments duly noted. The development will need to mitigate its impact in terms of demand on local facilities, including GP services. This can be secured through the Section 106 process.

Action

Paragraph 5.115 to be redrafted to reflect current position. The table (on page 75 of the consultation document) to be updated to reflect County Council's requirements; referring to 'health care facilities' rather than 'primary health care facilities'.

Paragraph 5.117

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31603 Ms Anna Le Gouais [6888]	Object	Not Specified	None

Summary:

Do not allow the primary school to open at the start of the development - there are plenty of primary schools in Cherry Hinton and the surrounding area which are currently not full and losing pupils to the new school will seriously harm them. (Cherry Hinton CoE Primary, Colville, Bewick Bridge, Teversham, Fen Ditton all have spaces, including potential for another class intake at Colville.)
 Also do not allow S106 contributions to be spent on a school - the Department for Education should fund new schools, not developers. The S106 should be spent on other community facilities.

Response

Comments duly noted. The specification for the educational facilities and the timing of the delivery of the schools will be part of the Section 106 agreement.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31742 St Andrew's Church (Rev'd Karin Voth Harman) [6898]	Object	Not Specified	None

Summary:

We would invite you to consider whether the anticipated spend of section 106 money will be the optimal use of these funds for either the new or existing communities in the local area. We do not want the situation currently occurring in the university's North Cambridge development where a primary school was opened too soon because section 106 monies had to be spent. There may be more imaginative ways to build community than the standard school build.

Response

Comments duly noted. The development will need to mitigate its impact in terms of demand on local facilities. This can be secured through the S106 process. Discussions are currently taking place regarding the provision of community facilities.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31813 Sport England (Mr Philip Raiswell) [210]	Object	Not Specified	None

Summary:

Sport England support the principle of provision for community indoor sports facilities being secured. Swimming pools may take the form of enhancements to existing facilities. Sports hall provision could be incorporated into the new secondary school, with secured community access. SPD should include reference to The Cambridge and South Cambs Sports Facilities Strategies (2016) to help inform requirements.

Sport England's Sports Facilities Calculator calculates the development will create demand for 0.85 sports court (pro-rata cost of £566,415), 29.91m² of water space (pro-rata cost of £573,433) and 0.12 artificial grass pitch (pro-rata cost of £124,465 - 3G pitch).

Sport England would recommend that the SPD is amended to state that indoor sports provision should be based on existing robust evidence and the use of Sport England planning tools such as the Sports Facilities Calculator.

Response

Comments duly noted. Agree to proposed amendment.

Action

Include reference to the Cambridge and South Cambridgeshire Sports Facilities Strategies (2016).

Paragraph 5.118

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31779 NHS England (Ms Kerry Harding) [5842]	Object	Not Specified	None

Summary:

The proposed development will impact on the NHS funding programme for the delivery of primary healthcare provision within this area and specifically within the health catchment of the development. NHS England would therefore expect these impacts to be fully assessed and mitigated.

Table 1 provides a summary of the capacity position for the GP Catchment Practices (2km radius) once the additional floor space requirements arising from the development proposal are factored in, including an estimate of the costs for providing new floor space and/or related facilities.

There is a capacity deficit in the catchment practices and a developer contribution of £435,252 would be required to mitigate the 'capital cost' to NHS England for the provision of additional primary healthcare services arising directly as a result of the development proposal.

Response

Comments duly noted. The development will need to mitigate its impact in terms of demand on local facilities, including GP services. Discussions are currently taking place.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31863 Cambridgeshire County Council (Mr Stuart Clarke) [1032]	Object	Not Specified	None

Summary:

The incorporation of cycle links, and the access to public transport is welcomed but the s106 requirements (page 75) could be widened to increase the uptake of cycling and walking within, and from the development. For example, any emerging travel plan should include personal travel plans, cycle purchase vouchers etc. In addition the connectivity considerations need to relate to the provision of adequate cycle parking facilities in both commercial buildings and domestic dwellings.

Response

Comments duly noted. Any planning obligation secured under the Section 106 process must meet the relevant tests, in that they are necessary to make the development acceptable in planning terms, are directly related to the development, and fairly and reasonable related in scale and kind. Further discussion regarding the detailed Section 106 package will be required as part of the outline planning application process.

Action

No change to the SPD.

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31640 Environment Agency (Mr Tony Waddams) [1273]	Support	Not Specified	None

Summary:

Outstanding issues: Waste hierarchy and the promotion of waste prevention

The document recognises the importance of both strategic household waste recycling centres and individual household waste and recycling receptacles. It is stated that the requirements for these will come through the financial contributions towards new strategic facilities being delivered off-site and procured by the County Council. The individual household waste will come through financial contributions which will be confirmed at the outline pre-application process. There needs to be consideration of the waste hierarchy and the promotion of waste prevention measures, so opportunities for waste minimisation, reuse and recycling are realised at the earliest stage.

Cambridge City Council should, through the Plan document recognise the requirements of the Waste Planning Authority in identifying potential sites for facilitating waste management operations and wider consideration should also be given to local capacity for managing the waste streams associated with development and occupancy thereafter.

Response

Comments duly noted. Any planning obligation secured under the Section 106 process must meet the relevant tests, in that they are necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonable related in scale and kind. Further discussion regarding the detailed Section 106 package will be required as part of the outline planning application process.

Action

Additional paragraph (2.8) which refers to Minerals and Waste Core Strategy and Minerals and Waste Site Specific Proposals Plan

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31772 Cambridge Past, Present & Future (Ms Stacey Weiser) [1801]	Support	Not Specified	None

Summary:

The document mentions the 40% affordable housing policy, but states that this is subject to viability. This should not be negotiable, especially given the affordable housing crisis in Cambridge. Alternative ownership options should also be explored. Due to the location and proximity of the site to employment centres, a key worker option could also be beneficial. The SPD must stress the importance of achieving 40% affordable.

Response

Comments duly noted. The SPD does not set any new affordable housing policy. This is a matter for the Local Plans which both require 40% affordable housing subject to site viability. The 40% threshold is already referenced in paragraph 5.89. This quantum will also be tenure blind meaning it will be fully integrated into the whole development.

Action

No change to the SPD.

Appendix 1: Glossary of Key Terms

Paragraph Appendix 1: Glossary of Key Terms

<i>Representation(s)</i>	<i>Nature</i>	<i>Appearance</i>	<i>Soundness Tests</i>
31677 Historic England (Mrs Debbie Mack) [5828]	Object	Not Specified	None

Summary:

Glossary - We would suggest that the terms, 'Heritage Assets', 'Conservation Area', 'Scheduled Monument', 'Listed Buildings' and 'Locally Listed Buildings' are added to the glossary.

Response

Comments duly noted.

Action

Include the following terms: heritage assets, conservation area, listed buildings, locally listed buildings.

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LAND TO THE NORTH OF CHERRY HINTON (LNCH) SUPPLEMENTARY PLANNING DOCUMENT FEBRUARY 2018

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INTRODUCTION

Overview of the Site

1.1 The Land North of Cherry Hinton (LNCH) is located between Airport Way and Cambridge Airport, north of Coldhams Lane [\(see figure 1\)](#).

1.2 LNCH comprises 47ha in area. The largest part of the site is currently in agricultural use with the western-most areas comprising part of the airport land. The site has been allocated for new housing supported by the emerging Local Plans and the Cambridge East Area Action Plan (AAP). LNCH presents an opportunity to assist in meeting the demand for housing in South Cambridgeshire [and Cambridge](#).

1.3 The surrounding area is predominately characterised by residential neighbourhoods of Cherry Hinton to the south, Teversham to the north and Cambridge to the west. The remaining land of Cambridge Airport borders the western boundary, with agricultural land to the immediate north. An industrial estate lies to the south of the site within Cherry Hinton. It is recognised, in principle, that residential-led development of the land adjoining the airport can now come forward without prejudicing Marshall's Aerospace business operations at Cambridge Airport. Where necessary, appropriate mitigation of environmental and health impacts will be required within any proposal to ensure future residents are provided with a satisfactory living environment.

Purpose of the development framework

1.4 This Supplementary Planning Document (SPD) is a planning guidance document which will support policy in both the draft Cambridge City Local Plan and the draft South Cambridgeshire District Local Plan. SPDs fall within one of two categories: the first relates to guidance supporting a city or district-wide objective; the second is guidance for a specific site or area development brief including framework master plans. This SPD falls within the second category.

1.5 This document will form a material consideration to be taken into account by Cambridge City Council and South Cambridgeshire District Council who, together with Cambridgeshire County Council, appoint members of the Joint Development Control Committee (JDCC) to determine major applications on the fringes of the City. The JDCC will determine the eventual planning application for LNCH.

[The progress of the SPD document preparation is shown in figure 2.](#)

1.6 This SPD has been prepared in line with the requirements of the Town and Country Planning (Local Planning) (England) Regulations 2012.

Structure of the development brief

1.7 The SPD is structured as follows:

- Chapter 1 provides an introduction to the document and illustrates the process for achieving a high quality development.
- Chapter 2 provides an overview of the planning policy context.
- Chapter 3 provides an analysis of the site and the wider area.
- Chapter 4 sets out the vision for the site.

- Chapter 5 sets out the framework principles for achieving the vision and masterplan.

Figure 1 – NO CHANGE



Figure 2 – AMENDED

Figure 2- current draft SPD

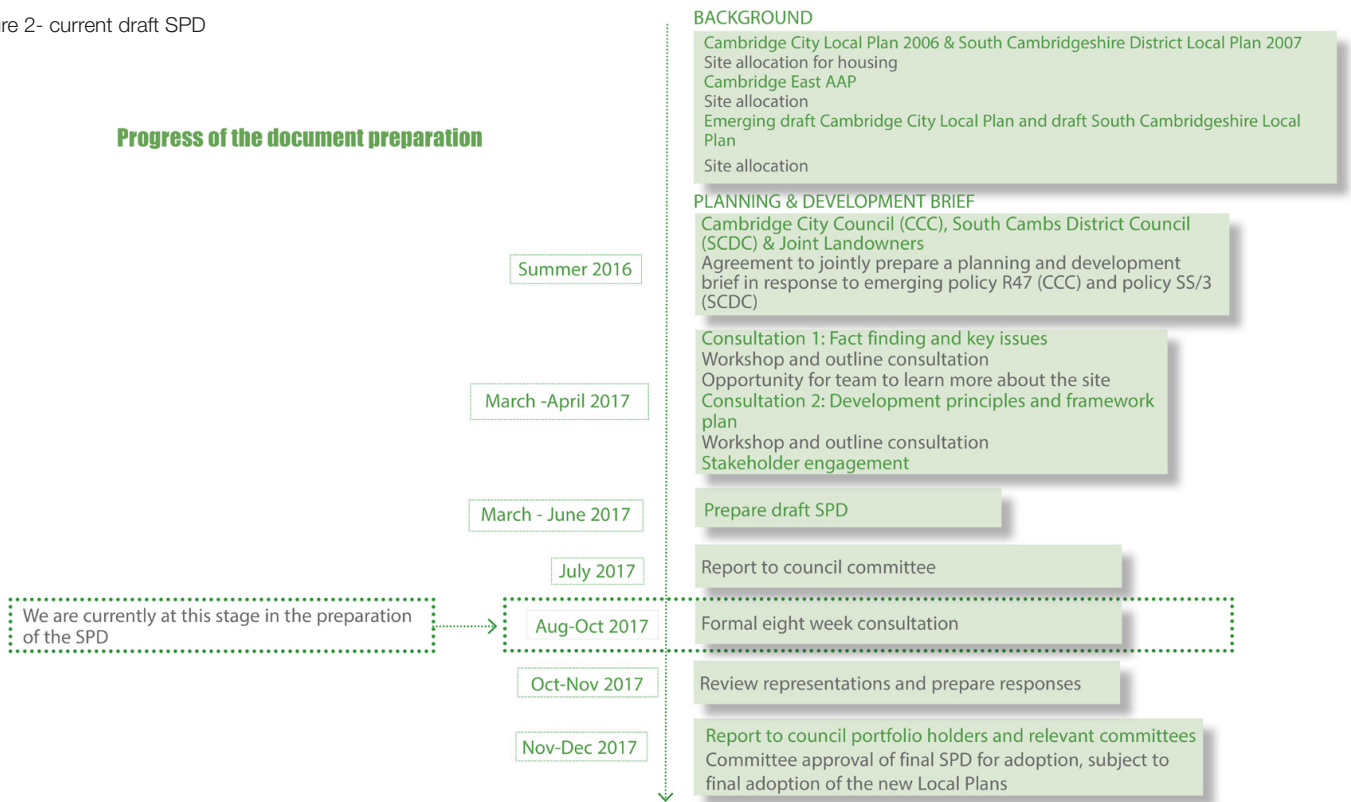


Figure 2- proposed additional modifications

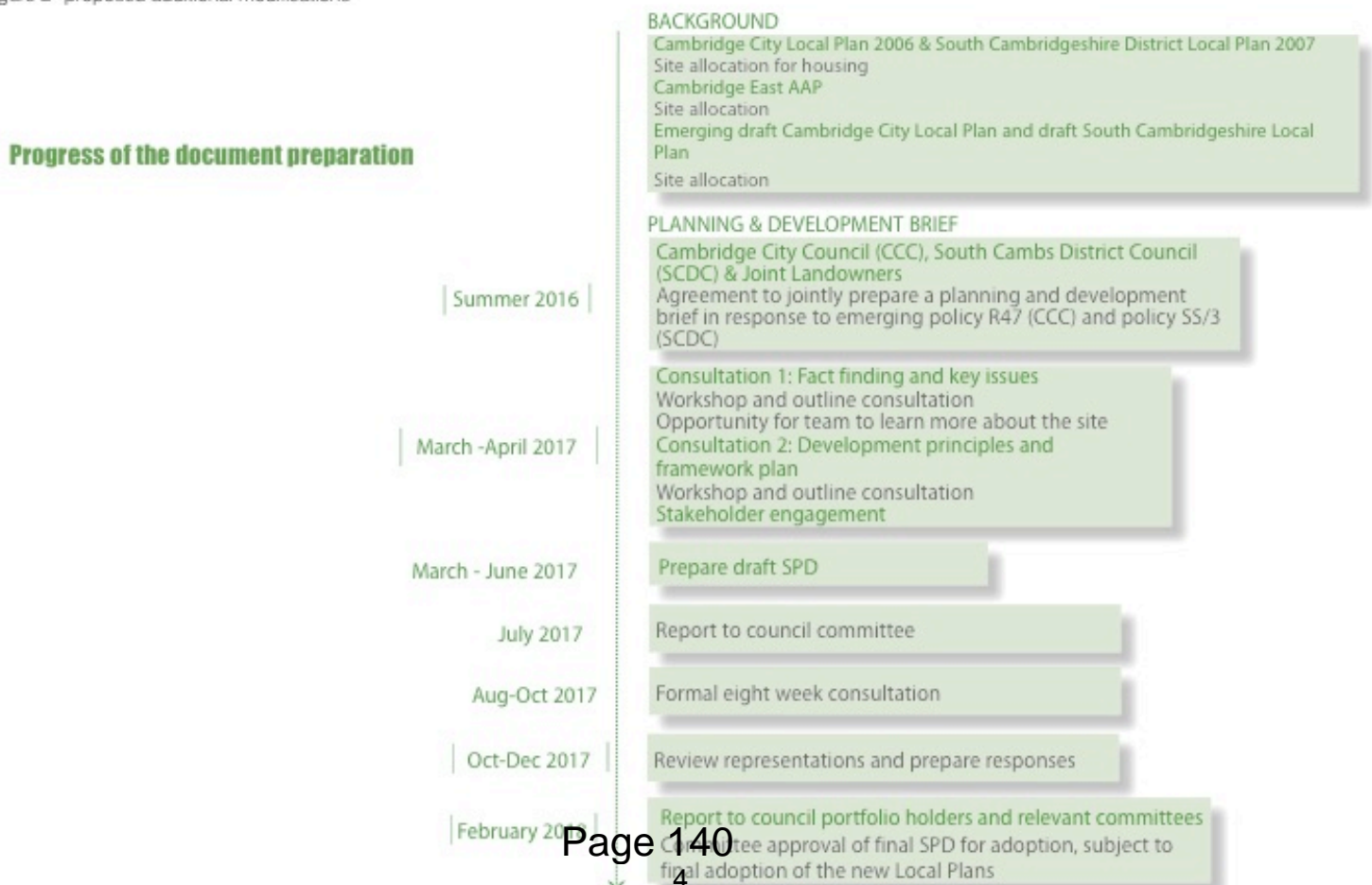


Figure 3 – NO CHANGE



Achieving a high quality development

The Land North of Cherry Hinton will be a vibrant, high-quality and distinctive extension to the existing settlement, reflecting and enhancing the special character of the surrounding area, whilst working in synergy with Cambridge as a whole.

1.8 The vision will be realised through the following process, for which this SPD forms the first step. The initial vision and development principles outlined within this SPD should be built upon and strengthened through this process to establish a compelling narrative for the new neighbourhood with a strong identity.

Stage 1: SPD

1.9 SPDs articulate and provide more detailed guidance on the policies in the Local Plan and form part of a process that ensures the delivery of a high quality development. SPDs will provide an overview of the site, its constraints and opportunities, and will set out an initial vision, the framework principles and framework master plan.

Stage 2: Outline planning application

1.10 An outline planning application will build upon the vision and objectives set out in the SPD

and will include a suite of technical assessments, defined at Environmental Impact Assessment (EIA) scoping stage. The illustrative master plan will provide details on certain aspects of the proposal to demonstrate technical feasibility, as well as setting out the strategic vision for the site.

1.11 An outline planning application enables the principle of development to be agreed while conditioning “reserved matters” for subsequent approval. A series of parameter plans forming part of the outline application will guide the development and help deliver the vision.

Stage 3: Design code

1.12 A design code will set rules for the design of the new development and will provide a tool to achieve the objectives and characters set out in the outline proposals. Design codes will typically follow an outline planning application and require approval prior to submission of the reserved matters. Design codes will typically comprise the following:

- The nature and purpose of the document and the planning context
- Summary of the local context, and the characteristics and constraints that have influenced the master plan and design code
- Comprehensive design guidelines and coding for the master plan area including, among others, density and building heights, spatial arrangement and block types, building types and materials palette.

Stage 4: Reserved matters

1.13 Detailed design development proposals at reserved matters stage will deal with some or all of the outstanding details of the outline application proposal, focusing on compliance with design code and outline parameters in respect to layout, scale, appearance, access and landscaping.

PLANNING POLICY CONTEXT

Introduction

2.1 The land included within this SPD falls within two local authorities: Cambridge City and South Cambridgeshire District.

2.2 The Cambridge East Area Action Plan (AAP) was adopted in February 2008 with an objective to “create a new and distinctive sustainable community on the eastern edge of Cambridge which will enhance the special character of the city and its setting and is connected to the rest of the city by high quality public transport and non-motorised modes of transport.” (Objective B/a, page 5). This plan was based on the assumption that the airport would relocate operations away from the area in the medium term. The document identified three areas that form Cambridge East:

- Cambridge Airport
- Land North of Newmarket Road, and
- Land North of Cherry Hinton.

2.3 The document sets out aspirations for the area and objectives in terms of creating district and local centres, housing, employment, leisure and community facilities, and guiding principles relating to landscape, biodiversity, water strategy and sustainability. The overall AAP concept diagram is included in figure 4.

2.4 The document represents a long term vision for the area, however since its publication there have been a number of changes in circumstance, both local and national, including an announcement from Marshall’s of its intentions to remain in Cambridge for the foreseeable future.

2.5 In November 2016 planning permission was granted at Land North of Newmarket Road for up to 1,300 homes, primary school, food store, community facilities, open space, landscaping and associated infrastructure and other development (S/2682/13/OL and 13/1837/OUT and identified as Phase 1 in the AAP). To the south of this site, Marshall as operators of Cambridge Airport, has committed to continuing airport operations for the foreseeable future.

2.6 In addition, national and local policy has evolved, and new local plans are currently being prepared for both Cambridge City Council and South Cambridgeshire District Council. The plans were submitted jointly to the Secretary of State in March 2014 for independent examination. As part of the examination, a number of hearing sessions have taken place from 2014 to 2017.

[Regard will be had to the Minerals and Waste Core Strategy and Minerals and Waste Site Specific Proposals Plan for development at the site.](#)

2.7 Except as superseded by the emerging new Local Plans of both Council’s, the AAP remains an important consideration in regard to the development of Land North of Cherry Hinton.

Local plan policies

2.8 In the emerging Cambridge Local Plan Proposed Modifications (2016) consultation, Land North of Cherry Hinton (R47) is allocated for approximately 780 dwellings during the plan period, along with adjoining land allocated in policy SS/3 of the emerging South Cambridgeshire Local Plan (2016) for approximately 420 dwellings. [Figure 5 illustrates Cambridge East which includes allocation R57.](#)

2.9 Proposals for residential development will be supported if:

- *“acceptable mitigation of environmental and health impacts (including noise) from the airport can be provided; and*
- *A masterplan is submitted for the development of site R47 and adjoining land in South Cambridgeshire which safeguards the appropriate future development of the wider safeguarded land; and*
- *the continued authorised use of Cambridge Airport does not pose a safety risk”.*

2.10 The master plan should make *“provision for a primary and secondary school, a local centre with a community hub, open space and a spine road connecting Coldham’s Lane with Cherry Hinton Road.”*

2.11 In addition, *“the rest of the Cambridge East site is safeguarded for longer term development beyond 2031. Development on safeguarded land will only occur once the site becomes available and following a review of both this plan and the Cambridge East Area Action Plan.*

2.12 *The policy replaces Policies CE/3 and CE/35 of the Cambridge East AAP. All other policies in the Cambridge East AAP are retained.”* (Modifications PM/SC/3/A PM/CC/3/A from South Cambs DC and Cambridge CC Schedule of proposed modifications, March 2016 respectively).

2.13 This SPD is a planning guidance document which will support policy in the draft Cambridge City Local Plan and make reference to the South Cambridgeshire District Council. This SPD provides guidance for a specific site through the evolution of the associated framework master plan, referring to modified proposed policies within the emerging local plans.

Long term transport strategy (LTTS)

2.14 Cambridgeshire County Council adopted the Long Term Transport Statement (LTTS) in July 2015. It was prepared collaboratively with district and neighbouring authorities.

2.15 The LTTS supports sustainable growth across Cambridgeshire to 2031, encourages sustainable transport modes and efficient use of the network, and seeks to reduce the need to travel and the impact of transport on the environment.

Figure 4 – Amended title

Figure 4 - Cambridge East AAP - current draft SPD

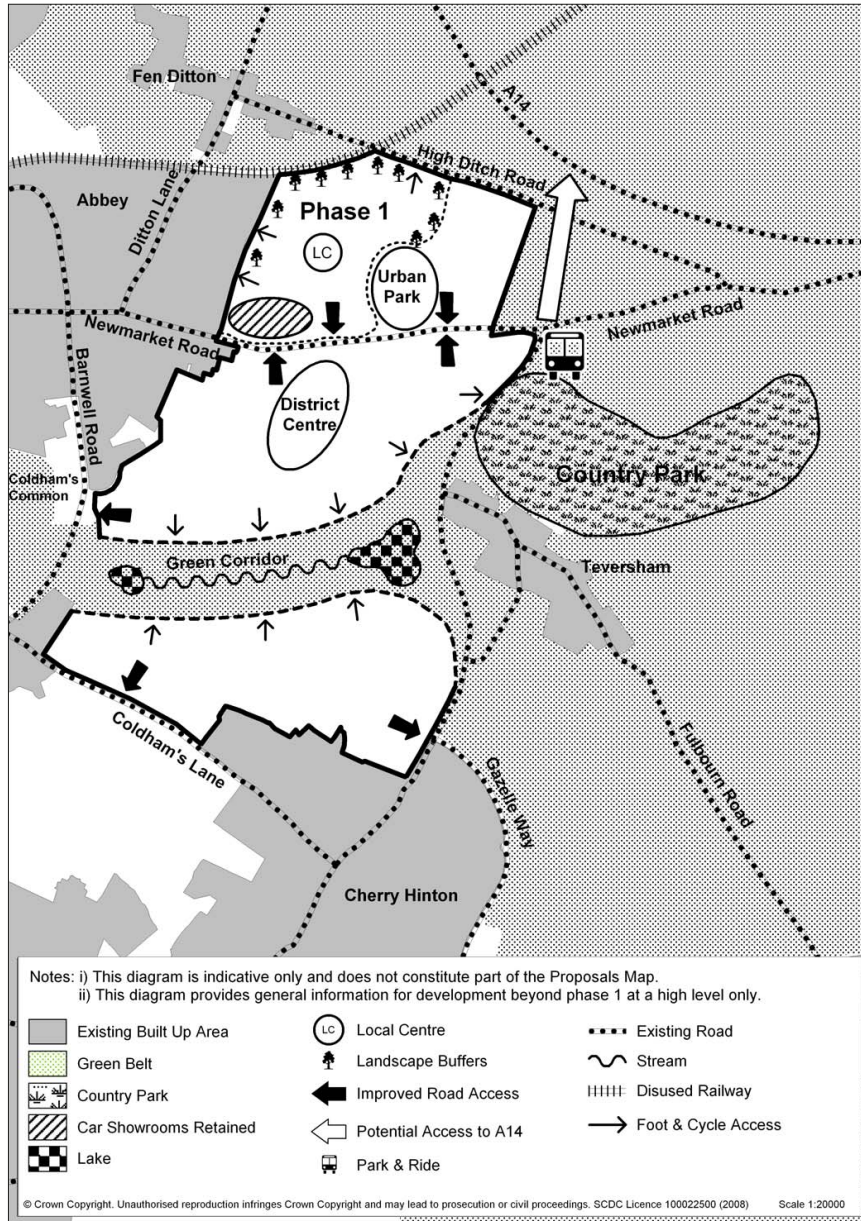


Figure 4: Cambridge East AAP concept diagram

Figure 4 - Cambridge East AAP - proposed additional modifications

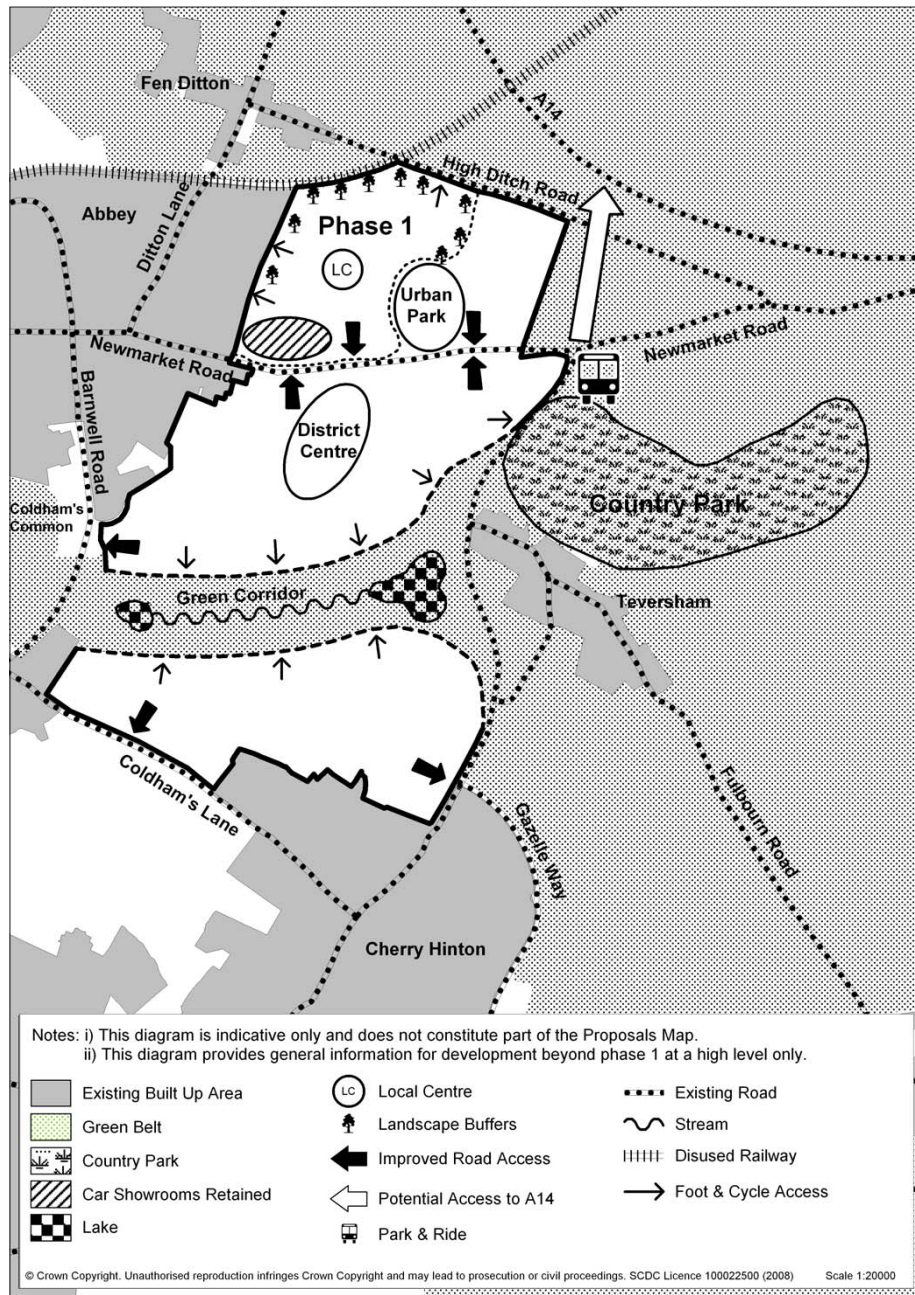


Figure 4: Cambridge East AAP (2008) concept diagram

Figure 5 – NO CHANGE

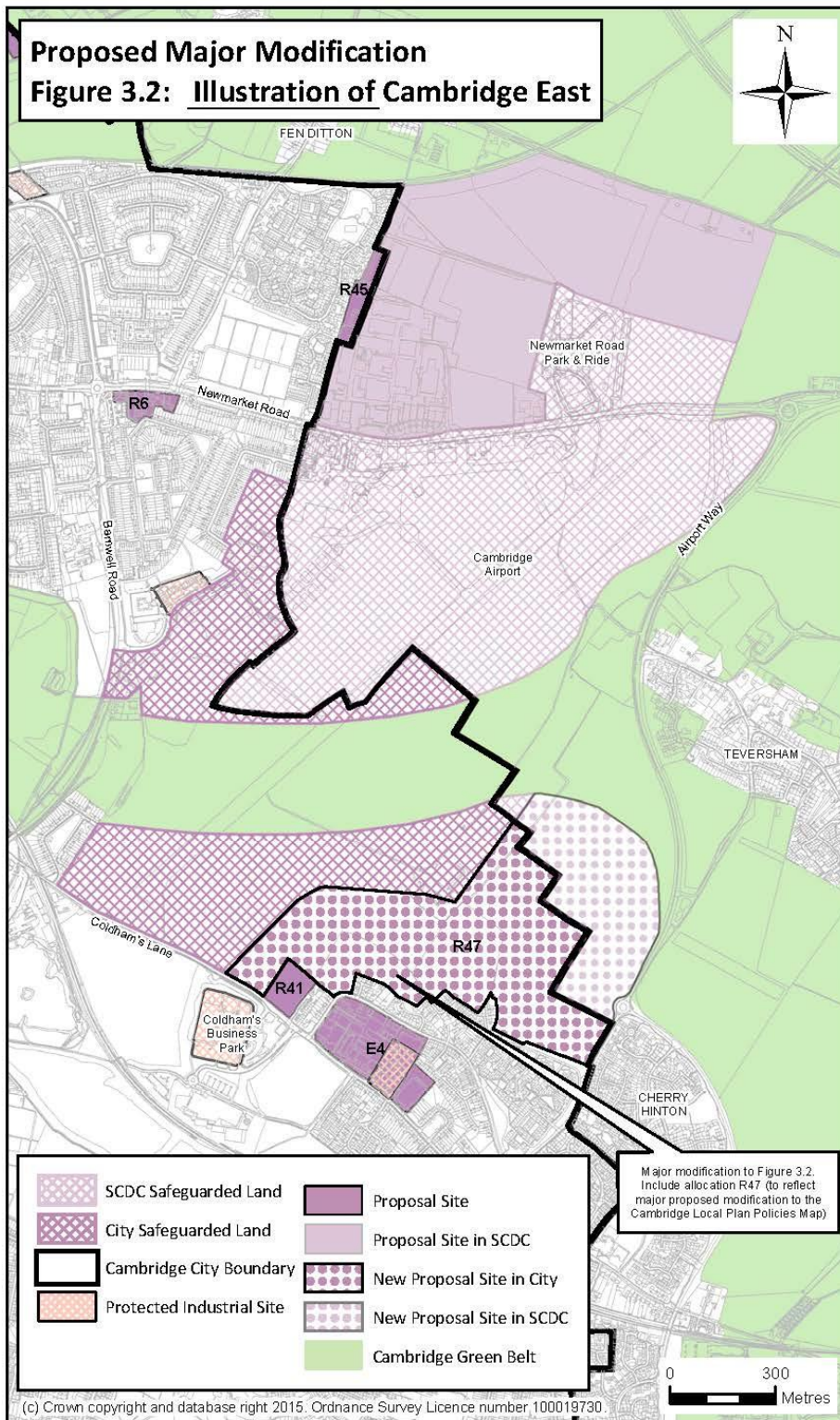


Figure 5: Cambridge Local Plan Modifications (March 2016)

Green Belt

2.16 The area to the north of the site is Green Belt.

2.17 Both the Cambridge and South Cambridgeshire Local Plan (respective submission drafts), state that the established purposes of the Cambridge Green Belt are to:

- Preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;
- Maintain and enhance the quality of this setting; and
- Prevent communities in the environs of Cambridge from merging into one another and with the city. (para 2.29) (policy 12 (R47)).

2.18 The policy for Land East of Cambridge notes that the land has been taken out of the green belt, but reiterates that *“the corridor of Green Belt running from Coldham’s Common to Teversham will remain as Green Belt”* (modification PM/SL/3/B).

2.19 The SPD does not include land in the Green Belt for built development. However there may be a requirement for the playing fields associated with the school to be located in Green Belt land. As per the modification proposed to the Cambridge Local Plan, development in the Green Belt will only be approved in accordance with green belt Policy in the National Planning Policy Framework (CLP policy 4). The school playing fields may be accessible to the general public, subject to a Community Use Agreement.

2.20 As stated in the proposed modification to CLP policy 12 (Cambridge East) *“As an exception to policy CE/6 of the Cambridge East AAP, the secondary school need not be included in the local centre”* (para 3.18). *In common with practice elsewhere around Cambridge and in line with national policy on Green Belt, it will be acceptable for school playing fields to be located in the retained Green Belt”* (para 3.18).

THE SITE AND SURROUNDING AREA

Surrounding areas and adjacent uses

3.1 The site is located on the eastern fringe of Cambridge (see figure 6), to the north of Cherry Hinton and adjacent to both residential and non-residential uses, bordering dwellings along Teversham Drift, March Lane and Church End to the south, Cambridge Airport and associated land to the west and north, and Cherry Hinton Road / Airport Way to the east, with agricultural land and the village of Teversham just beyond. The remaining area to the north of the site is in agricultural use.

3.2 Allocated site R41 is located immediately adjacent to the site, along Coldham's Lane. Planning consent at this site was obtained in February 2017 for:

3.3 *'Reserved matters application pursuant to outline approval 14/0028/OUT, as varied by application 16/0970/S73, for the erection of 57 dwellings including 10 No. 1-bed and 19 No. 2-bed apartments together with 20 No. 3-bed and 8 No. 4-bedroom dwellings, open space, car parking and circulation space.'*

Figure 6 – NO CHANGE



Transport and movement

3.4 The site is adjacent to two major roads connecting it to Cherry Hinton and nearby villages, as well as to the centre of Cambridge.

3.5 There are a number of bus stops within close proximity of the site, as shown in figure 7. Bus stops along Coldham's Lane are served twice daily by the in and outbound no. 17, service which connects Newmarket, Fulbourn and Teversham with Cambridge at the start and end of the working day. The Citi 1 service from the Cherry Hinton Road bus stops provides frequent services (every 10 minutes) connecting Cambridge to Addenbrookes, Cherry Hinton and Fulbourn.

3.6 LNCH is approximately 2.5km from Cambridge Rail Station, which provides regular services to London within approximately 1 hour, and to other nearby settlements. Further, the site is in easy reach of the new Cambridge North rail station, approximately 5.6km 4.5km to the north west.

3.7 As shown in figure 8, a public right of way (PRoW) runs north-south through the site, linking Cherry Hinton to Teversham. The footpath is accessed from March Lane, leading through to the north-west corner of the site.

3.8 Traffic free cycle routes run along the Tins cycle route and adjacent to the site, via Airport Way. A number of other on- and off-road cycle-ways run through Cherry Hinton and into Cambridge.

Figure 7 – NO CHANGE

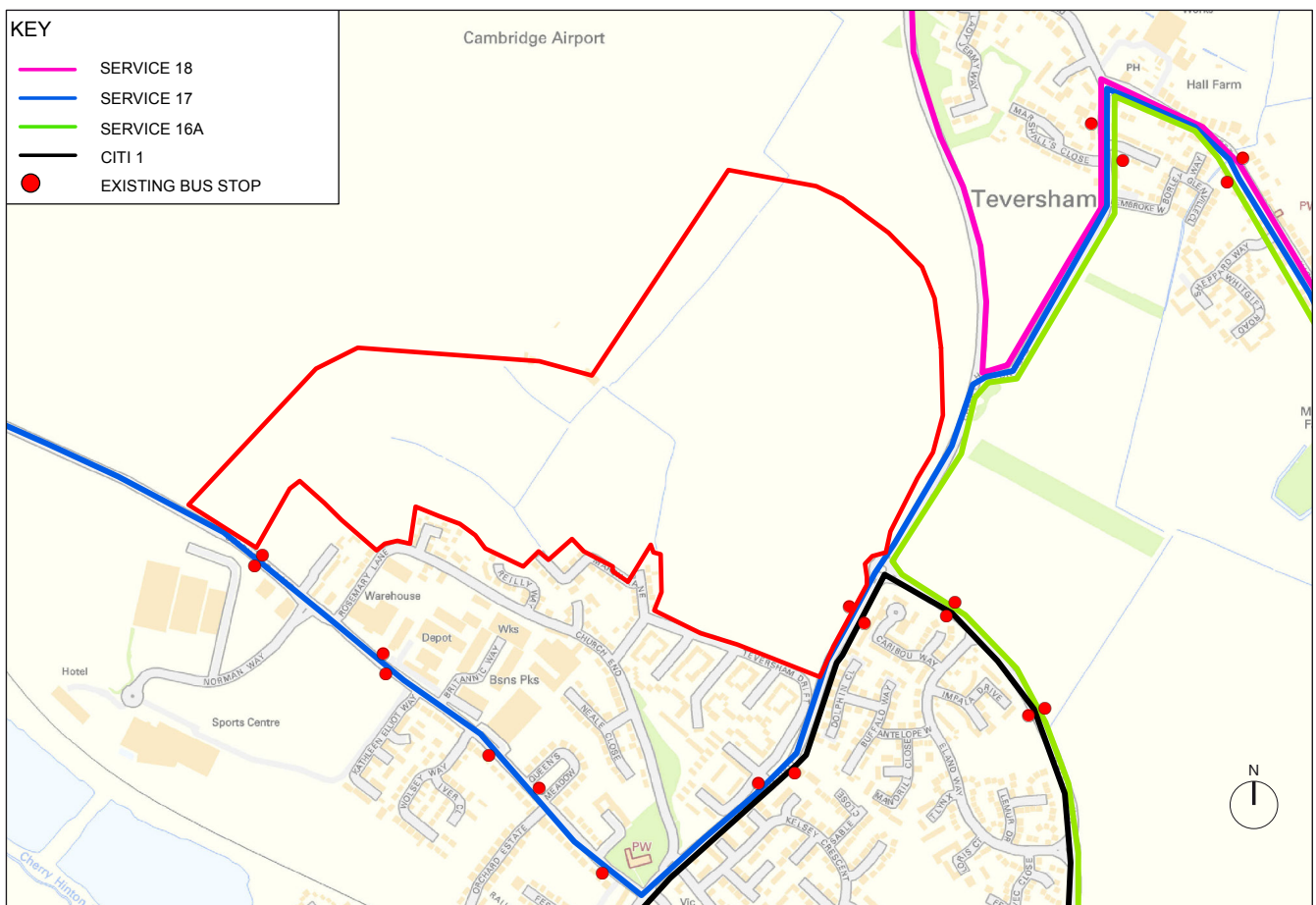


Figure 7: Existing bus network

Figure 8 – NO CHANGE

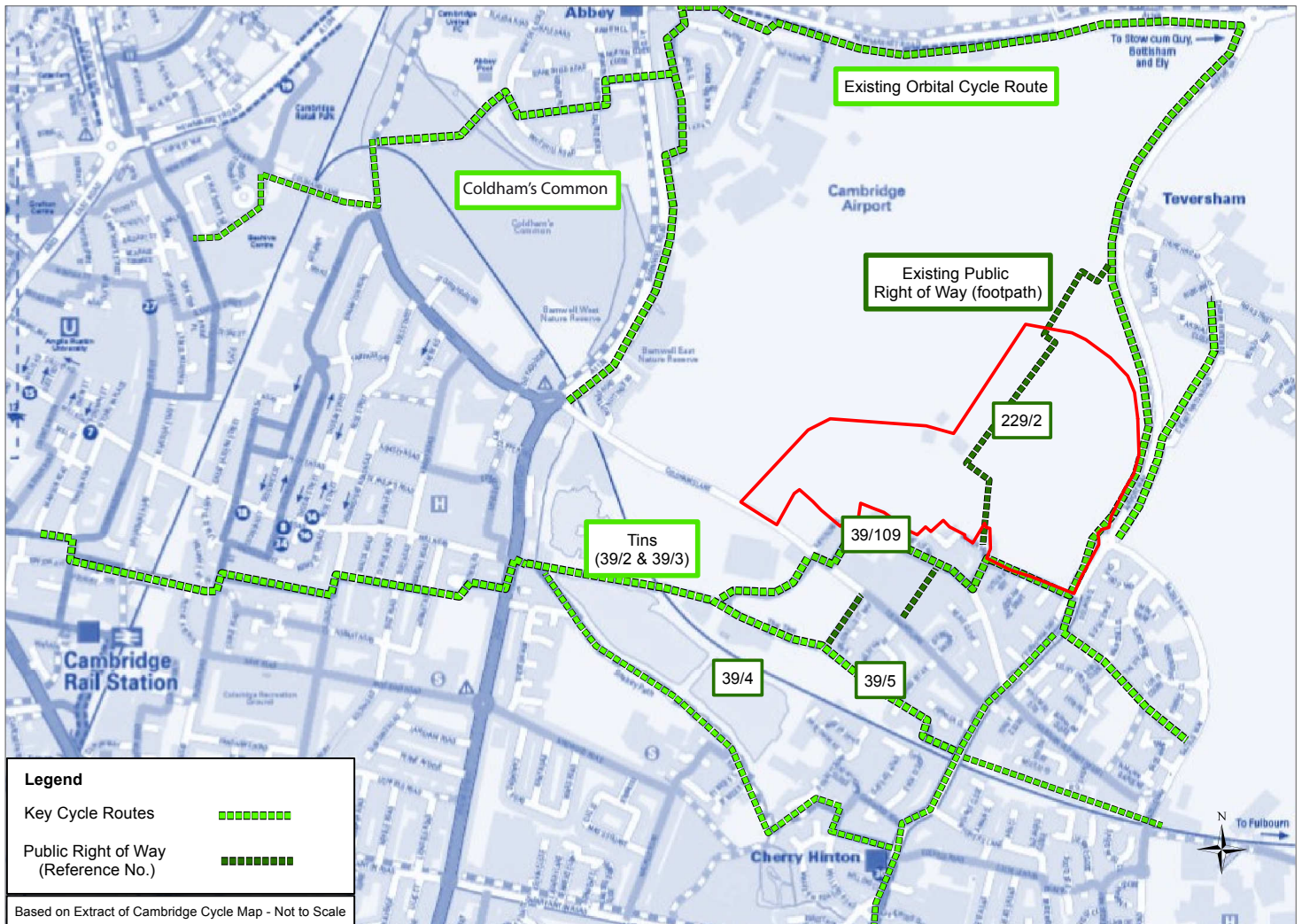


Figure 8: Existing Public Rights of

Services and facilities in Cambridge

3.9 The site is located approximately 5km east of Cambridge city centre, which has a good provision of services and facilities, including convenience and comparison retail stores and restaurants (see figure 9).

3.10 There are a number of primary and secondary schools and higher and further education establishments across Cambridge, including the University of Cambridge and Anglia Ruskin University.

3.11 The city also benefits from a number of employment, research and business centres, including the Cambridge Science Park.

3.12 Cambridge city centre offers a good public transport network, including a number of bus services and Cambridge and Cambridge North railway stations, providing direct links to London.

Figure 9 – AMENDED

Figure 9: Cambridge East Facilities - current draft SPD



Figure 9: Cambridge East Facilities - proposed additional modifications



















Local facilities

3.13 LNCH is located approximately 1 km north of Cherry Hinton village centre. The majority of facilities available within Cherry Hinton, [as identified in figure 10](#), can be reached by foot, bike or by public transport within a reasonable time frame.

Figure 10 – NO CHANGE



Figure 10: Local facilities

-  Cambridge Airport
-  Cherry Hinton Doctors Surgery
-  Fulbourn Hospital (mental health care facility)
-  Employment, Industrial Estate, Business Park
-  Education, school
-  Large scale retail
-  Small scale retail
-  Cherry Hinton High Street
-  Church
-  Village centre
-  Library
-  Restaurant, pub
-  Hotel
-  Playground
-  Leisure centre
-  Allotments

Education

3.14 There are a number of state funded primary and secondary schools in the area, covering the villages of Cherry Hinton and Teversham (figure 11). The new primary school at the Land North of Newmarket Road will also be within a reasonable walking distance.

Figure 11 – AMENDED

Figure 11: Education facilities - current draft SPD

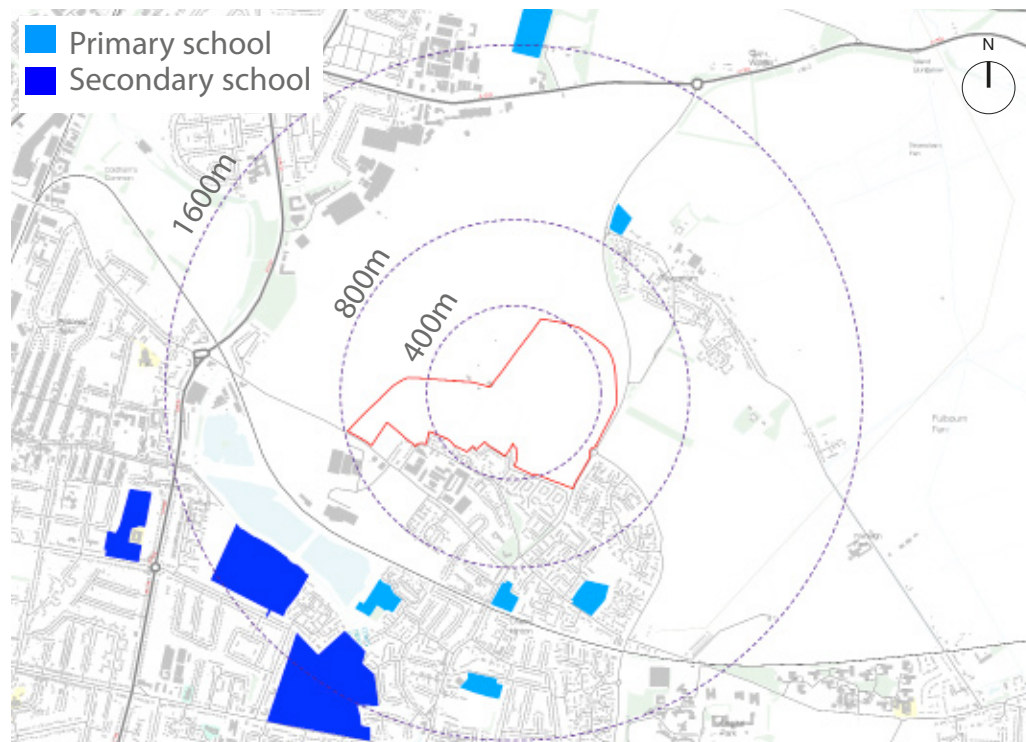
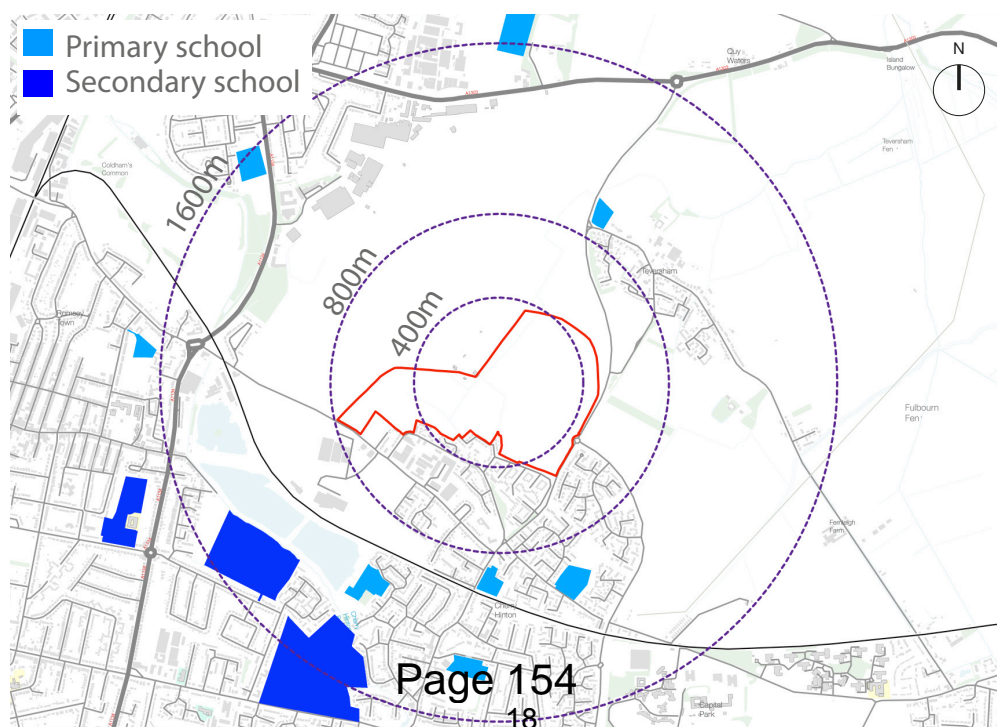


Figure 11: Education facilities - proposed additional modifications



Retail

3.15 There are a number of convenience and comparison retail stores within the local area, including local facilities at Cherry Hinton, which also include a number of restaurants, a bakery and a pharmacy (figure 12).

Figure 12 – NO CHANGE

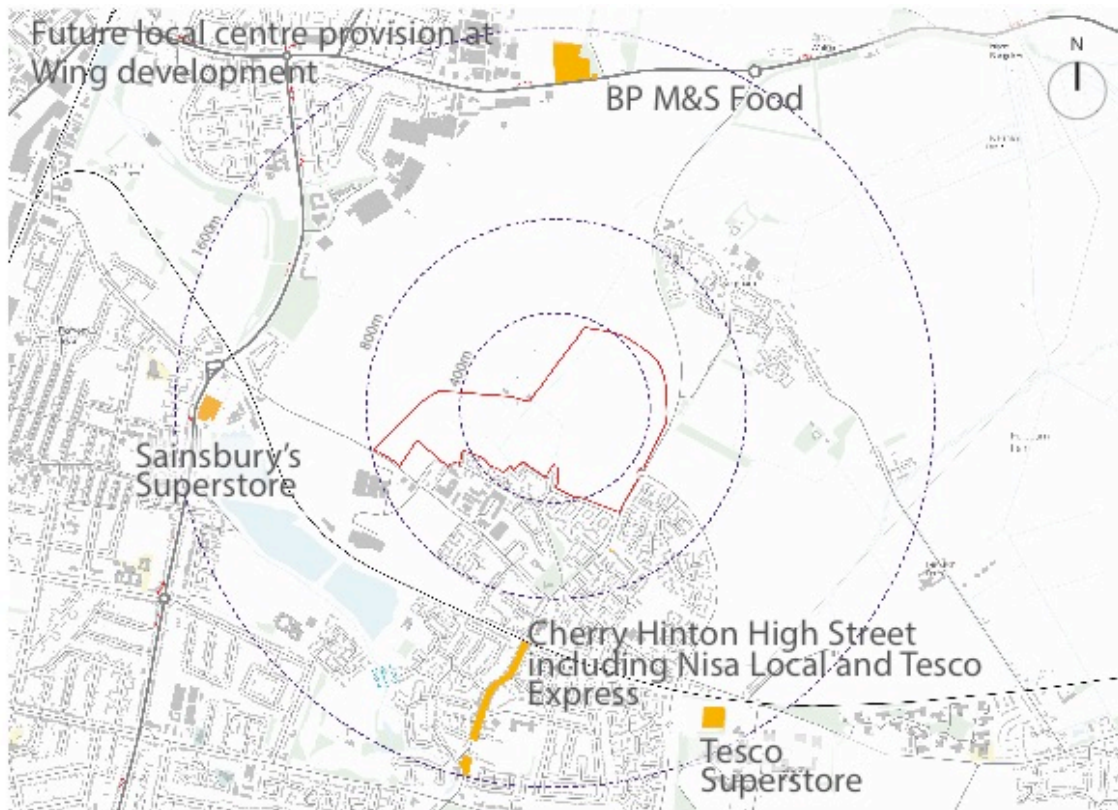


Figure 12: Retail facilities

Hospitals and doctors

3.16 The site is located within easy reach of the Cherry Hinton Doctor's Surgery, Brookfields Health Centre, [East Barnwell Health Centre](#) and Fulbourn Hospital, [as shown in figure 13](#). In addition, Addenbrooke's Hospital is located approximately 4km south west of the site.

Figure 13 – NO CHANGE



Figure 13: Medical facilities

Public transport connections

3.17 [As identified on figure 14](#), existing bus stops are located on Cherry Hinton Road and Coldham's Lane, which provide connection to Cherry Hinton and the surrounding areas. Cambridge station is located approximately 2.5km from the site. The Babraham Road Park and Ride is located approximately 4.3 km south of the site.

Figure 14 – AMENDED

Figure 14: Public transport connections - current draft SPD

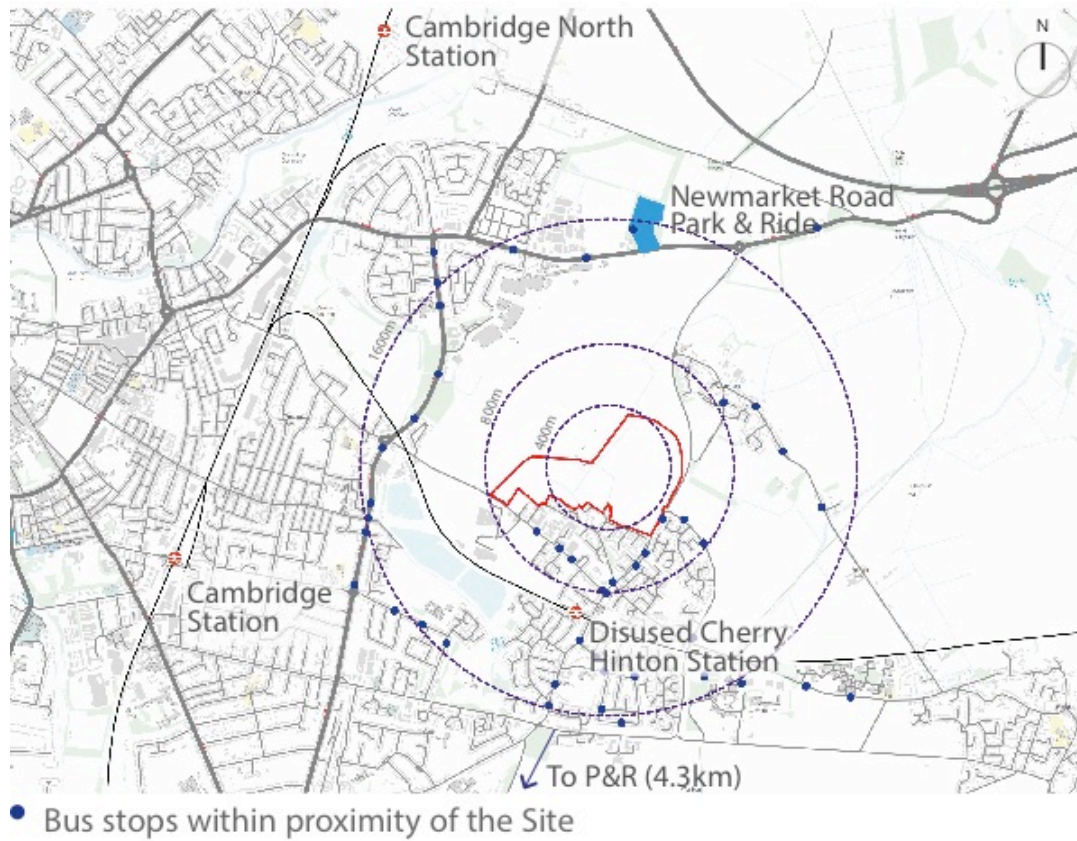
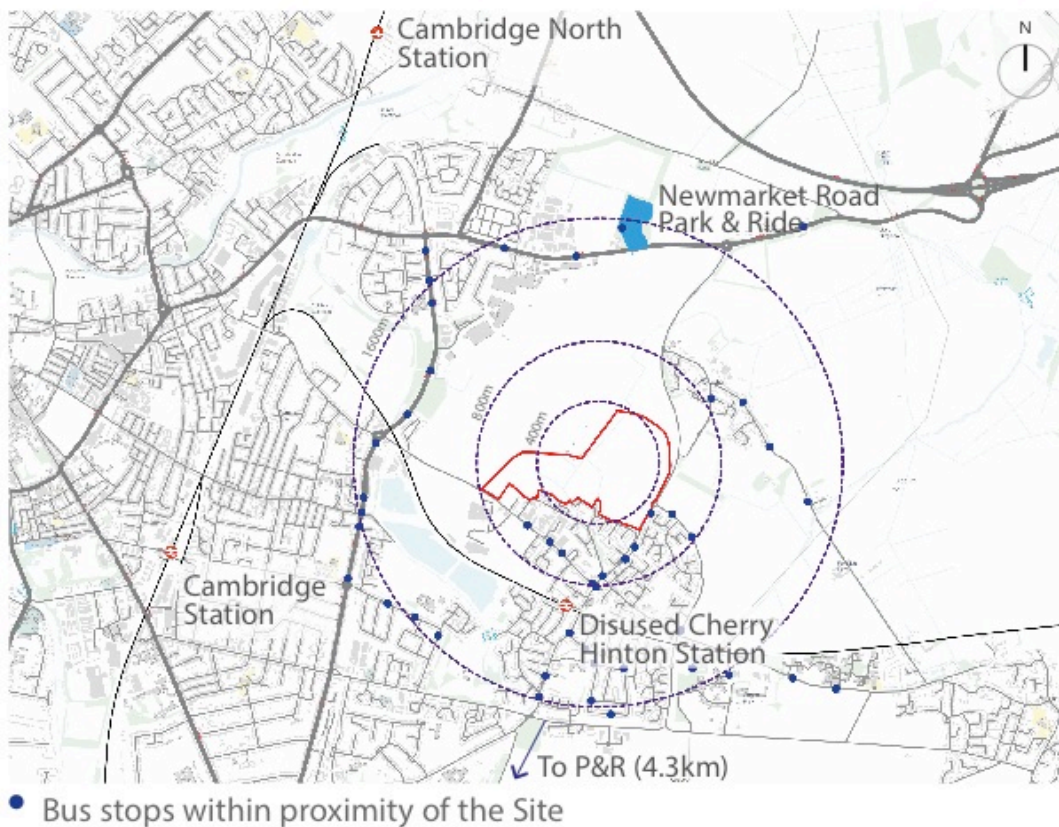


Figure 14: Public transport connections - proposed additional modifications



Green infrastructure

Landscape framework

3.18 The site lies within a transitional landscape, situated between urban areas of Cambridge city and Cambridge Airport, and the wider rural landscape of South Cambridgeshire. In general, the landscape of the wider area is characterised by relatively low lying land, comprising a variety of land uses, including arable and pastoral fields, roads and settlements.

3.19 The immediate surroundings of the site are characterised by a relatively flat agricultural landscape, with field boundary hedgerows and a number of trees within them. The site itself is relatively void of vegetation (see figure 15).

3.20 The hedgerow and buffer tree planted strip between the residential development directly to the south of the site is a City Wildlife Site. Hedges either side of Airport Way are County Wildlife Sites. In addition, the road verge along Airport Way has Protected Road Verge status.

Drainage features

3.21 Appropriate sustainable drainage features should be incorporated into the landscape framework to mitigate potential surface water flooding. Such features have the added benefit of enhancing biodiversity and recreational amenity. Development generated surface water discharge rates should not exceed existing greenfield discharge rates from the site with onsite attenuation provided to mitigate risk to the wider catchment.

Figure 15 – AMENDED FORMAT

Figure 15 and page 20 formatting - current draft SPD

Green infrastructure

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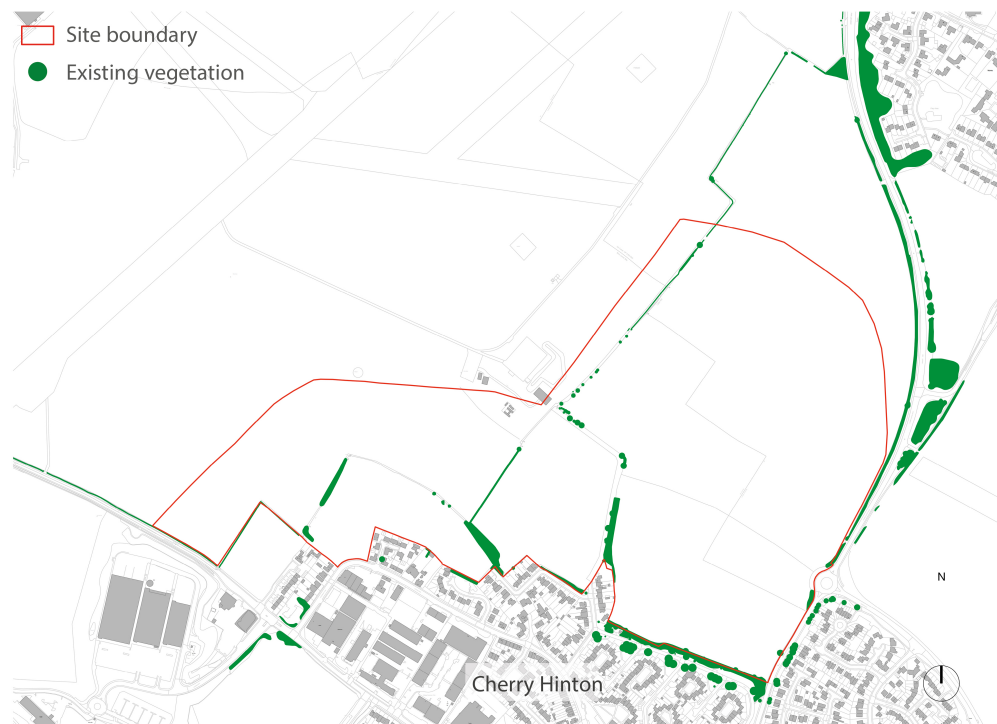


Figure 15: Existing vegetation

enhancing biodiversity and recreational amenity. Development generated surface water discharge rates should not exceed existing greenfield

discharge rates from the site with onsite attenuation provided to mitigate risk to the wider catchment.

Figure 15 and page 20 formatting - proposed additional modifications

Green infrastructure

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Figure 15: Existing vegetation

of enhancing biodiversity and recreational amenity. Development generated surface water discharge rates should not exceed existing greenfield discharge rates from the site with onsite attenuation provided to mitigate risk to the wider catchment.

Open spaces & recreation

3.22 There are a number of public open spaces within [Cherry Hinton and the surrounding area](#) close proximity of the site (see figure 16), including the following (see figure 16):

- Church End Green (approximately 0.3km from LNCH)
- Cherry Hinton recreation ground and park (approximately 1.2km from LNCH)
- Cherry Hinton Hall and Park (approximately 2km from LNCH)
- The Plains playing field to be provided as part of the Wing development (approximately 2.8km from LNCH)
- Coldham's Common (approximately 3km from LNCH)
- Cambridge parks including Parker's Piece, Jesus Green, and Midsummer Common (all within 5km of LNCH)
- Wandlebury Country Park (approximately 5.9km from LNCH)

Figure 16 – NO CHANGE

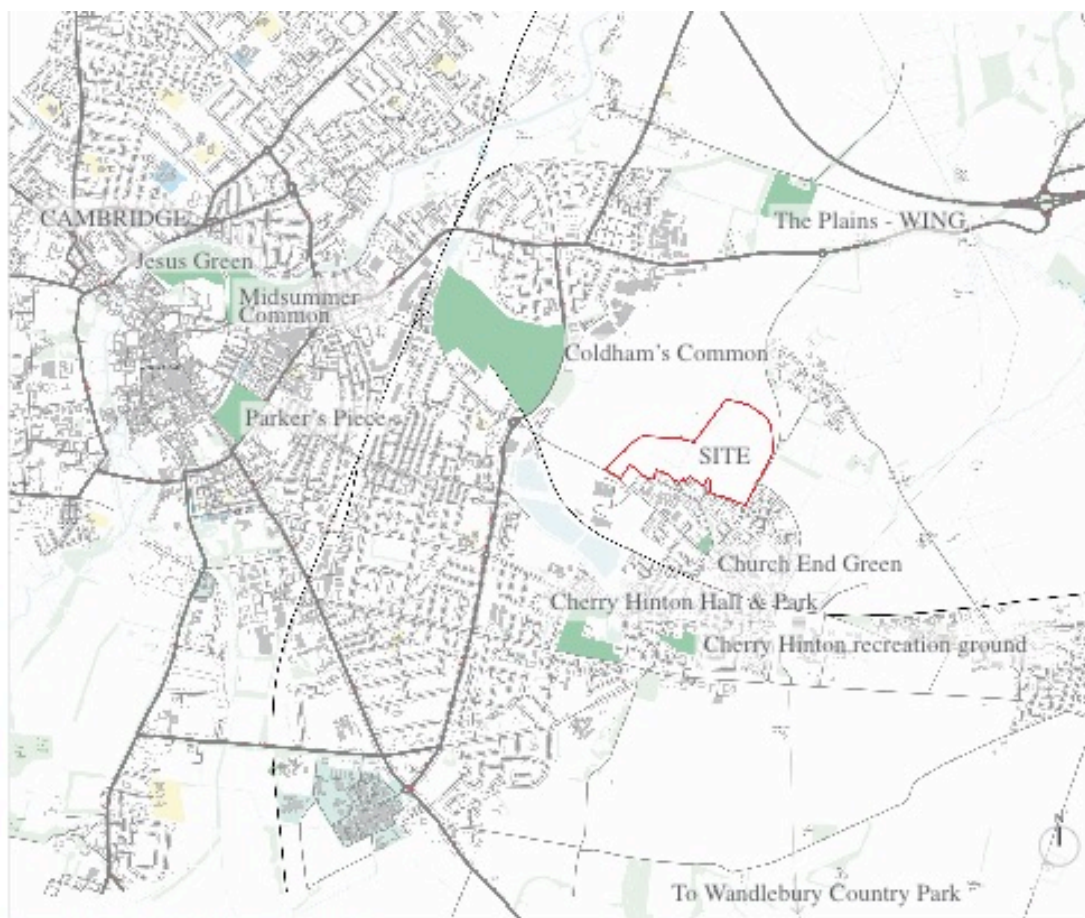


Figure 16: Location of open spaces

Ecology

3.23 Ecological surveys have been undertaken within the site. These include an extended Phase 1 habitat survey (see figure 17) and survey work for protected species (water vole and bats) and birds.

3.24 The site supports arable fields, and semi-improved and improved grassland. A combination of hedgerows, ditches and trees are present on field and site boundaries. The semi-improved and improved grassland, and the field margin habitats are assessed to be of low ecological value. The hedgerows within the site, a Habitat of Principal Importance, are of ecological value. Water vole, a Species of Principal Importance, is present within the drainage ditches.

3.25 Three non-statutory designated sites are present on the site boundaries:

- Airport Way RSV County Wildlife Site (CWS) is located along the eastern site boundary. The CWS includes the road verges and associated hedgerows/scrub on Airport Way. It is of interest for its population of perennial flax, a nationally scarce plant.
- Teversham Drift Hedgerow City Wildlife Site (CiWS) forms part of the south site boundary.
- Teversham Protected Road Verge (PRV) forms part of the east site boundary. The PRV includes the road verges and associated hedgerows/scrub on Airport way and Cherry Hinton Road. It is of interest for the quality of the grassland habitat present in the road verge.

Figure 17 – NO CHANGE



Figure 17: Extended Phase 1 Habitat Survey results plan

Local statutory and non-statutory designations

3.26 There are no statutory or local landscape designations that cover the site, as shown in figure 18. There are no statutory or local landscape designations that cover the site. The site is not within the Green Belt (figure 18).

3.27 There are a number of listed buildings to the south of the site, within Cherry Hinton, including The Red Lion pub (grade II listed), Cherry Hinton Hall (grade II listed) and the grade I listed St Andrew's Church. Teversham village to the north of the site, also contains a number of listed buildings including the grade II* listed Church of All Saints. In addition, the Marshall Airport Control and Office Building located north of the site is grade II listed.

3.28 There are no conservation areas immediately adjacent to the site. Teversham Conservation Area is located to the north of the site (figure 18).

3.29 The moated site at Manor Farm located some 650m east of the site is a scheduled Ancient monument. The settlement by Caudle Corner Farm, approximately 1.6km south east of the site is also a designated scheduled monument.

3.30 The site falls within an area where archaeological assets have previously been identified. Preliminary archaeological investigations have taken place; reporting of the findings will determine whether areas of detailed excavation are required.

3.31 Teversham Drift City Wildlife Site lies between the site and existing settlement.

3.32 In addition to the above, there are also a number of non-designated heritage assets within proximity of the site which contribute to the character of the area.

Figure 18 – AMENDED

Figure 18: Designations plan - current draft SPD

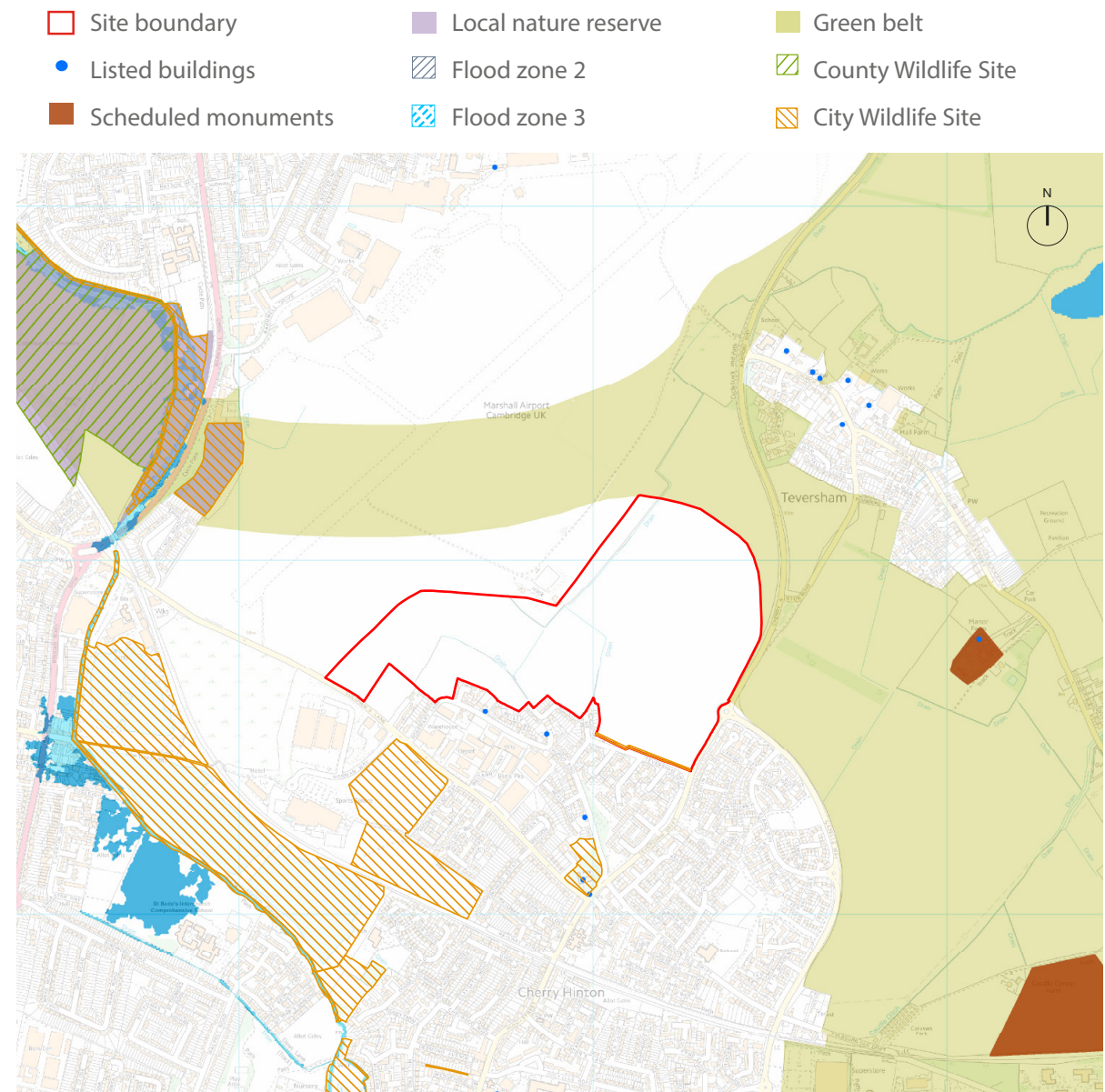
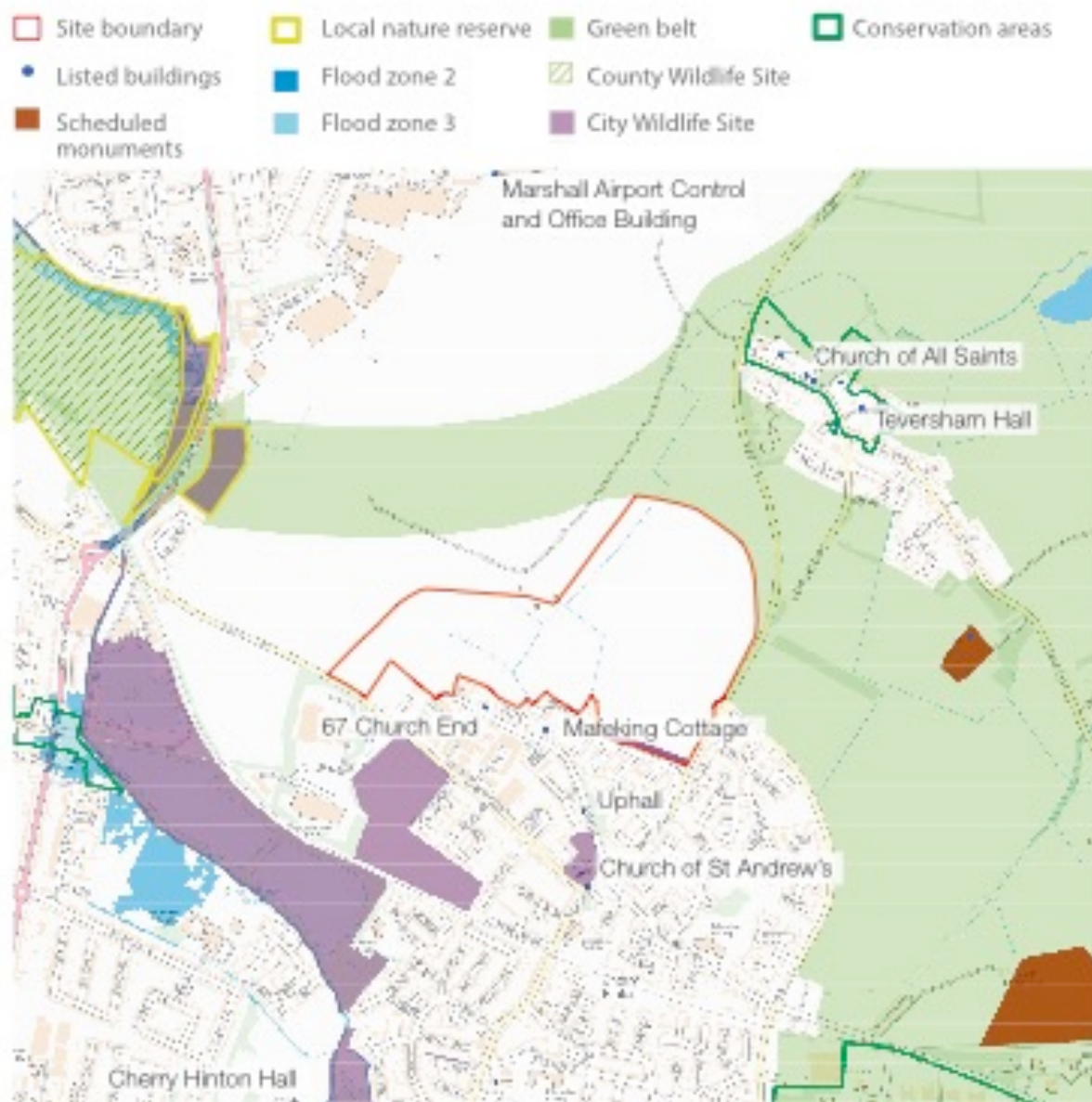
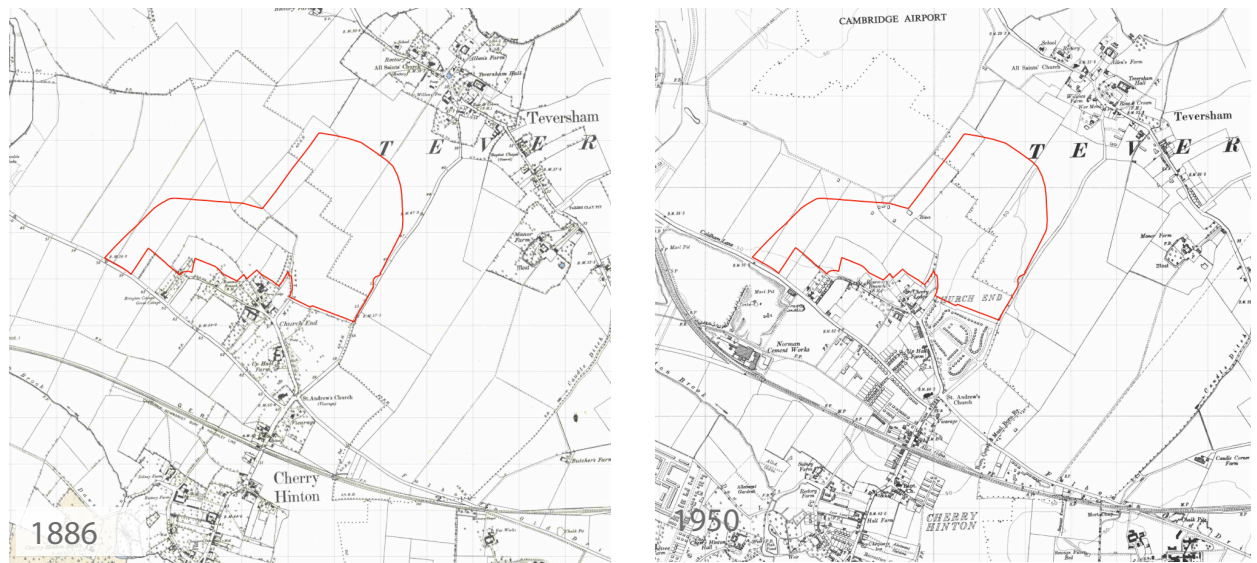


Figure 18: Designations plan - proposed additional modifications



3.33 The site has historically been used for agricultural purposes. The maps below show the growth of the area immediately surrounding the site and illustrate the growth of Cherry Hinton from a small village parish in the late 1800s to its current compact suburban form (as shown in figure 19). The footpath extending through from March Lane to the existing ditch on the site should be retained, together with the historic hedgerow which is still present on the site.

3.34 The historic core of Cherry Hinton is organised along the high street, with later phases of development extending out from this core. The historic core of Cherry Hinton, along with many other typically South Cambridgeshire villages, including Teversham, is organised along a linear high street, with later phases of development extending out from this core. Thus the built form in the locality originates from different periods and features different styles and scales. There is no single morphology that is characteristic of the area.



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100035207

Figure 19 – NO CHANGE



Figure 19: Current urban grain - figure ground plan

Neighbourhood context analysis

3.35 A study of the existing features and trends apparent within Cherry Hinton will help inform the emerging development principles and design concepts for LNCH. [Figure 20 illustrates the study area within its local context.](#)

3.36 The following pages detail the key characteristics of Cherry Hinton, followed by a short summary and conclusion of the key findings used to inform the development principles set out in section 5.

Figure 20 – NO CHANGE

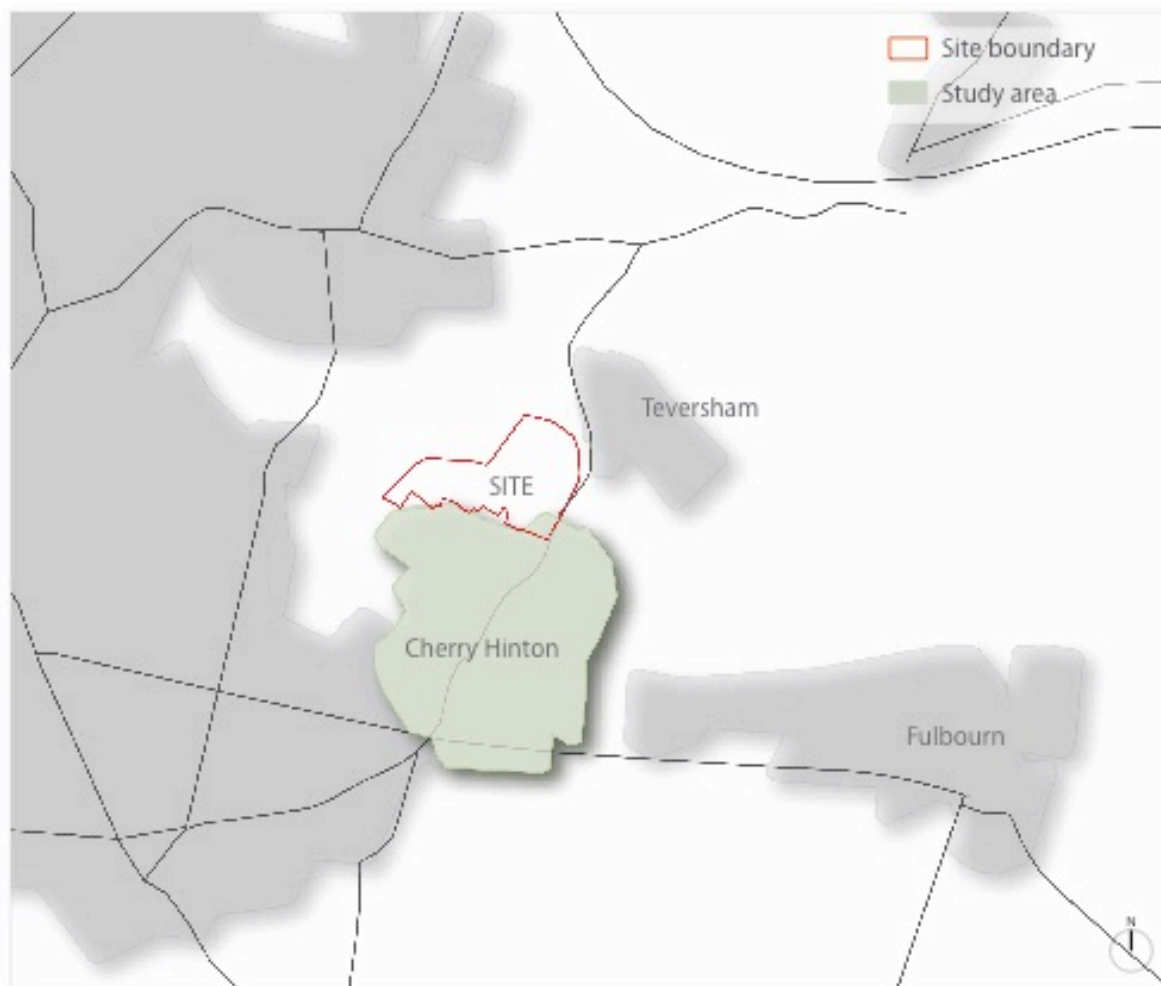


Figure 20: Settlement study area

Cherry Hinton characteristics

Urban form and grain

3.37 Cherry Hinton village is located immediately south of the site and 4 miles east of Cambridge city centre.

3.38 The residential areas of Cherry Hinton largely comprise a mix of 2-3 storey semi-detached, terraced and detached dwellings with pitched roofs. 'Traditional' streets with detached housing and rear gardens are the most common typology, although in the immediate vicinity of the site (Teversham Drift) housing is arranged around internal courtyards.

3.39 The historic morphology shows clear plot layouts with buildings fronting main streets; the later additions of the 60s and 70s along Teversham Drift are 'Radburn' type layouts, characterised by back gardens facing the streets, and the fronts of houses facing each other across communal gardens [\(see figure 21\)](#).

Figure 21 – NO CHANGE



Figure 21: Cherry Hinton figure ground and open spaces

Village centre

3.40 The village centre comprises a linear high street running north - south through the village. The southern end of the high street is characterised by a triangular form.

3.41 The village comprises a mix of uses including The Red Lion pub, St Andrew's Church, village hall and sports centre, and a range of shops.

Open spaces

3.42 Cherry Hinton has a good range of open spaces, including Cherry Hinton Hall and Park, the

recreation grounds, allotment provision and a range of natural and semi-natural green spaces. The quality of natural and semi-natural green spaces varies, with evidence of a lack of maintenance.

Key features and materials

3.43 Analysis of Cherry Hinton identified the following key features:

- Mix of semi-detached, terraced and detached dwellings
- Predominately red brick buildings with some render and textured brick on traditional properties and cladding on contemporary dwellings
- Chimneys on dwellings along 'traditional' streets
- Mix of boundary treatments, predominately brick walls along traditional streets and low level fencing or hedgerows fronting more contemporary dwellings
- Mature cherry trees are characteristic of the village
- Triangular form to southern end of village centre.

Neighbourhood analysis - summary of key findings

3.44 Findings from the analysis should be taken into consideration in the development of design proposals for the site.

3.45 Key findings from the analysis are ~~detailed~~ identified below. The key ~~precedents~~ characteristics to apply to LNCH to ensure a high-quality development that is reflective of the local area include the following:

- Triangular openings to key spaces
- Mix of materials, predominately brick with cladding details
- Chimneys on dwellings to add interest to roofscape. Chimneys should form a functional role in the design
- Predominately linear street patterns
- Mix of low-level hedging and brick wall boundary treatments.

Density & mixed-use

- Varied densities with lower densities adjoining the Site
- Mixed use located along village centre approach
- Varied building heights and plot widths but 2/3 storey residential buildings predominate

Urban form

- Detached housing and 'traditional' streets most common
- Large front gardens to many residential dwellings
- Internal courtyards

Village centres

- Street widening to create triangular forms
- Historic buildings in core areas create attractive vistas and play an important role in the public realm

Vernacular

- Mix of architectural styles; contemporary architecture can be found toward the edge of Cherry Hinton
- Traditional housing typically characterised by brick wall boundaries; contemporary dwellings with low level hedgerow / small front lawn boundary treatment
- Chimneys on traditional housing; no chimneys on contemporary dwellings
- Cambridge brick and roof materials a common feature of Cherry Hinton

Residential street pattern

- Linear street pattern with some curved residential roads
- Some streets characterised by Radburn-style layouts
- Core of village is defined by a connected street pattern centred on the linear high street

Landscape & open space

- Cherry trees are a common feature of Cherry Hinton
- Limited public open space in vicinity of the site

The site

3.46 The following pages set out the site's constraints and opportunities. [Figure 22 identifies the location of the site photos shown opposite.](#)

Figure 22 – NO CHANGE

3.1 The following pages set out the site's constraints and opportunities.



Figure 22: Photo location plan

Edges

Southern edge - residential use

3.47 The southern edge of the site is predominately characterised by residential streets and dwellings ([see figure 23 and 24](#)).

3.48 The southern edge includes the Teversham Drift City Wildlife Site. This narrow wooded buffer strip screens the edge of the developed village from the green belt / wider area and will continue to play a role in buffering the existing developments from the new. The buffer strip will remain a City Wildlife Site and should be protected and enhanced.

Figure 23 - NO CHANGE



Figure 23: View of residential street adjacent to site

Figure 24 – NO CHANGE



Figure 24: View along March Lane

Western edge - Cambridge Airport and Green Belt

3.49 Cambridge Airport land borders the site to the west. The airport land is characterised by regularly mown grass and open views across to the airport and city beyond [\(figure 25\)](#).

3.50 The openness of the Green Belt land should be retained in order to prevent coalescence with Teversham.

Figure 25 – NO CHANGE



Figure 25: View across Airport from public footpath

Eastern edge - Cherry Hinton Road / Airport Way

3.51 The east of the site is contained by Cherry Hinton Road and Airport Way [\(figure 26\)](#), connecting the Site to Cherry Hinton, Teversham, Cambridge and the A14.

3.52 Visual and noise screening should be incorporated along this edge as well as opportunities for enhancing wildlife.

Figure 26 – NO CHANGE



Figure 26: View into site from Airport Way

Green belt

3.53 The area immediately north of the site is within a green belt corridor [\(see figure 27\)](#). As noted on page 11, the green belt purposes seek to preserve the character of Cambridge, maintain and enhance the quality of this setting, and prevent coalescence of communities. Proposals should ensure no impact on the openness of Green Belt land to the north of the site, which has been retained to prevent coalescence with Teversham.

Figure 27 – NO CHANGE



Figure 27: Green Belt land

Safeguarded land

3.54 The area immediately west of the site has been identified as having long term potential for further housing development outside of the draft Local Plan time frame and in accordance with the spatial strategy set out in the Cambridge East AAP [\(figure 28\)](#).

Figure 28 – NO CHANGE

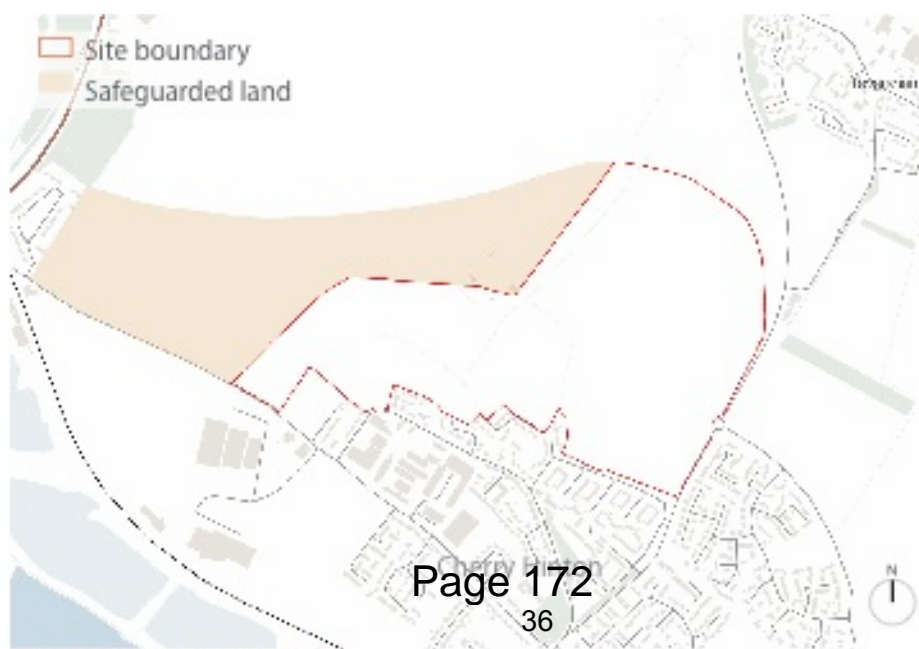


Figure 28: Safeguarded land

Topography

3.55 The site is in a generally low lying area, [as illustrated on figure 29](#), which is typical of this part of Cambridge and Cherry Hinton. The site is located some 2km north of the Magog Hills, which lie just south of Cherry Hinton. There are some changes in levels across the site. Within the south eastern portion of the site, there is a distinct ridge which falls away in all directions. At its highest point, the ridge is approximately 5 metres above the general site levels.

Figure 29 – AMENDED

Figure 29: Site topography - current draft SPD

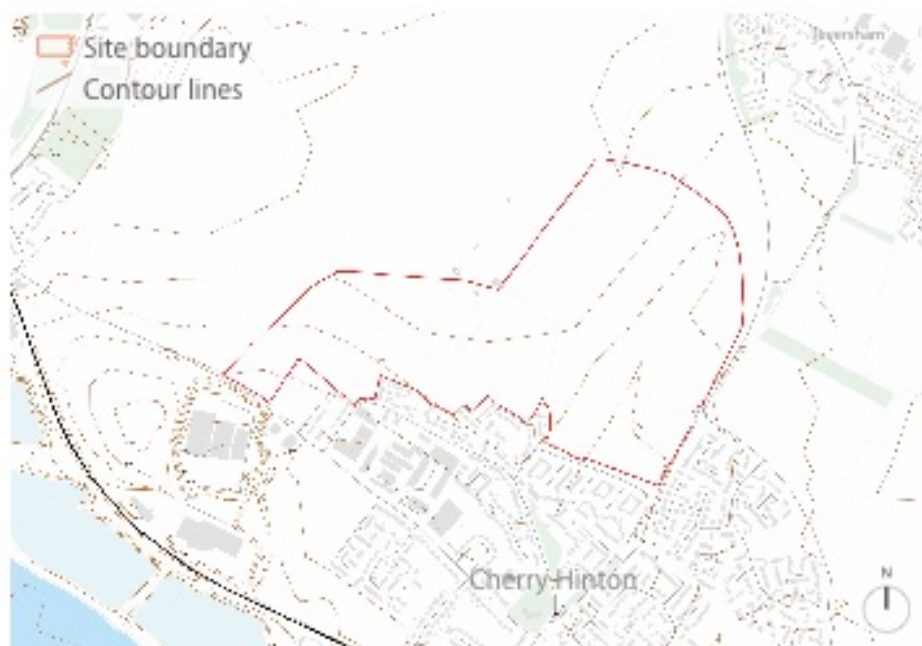
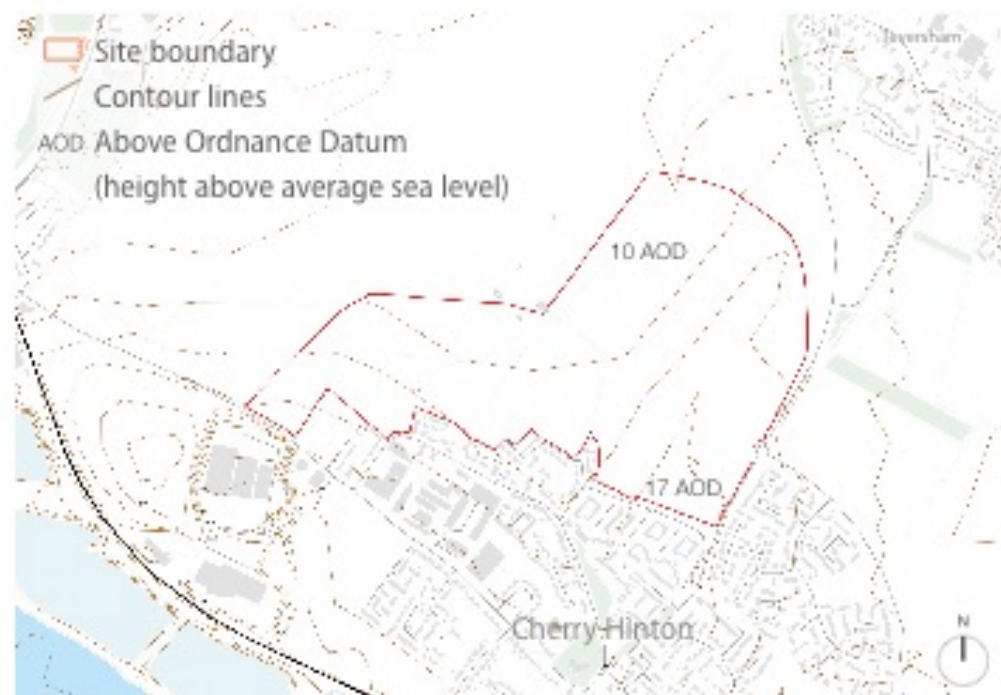


Figure 29: Site topography - current draft SPD



Flooding

3.56 The site falls within Flood Zone 1, and is therefore at low risk from fluvial flooding. The site is at risk from surface water flooding, instances of surface water flooding are known to have occurred in the area immediately adjacent the existing drainage ditches within the site (figure 30).

Figure 30 – NO CHANGE

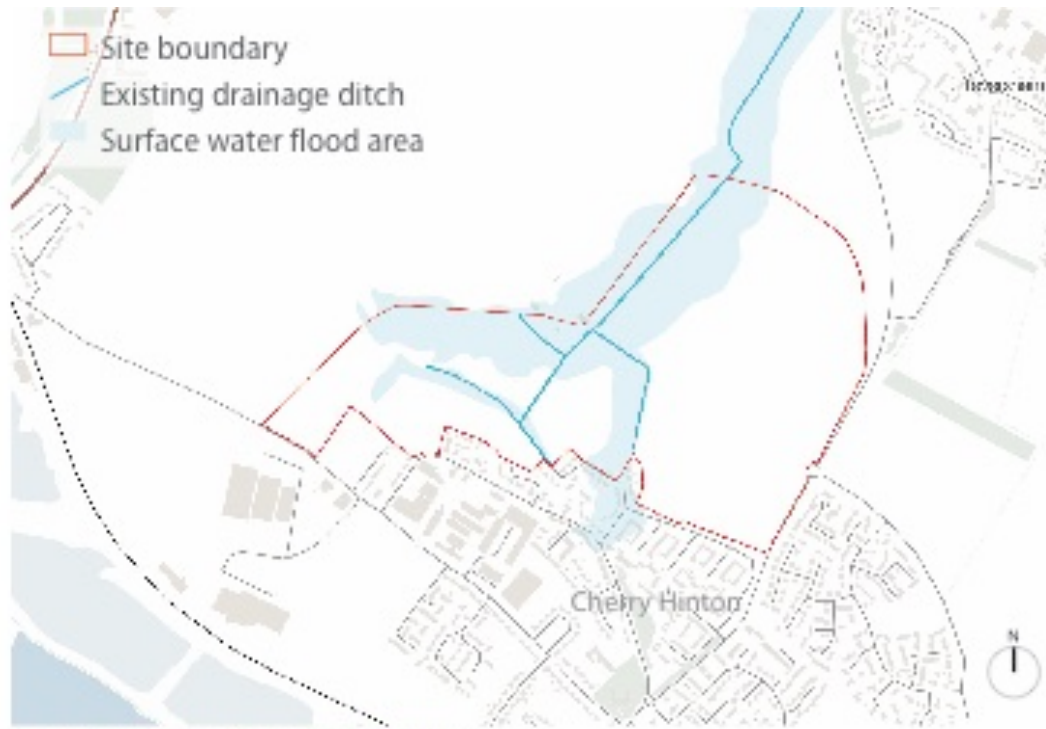


Figure 30: Existing drainage ditch

Vegetation

3.57 There is a lack of existing vegetation within the site [\(see figure 31\)](#).

3.58 Due to the location of the site adjacent to the International Airport, any future landscaping scheme should ensure bird populations that pose a threat to the airfield are discouraged; other farmland birds should be encouraged as mitigation for loss of farmland.

Figure 31 – NO CHANGE



Figure 31: Existing vegetation

Public footpath

3.59 A public footpath (Cambridgeshire County Council path no. 109) runs north-south through the site, providing a footpath link from Cherry Hinton to Teversham [\(see figure 32\)](#). This footpath link should be retained.

Figure 32 – NO CHANGE

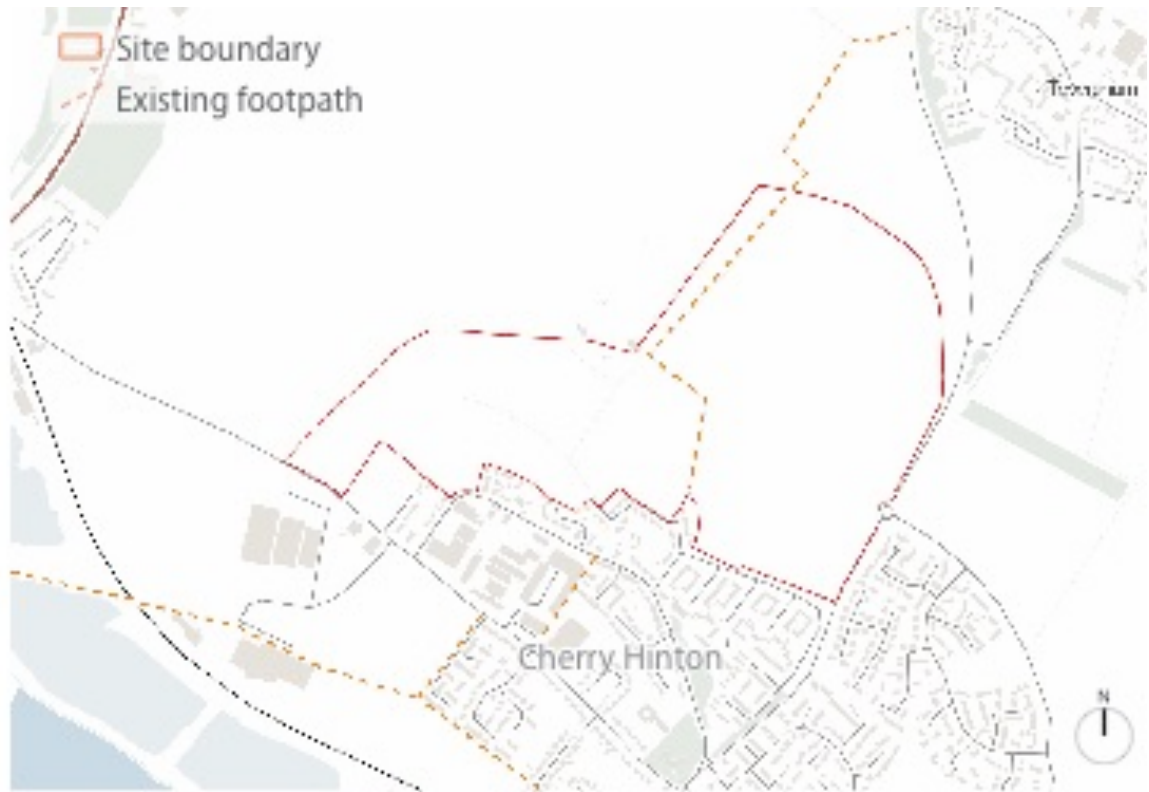


Figure 32: Existing public footpath

Access

3.60 There is currently no vehicular access to the site, given it is in use for agricultural purposes and, in part, airport land. Existing accesses are shown in figure 33 and include agricultural vehicular access the site via Airport Way and gated entrances via Rosemary Lane and March Lane into the airport land. Pedestrian access to the land is limited to the public footpath, which crosses the site.

Figure 33 – NO CHANGE



Figure 33: Existing site access

Utilities

3.61 An Intermediate Pressure Gas Main currently runs through the southern half of the site, as identified in figure 34. There is potential to re-route the gas main and associated restrictions on building around it to ensure the route of the pipe is compatible with the development principles of the site, as part of an integrated design solution.

Figure 34 – NO CHANGE



Figure 34: Existing gas main

Air quality

3.62 Both local authorities have declared Air Quality Management Areas (AQMAs) for exceedances of air quality objectives. See figure 35.

3.63 Air quality conditions at the site will be affected by a range of local emission sources, including those from local road traffic. Activities at Cambridge Airport will give rise to emissions of air pollutants, and possibly odour, which could have an effect on air quality across the site.

3.64 The construction and operation of the proposed development has the potential to affect local air quality at existing residential properties, including those within the AQMAs. Key considerations for air quality include the following:

- Presence of AQMA's
- Potential impact on air quality within the AQMA
- Need to mitigate so the development does not have an adverse impact upon air quality within the AQMA's.
- Mitigation at the construction phase to minimise impact on the local air quality for

measures where necessary to facilitate the development.

Noise

3.67 It is accepted that the site is adjacent to an airport and that noise is a key consideration. The allocated area is affected by both airport and other external noise (i.e. road traffic).

3.68 Under the process of Environmental Impact Assessment (EIA), the applicants' will be required to prepare a Noise Assessment submitted as part of the outline planning application. This should consider existing noise levels at and around the site from a range of sources (e.g. road and rail) and also specific activities at Cambridge Airport (e.g. take offs and landings, taxiing aircraft, and aircraft engine testing). It will be necessary in each case to make a prediction of noise impact upon the proposed development area, and where necessary to identify mitigation to achieve satisfactory levels of noise, both internally and for relevant amenity areas.

3.69 Mitigation may include consideration of the development layout, building orientation and building heights, positioning of sensitive land uses or open spaces, as well as the design and acoustic insulation of properties (where appropriate).

3.70 In taking the decision to allocate the site for development, the Council took into account noise evidence prepared by an expert noise consultant, which demonstrates on a preliminary basis that noise effects are expected to be within acceptable ranges and can be dealt with through normal design measures (see figure 36). The EIA process and detailed noise assessment will need to develop this further in support of a planning application, to the satisfaction of the Local Planning Authority.

Figure 36 – NO CHANGE

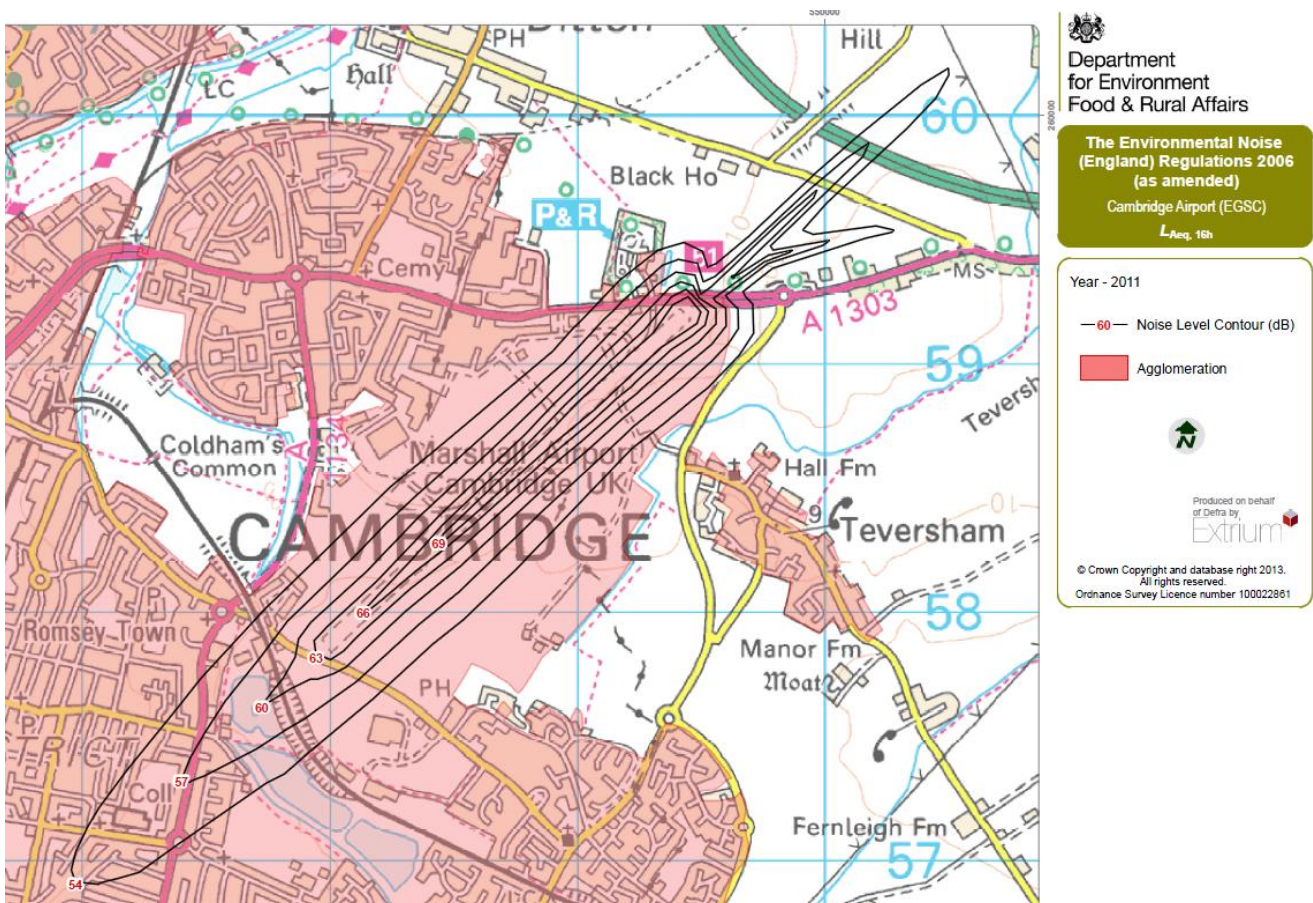


Figure 36: Noise contour plan (extract from Cambridge Airport Noise Action Plan, 2014-2019)

Airport safety

Primary surveillance radar

3.71 The airport radar is a key tool to allow Air Traffic Control to safely manage the airspace near to the airport. The current location of the airport radar, and its associated safeguarding criteria, imposes height restrictions across the site to ensure the radar remains fully effective and to maintain aircraft safety. The radar in its current position would limit building heights and compromise the capacity of the site to deliver housing and other uses. The radar will need to be relocated to allow the development to proceed.

Fire training ground (FTG)

3.72 The airport fire crews must be fully drilled and ready to respond to a potential incident on the airfield. Training is currently delivered on site, using the airport's Fire Training Ground located adjacent to the western boundary of the site. It is recognised that fire training in close proximity to new development may cause concerns for new residents. Marshall has committed to ceasing activity at the current fire training ground to allow the development to proceed. It is anticipated that a S106 agreement will place a positive obligation on Marshall to cease use of the fire training ground before first occupation of homes, thus protecting the amenity of future residents. Preliminary enquiries suggest that it would be viable to undertake training of the Airport Fire Crew at alternative third party airport locations. At the current time, there are no proposals to relocate the facility within the Airport site.

Navigational aids

3.73 The airport uses a range of other airport navigational aids to safely manage aircraft arrivals and departures. The potential impacts of the development on all airport infrastructure will need to be assessed on an ongoing basis to influence the design, and to ensure navigational aids are appropriately calibrated as development comes forward.

Other airport constraints

3.74 As the site is located adjacent to Cambridge Airport, there are other constraints that apply. These are not ultimate constraints to the development, but will have an impact on the form of the development and the design of open space. Industry guidance and best practice on matters such as lighting, landscaping, drainage and construction management will be applied to ensure structures are not built in locations that create safety risks, and to ensure design solutions and maintenance regimes are put in place to proactively manage potential risks to aircraft. These constraints are set out in Safeguarding of Aerodromes Advice Notes, published by the Airport Operators Association, as follows:

- AN02 Lighting
- AN03 Potential Bird Hazards from Amenity Landscaping and Building Design
- AN06 Potential Bird Hazards from Sustainable Urban Drainage Schemes
- AN08 Potential Bird Hazards from Building Design.

3.75 In addition, the following airport constraints have been considered:

- Obstacle Limitation Surfaces - height restrictions associated with the airport's runways
- Public Safety Zones - areas that are protected from development in the interests of public safety, which are located at the runway ends and thus are not impacted by the proposed development
- Navigation Equipment - the continued safe operation of the airport's navigational equipment in accordance with CAA Guidance Note CAP670: Air Traffic Services Safety Requirements

- Instrumental Landing System (Localiser)
- VHF Direction Finder
- Distance Measuring Equipment.

Summary of constraints

3.76 Whilst not an exhaustive list, the following constraints, [illustrated in figure 37](#), should be taken into account when developing design proposals for LNCH:

- Green belt boundary
- Retention of public footpath
- Protected grass verge along Airport Way
- City Wildlife Site along Teversham Drift (hedgerow)
- Retention of existing vegetation where appropriate
- Surface water flooding and the incorporation of a Sustainable Urban Drainage System
- Gas pipe and easement
- Response to noise from the Airport / GRE and traffic along Airport Way / Cherry Hinton Road
- Protection of the amenity of residential dwellings immediately bordering the site
- Limited height under Coldham's Lane Bridge.

Figure 37 – NO CHANGE

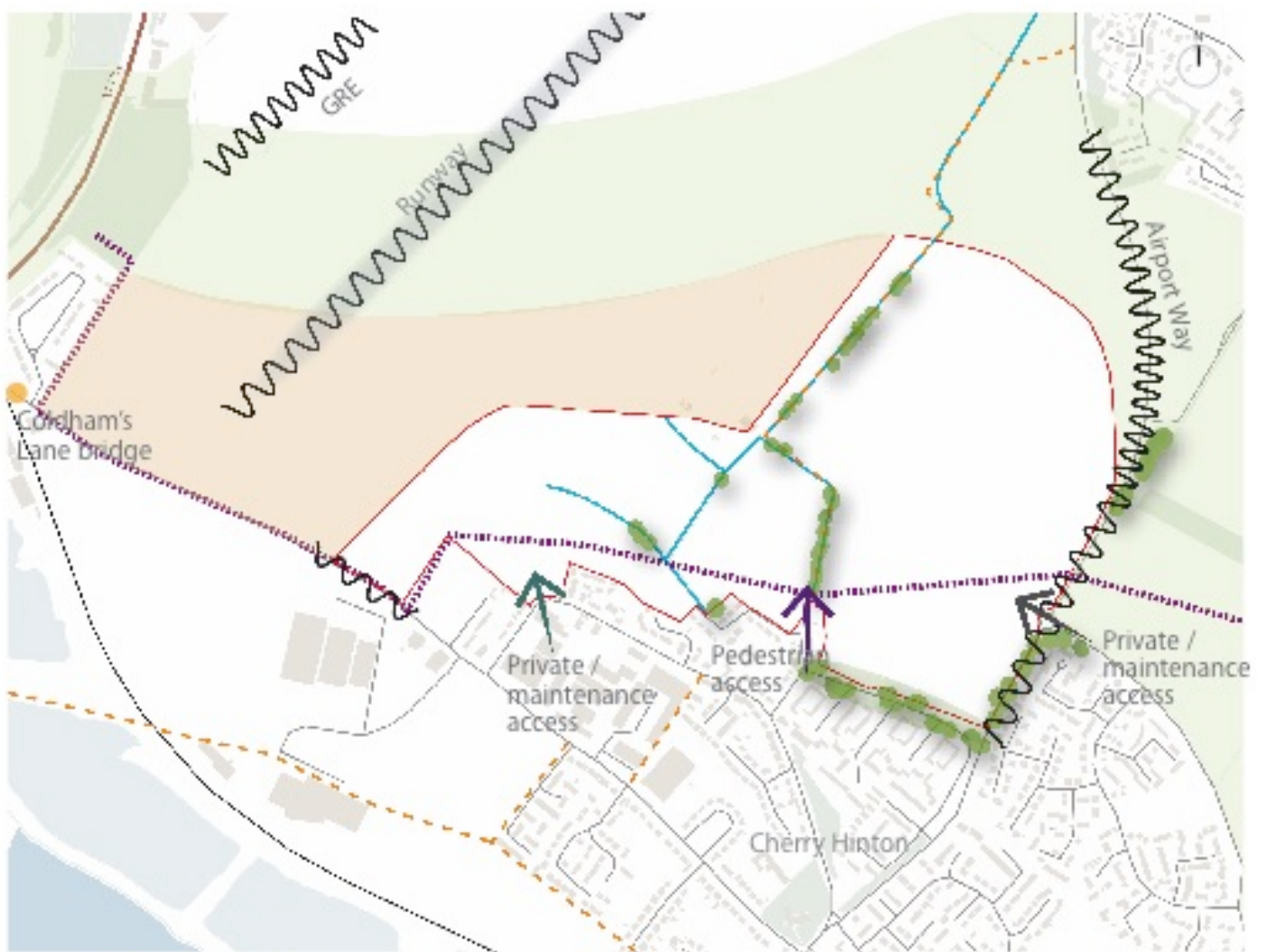








Figure 37: Summary of site constraints

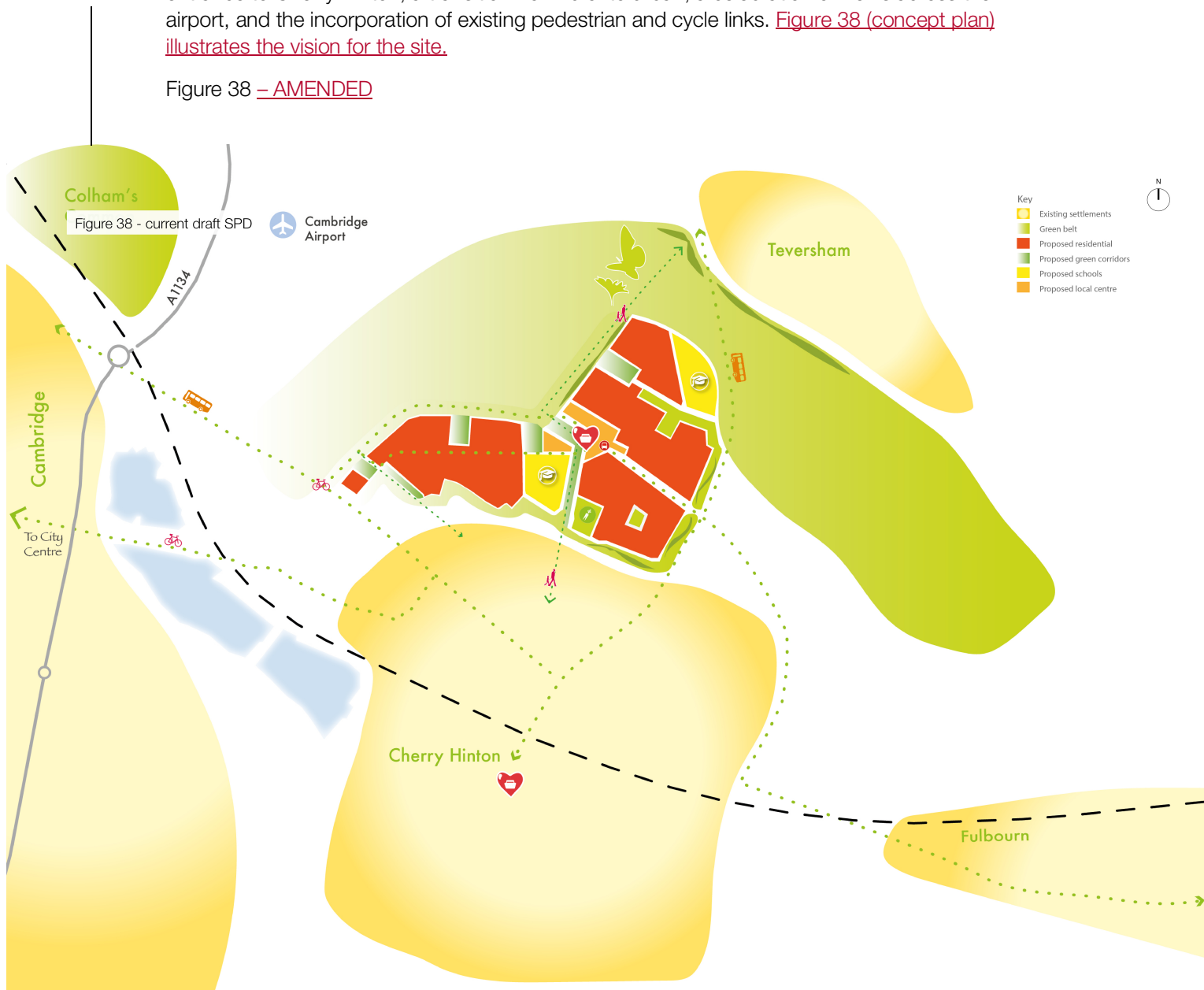
-  Safeguarded land
-  Green belt
-  Noise source
-  Runway
-  Gas main
-  PRoW

04 VISION

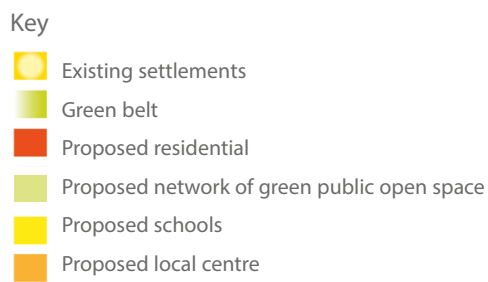
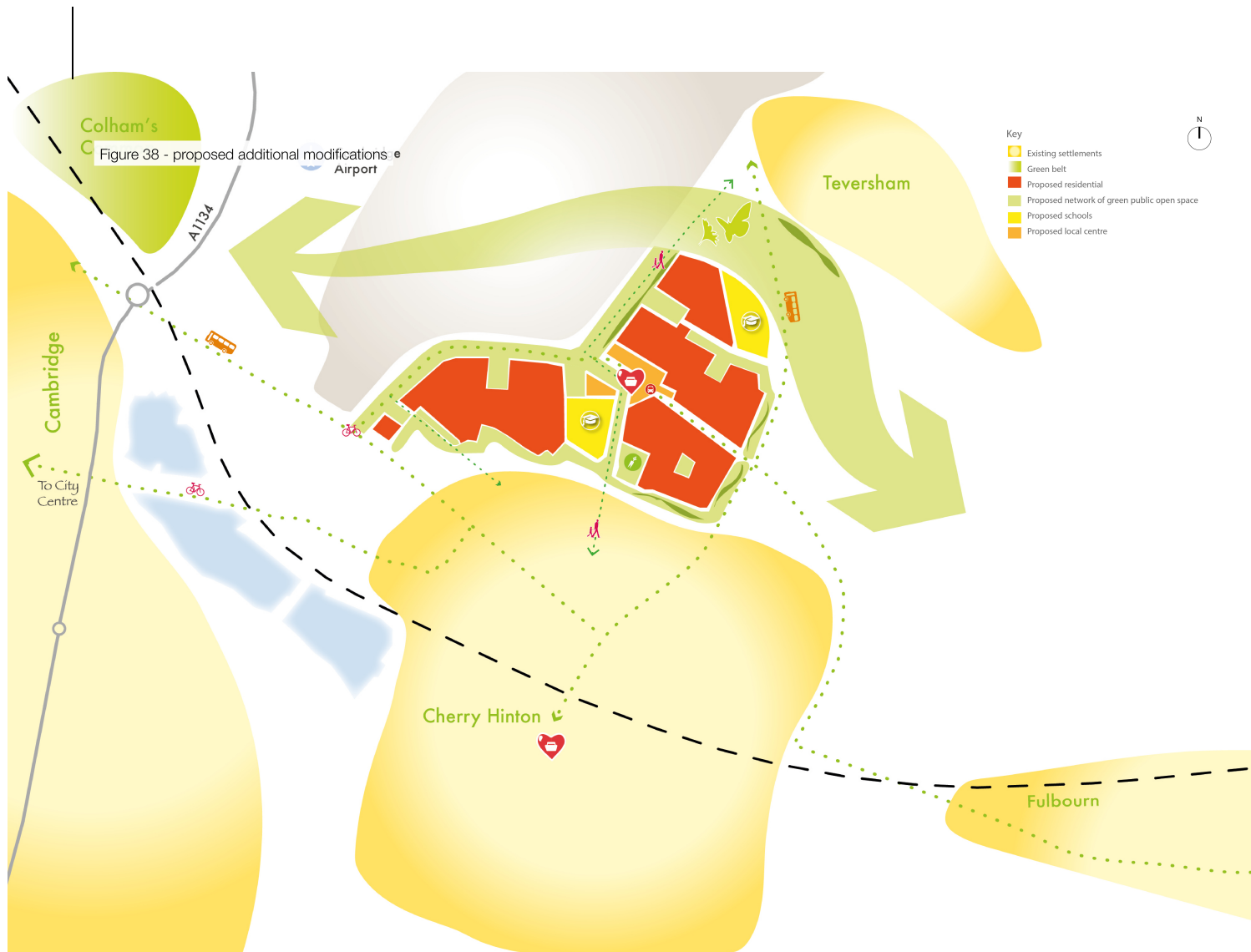
4.1 Analysis of the site and surrounding area has informed the overarching vision for LNCH. The vision for LNCH reflects the Cambridgeshire Quality Charter for Growth which promotes planned growth of sustainable and vibrant new communities in accordance with four themes: Community, Character, Connectivity and Climate.

4.2 The Land to the North of Cherry Hinton will be a vibrant, high-quality and distinctive extension to the existing settlement, reflecting and enhancing the special character of the surrounding area, whilst working in synergy with Cambridge as a whole. It will be an integrated and well-connected neighbourhood that is in harmony with its natural setting. Design cues taken from the surrounding area will create a unique neighbourhood that will include a distinctive entrance to Cherry Hinton, a transition from rural to urban, a celebration of views across the airport, and the incorporation of existing pedestrian and cycle links. [Figure 38 \(concept plan\) illustrates the vision for the site.](#)

Figure 38 – AMENDED



- Key
- Existing settlements
 - Green belt
 - Proposed residential
 - Proposed green corridors
 - Proposed schools
 - Proposed local centre



Community

4.3 A vibrant and liveable community with a provision of a mix of tenure and social infrastructure.

- Provide open spaces, formal play and community facilities
- Encourage social interaction and a sense of belonging
- Create a strong green framework
- New, centrally located centre

Character

4.4 An attractive extension to Cherry Hinton inspired by the unique characteristics of the existing settlement and surrounding area. Distinctive entrance into Cherry Hinton.

- High quality landscape framework comprising native plants including cherry trees and enhancing the countryside setting
- Celebrate of views across the airport and outwards to the countryside
- Materials palette comprising brick with cladding details

Connectivity

4.5 A community with strong connections to Cherry Hinton and the surrounding neighbourhoods and the city. Encouraging sustainable travel choices through the incorporation of cycle links and access to public transport links.

- Sustainable connections across site and beyond
- Safe and direct routes
- Access to public transport links
- Access to services and facilities within Cherry Hinton and Cambridge city centre
- Walkable neighbourhood
- Clear hierarchy of streets

Climate

4.6 In harmony with existing and historic landscape features, protecting and enhancing environmental qualities of the surrounding area. Promoting a low carbon lifestyle.

- Incorporate the existing countryside walk into a linear park
- Support biodiversity and protect existing habitats of value
- Utilise energy efficient technologies
- Be adaptable to our changing climate

05 FRAMEWORK PRINCIPLES AND MASTERPLAN

Overview

5.1 This chapter provides planning and design guidance on how the development principles will be used to guide future planning applications.

5.2 The main guiding principles are defined in a series of parameter drawings with supporting text. These are supported by a range of illustrative drawings which depict how the principles could be realised to create a high quality development.

5.3 As well as following the planning and design guidance set out in this SPD, any future planning applications should comply with extant policies contained within the Cambridge East AAP, the Cambridge Local Plan (2006) and South Cambridgeshire Core Strategy (2007) and their replacements, which are currently the subject of examination.

5.4 This chapter is structured as follows:

- Summary of consultation to date
- Movement
- Environmental considerations and sustainability
- Landscape and open space
- Land uses
- Character and form
- Environmental considerations and sustainability
- Planning obligations
- Overview of key development principles

Summary of consultation to date: SPD workshops

5.5 The principles set out in this section have been informed by consultation events and feedback. A summary of the key findings are provided below. Findings have informed the development principles set out on the following pages.

5.6 A number of key stakeholders were identified and included neighbourhood groups, local councillors and key councillors from Cambridge City Council, ~~and~~ South Cambridgeshire District Council and Cambridgeshire County Council.

5.7 Two stakeholder workshops were held in preparation for the drafting of the SPD:

- Workshop 1. Key stakeholders were informed that the Site was being brought forward as part of the local plan and were invited to attend a Planning Workshop. The workshop was held at St. Andrew's Church Centre on 9th March 2017.
- Workshop 2. Having reviewed and input feedback, key stakeholders were invited to a follow up planning workshop. The workshop was held on 7th April 2017 at St. Andrew's Church Centre.

Movement and transport:

- Spine Road – strong desire to avoid rat running
- Concern over congestion caused by development
- Cycling – consensus that cycle routes could play an important role in minimising traffic through the development and providing sustainable access to key destinations and local facilities
- Public transport – lack of bus transport in the village
- Footpaths – questions raised over the future of the footpath through the site

Social infrastructure:

- Primary school should be located near the local centre
- Secondary school should be placed carefully in relation to transport routes, possibly on the edge of development
- Allotments – should be located between the built development and existing village
- Community facilities – extra would be needed; a square or open space could hold community events
- Local centre ingredients – suggestions included a pub, shop, greengrocer, library, pharmacy, cafe, charity shops, community space, health centre, faith space, hotel, meeting rooms

Landscape and environment:

- Buffer zone between the development site and airport land should be lined with vegetation
- There should be a clear green edge with Teversham
- Airport – felt to be an interesting view
- Green space should integrate recreational opportunities and should maintain views to countryside
- Urban edge – careful thought should be given to the interaction of the urban edge with the countryside

Placemaking and character:

- Character – a mix of styles are found in Cherry Hinton
- Density – view that apartments should not extend beyond 4/5 storeys; higher density could be close to transport interchanges
- Mixed-use considered a positive

Housing:

- Open spaces should be prioritised over gardens
- Height – 4/5 storey maximum

Movement

5.8 The development of a transport and movement strategy for the site relies on the relationship of several key components. It is important that these work together to encourage walking, cycling and the use of public transport as the most desirable modes of travel.

5.9 The components considered in this section are:

- Access and primary routes
- Primary street options
- Cycle and pedestrian movement
- Public transport
- Cars and parking

5.10 Relevant planning policies include CEAAP (Cambridge East Area Action Plan 2008) policy CE/10 (road infrastructure), policy CE/11 (alternative modes and parking), CLP (Cambridge Local Plan 2014) policy 80 (Supporting sustainable access), CLP policy 81 (mitigating transport impact), and SCLP (Proposed Submission South Cambridge Local Plan 2013) policy TI/2 (Planning for sustainable transport) prioritise sustainable travel methods, and seek to ensure development mitigates transport impacts.

5.11 The movement strategy, as illustrated in figure 39, capitalises on the unique opportunity that the location of the site offers in the east of Cambridge, promoting sustainable travel for existing and future residents in the area. Three key principles that are incorporated in the strategy include:

- Reducing the need to travel by car ~~within the development~~ through offering excellent permeability within the site for pedestrians, cyclists and public transport.
- Encouraging journeys on foot and by bicycle through providing direct connections to important routes off-site including Cherry Hinton High Street, Airport Way, Coldham's Lane and the Tins route.
- Encouraging travel by bus by ensuring main routes within the site accommodate buses and are designed to maximise the number of residents located within walking distance of a regular service.

Figure 39 – **AMENDED**

Figure 39: Overview of movement strategy - current draft SPD

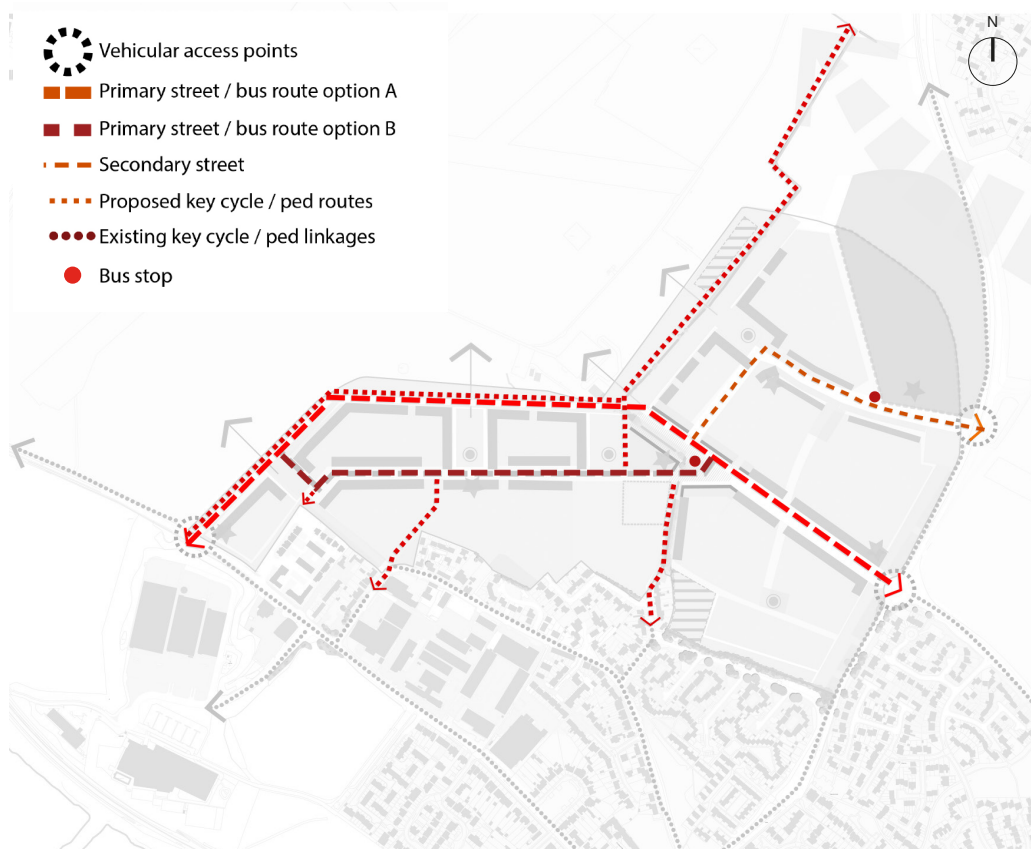
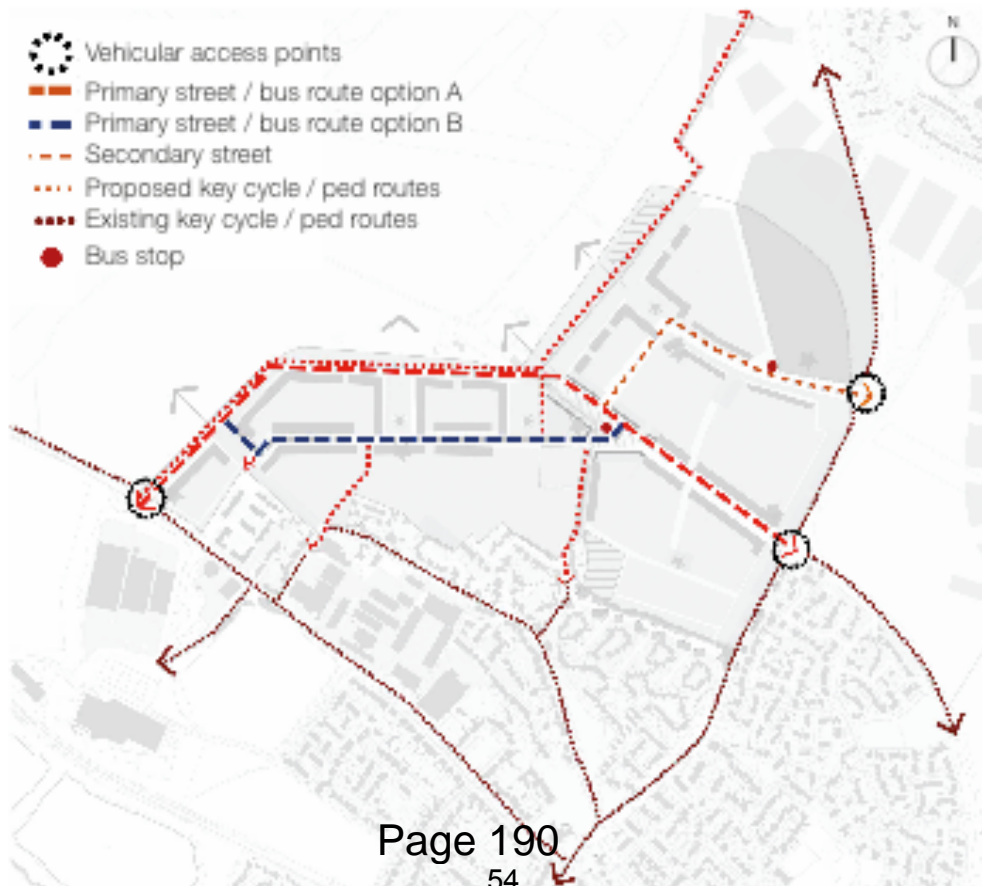


Figure 39: Overview of movement strategy - proposed additional modifications



Access and primary routes

5.12 As shown in figure 40, vehicular access to the site will be from Coldhams Lane and Cherry Hinton Road / Airport Way, as required by CLP policy 12 (R47) and SCDC policy SS/3.

5.13 Any future planning application will need to demonstrate appropriate capacity at each of the access junctions for all vehicles, including emergency and refuse **vehicles**, travelling to and from the site through provision of a Transport Assessment. This assessment should also consider the development impacts on the local highway network (including Cherry Hinton Road and Coldhams Lane), and local junctions (Coldhams Lane / High Street, Coldham's Lane / Barnwell **Road Drive**).

5.14 Developers will be encouraged to incorporate a traffic calmed environment using street design and intersecting cross routes to create a natural reduction in speeds. Shared surface environments should be employed. The spine road speed limit should be agreed with **Highways Development Control** Cambridgeshire County Council as Highway Authority however a design speed of below 20mph is considered most appropriate.

Figure 40 – NO CHANGE

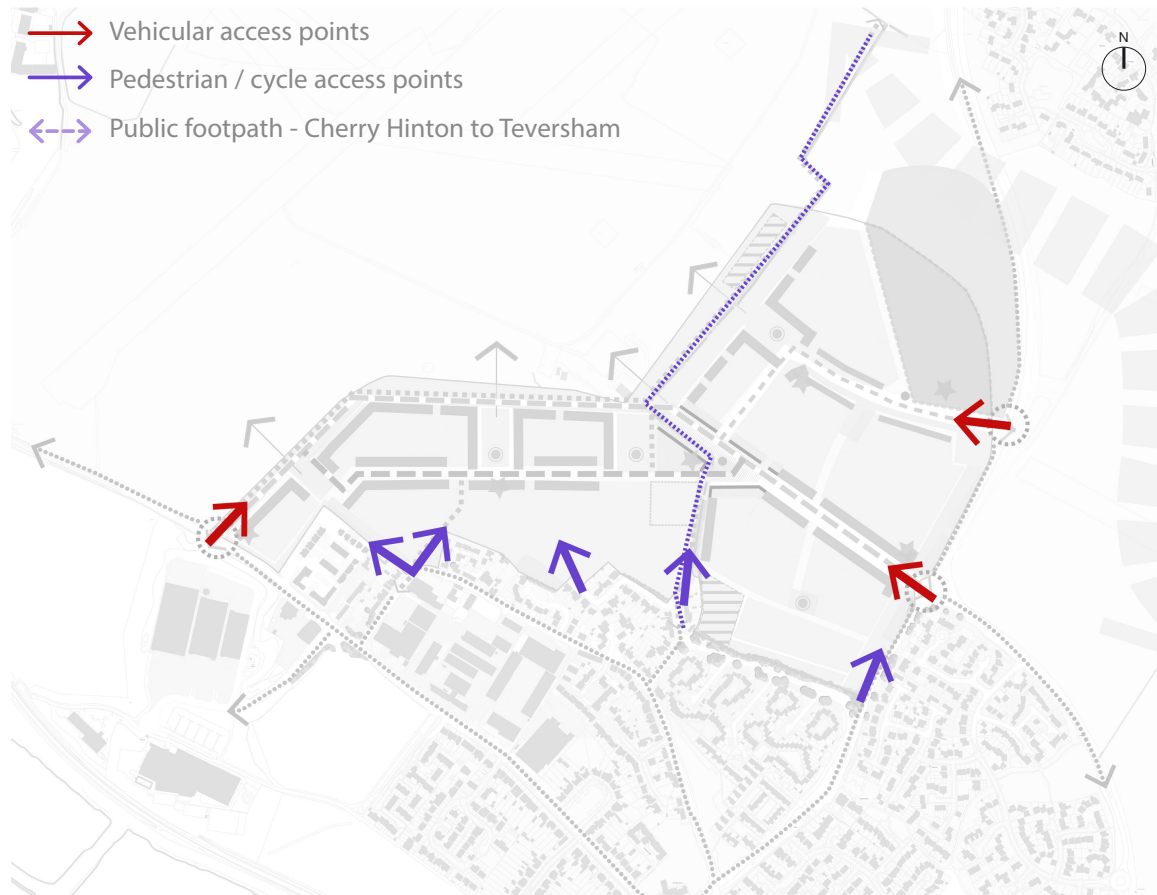


Figure 40: Connectivity

Primary routes

5.15 As set out in part 3 of policy 12, the master plan for site R47, 'will make provision for a primary and secondary school, a local centre with community hub, open space and a spine road connecting Coldham's Lane with Cherry Hinton Road. Vehicular access to the site will only be permitted via the new spine road unless needed for emergency access'.

5.16 There has been discussion through the initial technical work and stakeholder workshops on the route, form and function of the spine road. Two primary street options are presented which show different ways that the spine road could form a flexible primary route through the site. The requirements of the final spine road design will be determined by ~~Cambridge County Council and local authorities through the planning application process~~ Cambridgeshire County Council as Highway Authority and local planning authorities, as part of the pre-application planning process. Any future planning application would be expected to include a through route spine road design in order to comply with the Highway Authority's recommendations approved by the Economy and Environment Committee 11 December 2017.

5.17 Consideration should be given to landscape when deciding on the design of primary routes in order to ensure the usability of open spaces within the site.

5.18 Elements to consider include, but are not restricted to, the following:

- The visual impact of the design
- Impact on drainage
- The amenity value of adjoining open spaces
- Impact on residential amenity
- The location of the relocated gas main.

Main vehicular access points to the Site

5.19 Weston Homes have obtained planning permission for up to 57 homes on land at Hatherdene Close, near to the western access into the Site. The Weston Homes development will become the immediate ~~eastern~~ western boundary to the site in this location. Housing proposed on this site will be accessed via a new priority junction from Coldham's Lane and in order to maximise spacing between the two junctions, the Coldham's Lane access to the Land North of Cherry Hinton site is required to be located to the west of the site boundary, on Coldhams Lane. Local design guidance recommends minimum spacing between junctions on the same side of the road, to ensure that the visibility splays at each of the junctions do not interfere and result in safety issues. The visibility splays agreed for the Weston Homes site were 4.5m x 120m and therefore the location of the access to the far west of the boundary seeks to reduce the potential for impact on the Weston Homes visibility splay.

5.20 The County Council has recommended that the main access from the eastern side of the site is to be from the existing roundabout at the Cherry Hinton Road / Gazelle Way. This is due to the fact that the existing roundabout already requires vehicles to slow down and presents an opportunity for a main access point that has the least impact on vehicular movements as well as keeping this access point within the urban area of the city.

5.21 There are as such two options for a spine road connecting these two main access points. The first of these options (Option A adjacent) runs the main spine road through the site along the northern boundary of the site; the second brings the main spine road away from the northern boundary and through the heart of the site (Option B adjacent).

Option A

5.22 A spine road which runs through the local centre ~~of the site~~ and continues along the northern perimeter allowing for the provision of direct, traffic free or low traffic cycle and pedestrian routes through the central belt of the site (figure 41).

Figure 41 - NO CHANGE



Figure 41: Primary street option A

Advantages

- Allows for a traffic calmed / free central spine through residential areas
- Aids in reducing the noise impact on residential areas by keeping noise generating activities along the airport edge, with a landscape park buffer to the residential blocks
- Opportunity to integrate the new gas main along the footpaths and verges, keeping landscaped areas and parks free from constraint

Disadvantages

- Requires a thoughtful design considerations for traffic calming, to ensure it does not turn into a bypass peripheral route
- Requires consideration of landscape design to achieve high quality park and open spaces

Option B

5.23 A spine road which runs through the centre of the site allowing for the provision of traffic-free cycle and pedestrian routes along the perimeter of the site rather than through the centre. [\(figure 42\)](#)

5.24 For Options A and B, there is also the possibility to introduce a bus gate along the spine road which would offer the opportunity to only allow through connections between Cherry Hinton Road and Goldham's Lane for buses, pedestrians and cyclists.

Figure 42 – NO CHANGE

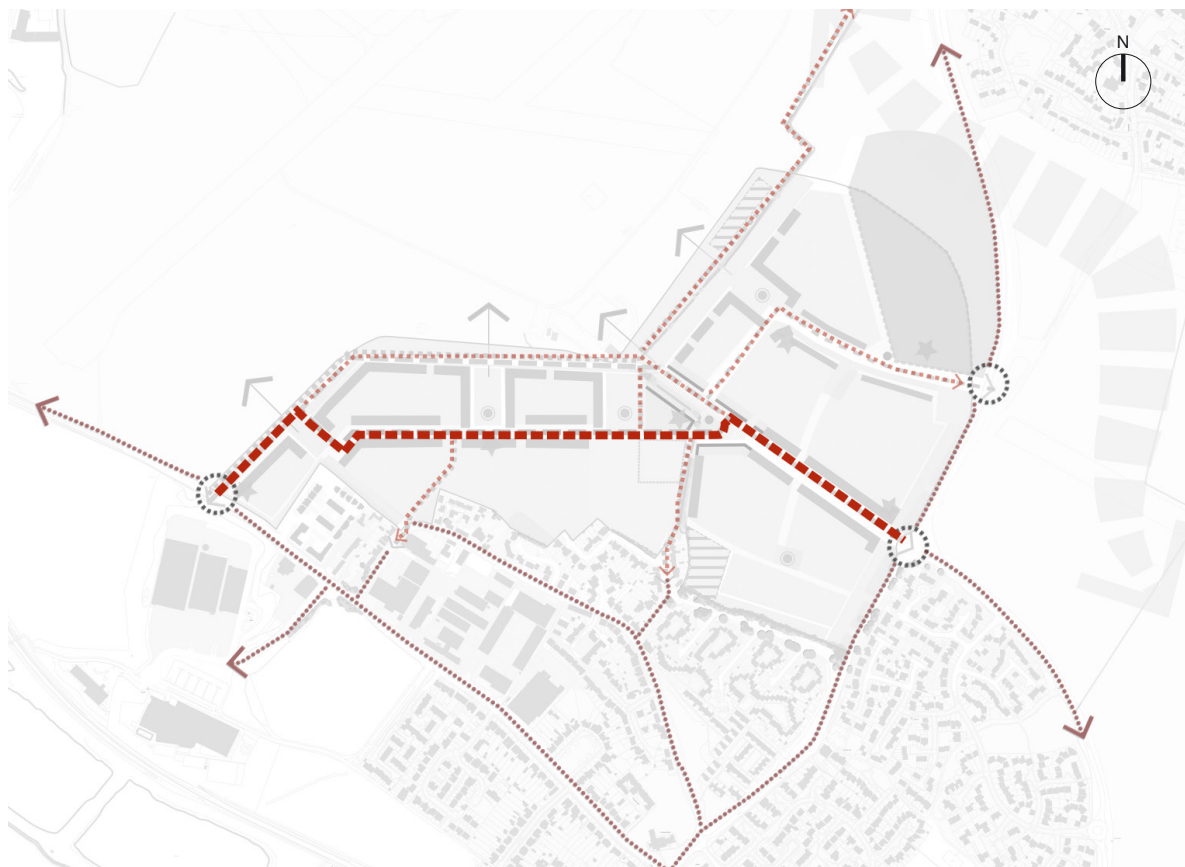


Figure 42: Primary street option B

Advantages

- Places the primary vehicular movement through the centre of the development
- Allows traffic free landscape edge and cycle pedestrian movement along the airport edge
- Opportunity to integrate the new gas main along the footpaths and verges, keeping landscaped areas and parks free from constraint

Disadvantages

- Requires careful considerations of density and building heights along the primary street due to proximity to the existing residential edge

Cycle and pedestrian movement - potential links

5.25 Proposals for the site should be as permeable for cyclists and pedestrians as possible, exploring potential connections to the wider strategic cycle networks surrounding the site such as the Chisholm Trail and the existing Airport path as well as connections on foot to local facilities. [Proposals should also explore potential improvements to existing connections.](#) Proposals will be required to demonstrate an appropriate walking and cycling strategy in terms of the site, and acknowledge the wider walking and cycling journeys which interface with it. [Potential wider cycle connections are illustrated in figure 43.](#)

5.26 On-site, direct routes should be provided between areas of housing and community

facilities. Local cycle and pedestrian only connections will be encouraged on the site. Pedestrian and cycle connections will also be accommodated on primary and secondary routes. Proposals should incorporate openings and cut through's for cyclists and pedestrians where possible.

5.27 Cycle routes should be well integrated into the proposals and utilise the green corridors and low order less trafficked streets. Off road cycle links within the site that are shared by cyclists and pedestrians should be at least 3.5m wide.

Figure 43 – AMENDED

Figure 43 - Potential wider cycle connections - current draft SPD

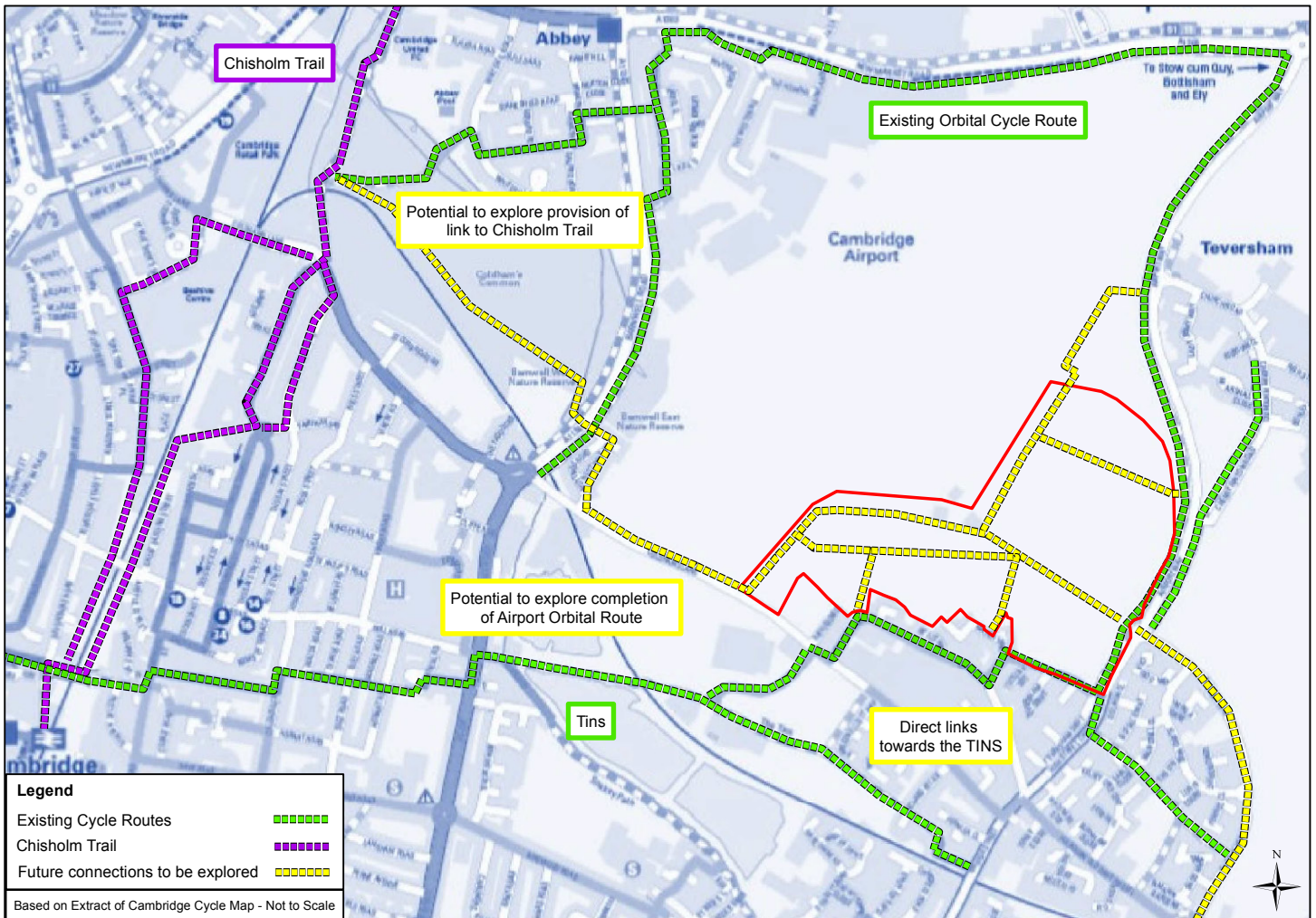
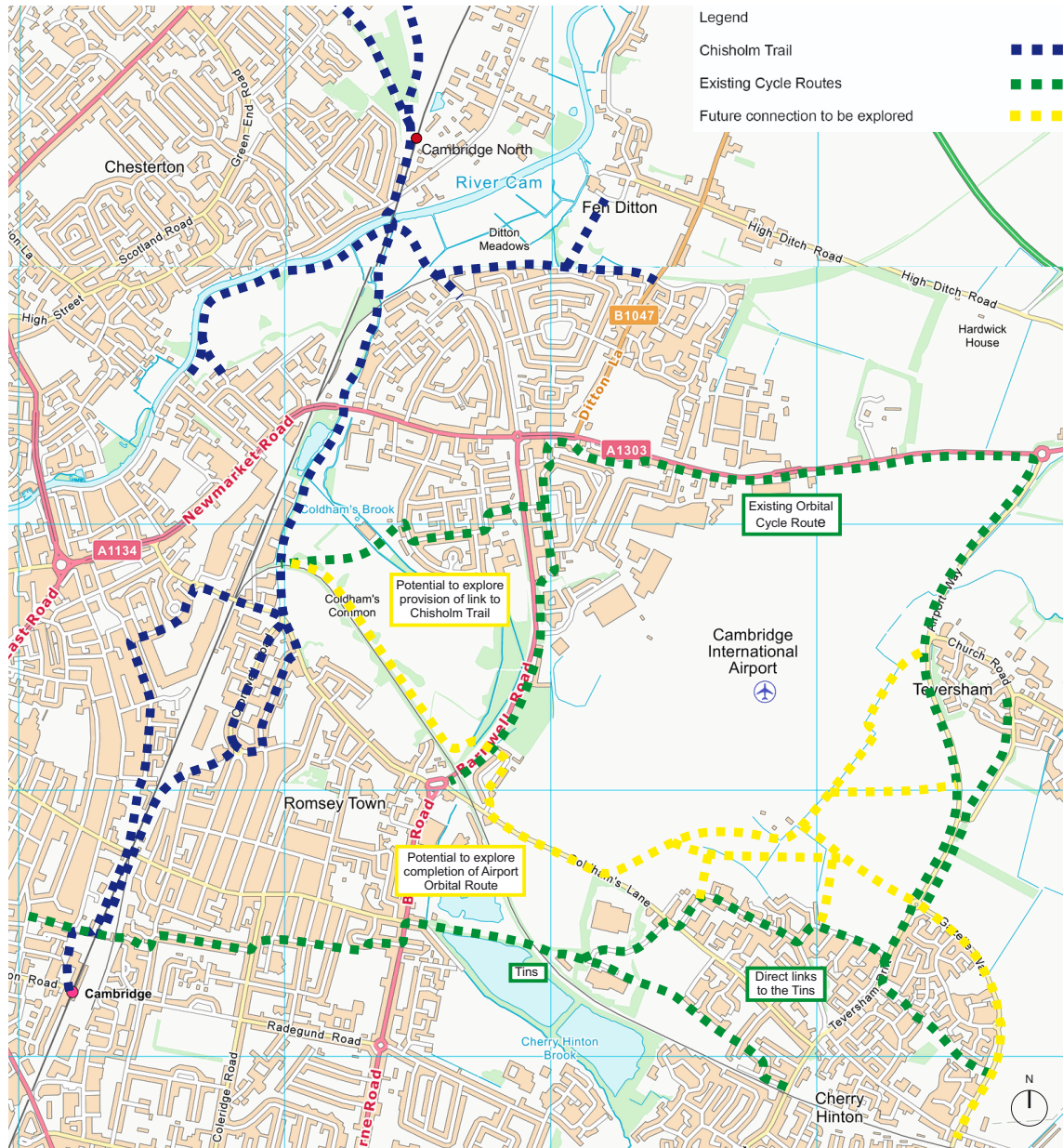


Figure 43 - Potential wider cycle connections - proposed additional modifications



5.28 Proposals should make full provision of the existing public right of way running south-north through the site, connecting Cherry Hinton to Teversham.

5.29 Pedestrian and cycle connections should be delivered by the proposals to facilitate both local and more strategic movements between the site, existing communities and key local services. Indicative pedestrian and cycle routes are shown in illustrated in figure 44.

5.30 In response to consultation feedback, safe cycle and pedestrian linkages through the development with minimum interaction with vehicular traffic should be encouraged.

Figure 44 – NO CHANGE

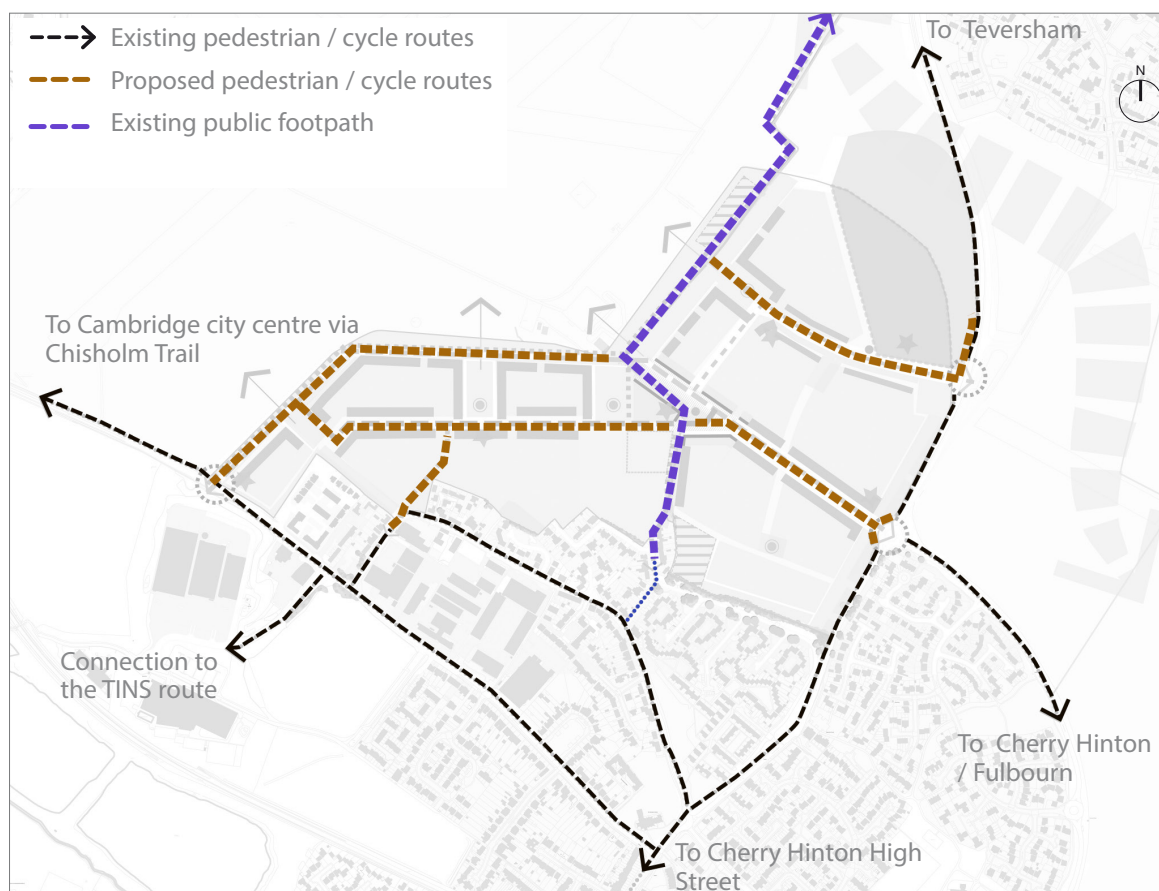


Figure 44: Indicative pedestrian and cycle routes

Central spine cycle options

5.31 There is the opportunity to provide a dedicated cycle and pedestrian route through the site. Based on the two options for the primary street route, this dedicated network could come forward as shown in figure 45. Guidance contained with Making Space for Cycling 2014 should be followed when developing proposals for the cycle route.

5.32 Options for the primary street include:

- A wholly segregated cycle route is available on the northern boundary of the site for cyclists, providing a completely segregated route between Airport Way and Coldham's Lane.
- There is also a central spine within the development which will be a pedestrian / cycle priority link, with limited or no access for vehicles. The design and arrangement of the blocks around this central spine seek to reduce the volumes of turning traffic potentially conflicting with cyclists.

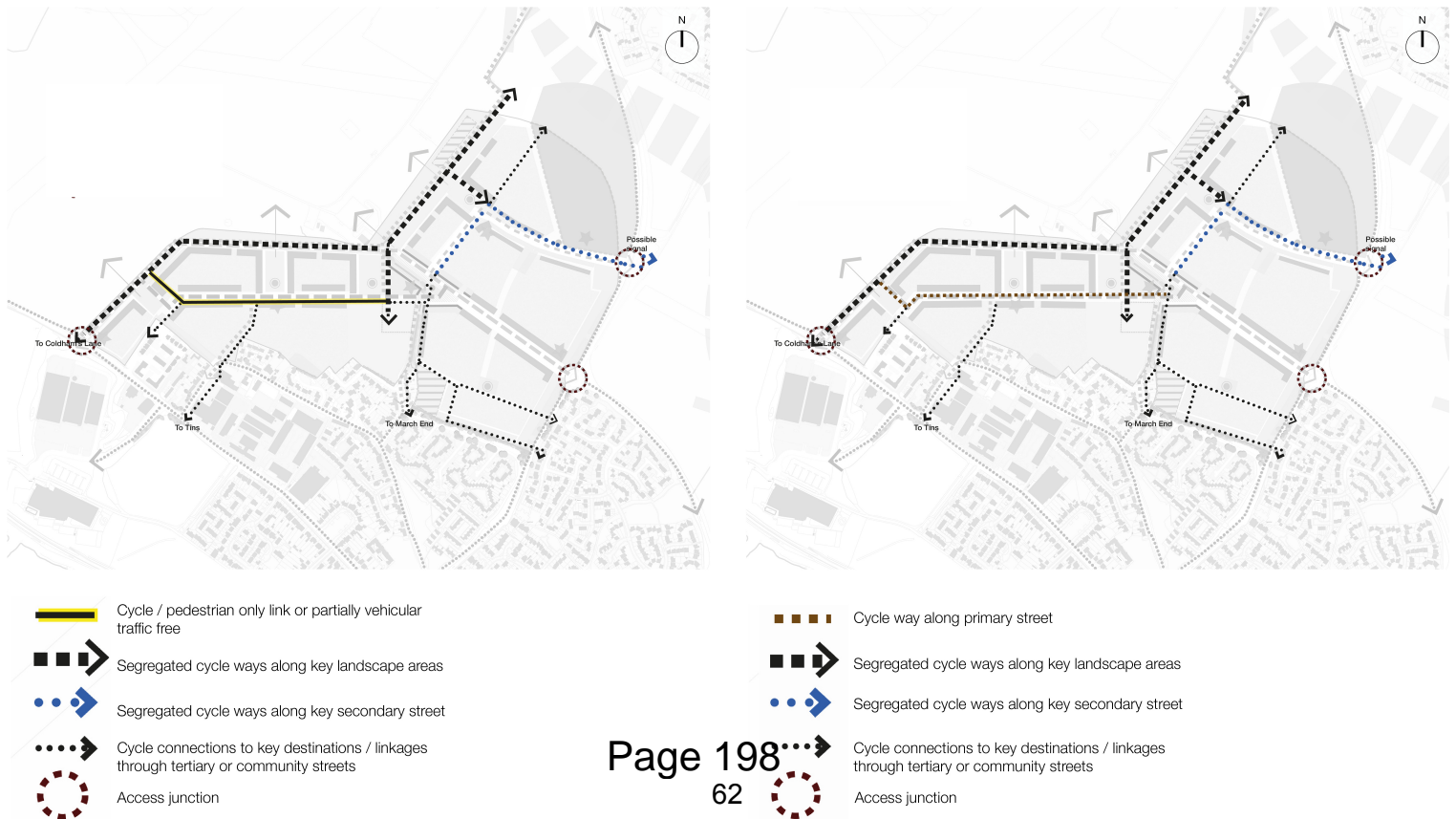
External pedestrian and cycle connections are also provided from this central spine through the site to the south, linking with the Tins route and to the east to Cherry Hinton High Street, including access to the existing bus stop which is served by the Citi 1.

Figure 45 -AMENDED

Figure 45 - Central spine cycle options - current draft SPD



Figure 45 - Central spine cycle options - proposed additional modifications



Public transport

5.33 Any strategy for public transport must be led by the County Council, in partnership with the local authorities, bus companies and developers. The proposed public transport strategy for the site will build upon the existing network.

5.34 Proposals will provide well-connected, high quality pedestrian and cycle routes that connect with the public transport network to help make sustainable travel modes more attractive than use of the private car. The majority of the development should aim to be no more than a 5 minute or 400m walk to bus stops. Figure 46 illustrates how the bus route could come forward.

5.35 Any planning application will be accompanied by a public transport strategy, setting out how the site will be served by public transport. Consideration should be given to the restricted height of Coldham's Lane Bridge.

Figure 46 – NO CHANGE

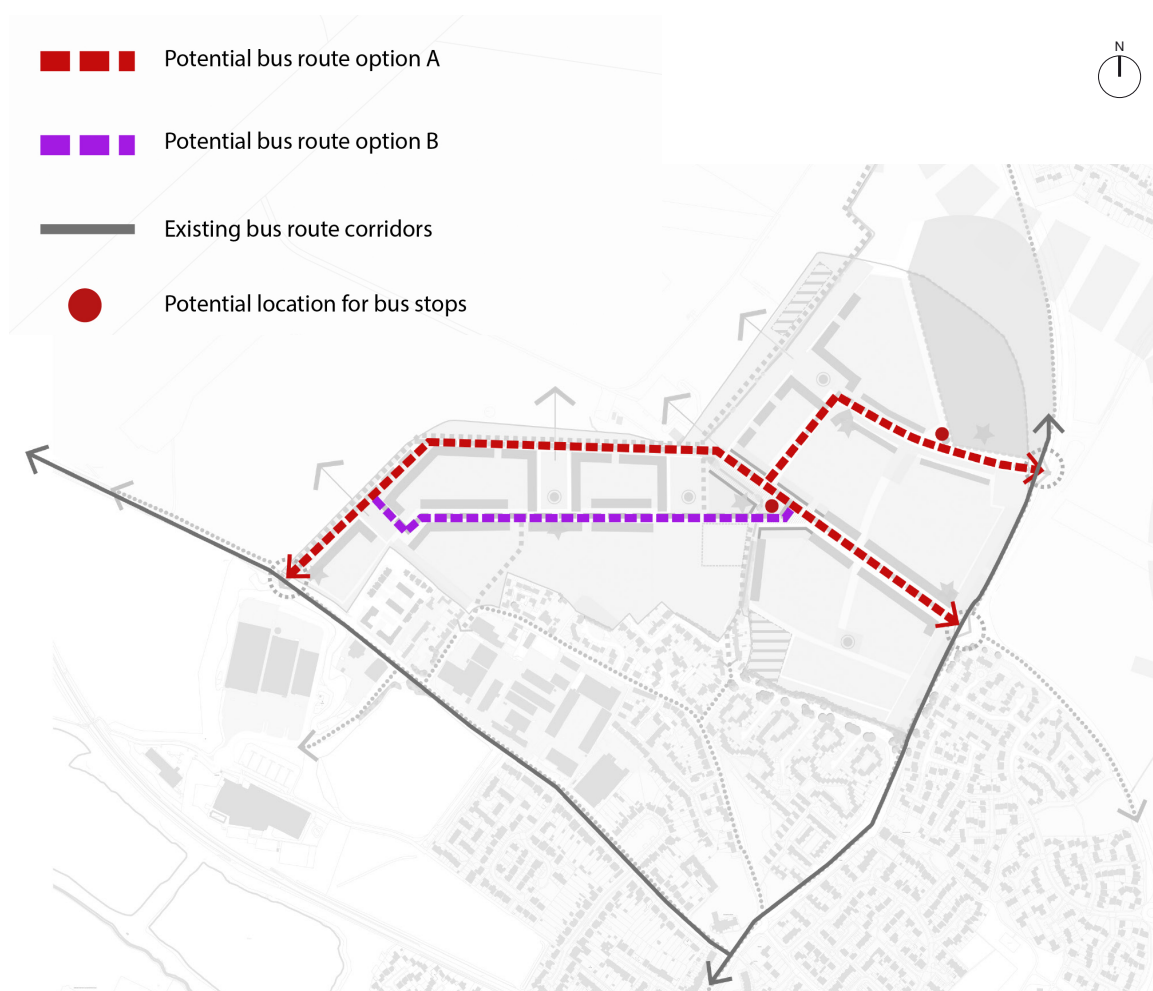


Figure 46: Indicative bus route

Car parking

5.36 Proposals should accord with Cambridge City Council's parking standards, which are expressed as maximum standards in line with national guidance and the council's sustainability aims, and with CEAAP policy CE/11 (alternative modes and parking), CLP policy 82 (parking management) and SCLP policy T1/3 (parking provision), which seek to ensure appropriate parking provision for new developments for motor vehicles and cycles.

5.37 Car parking should be designed to minimise impact on the urban form. The majority of car parking spaces should be provided 'on plot' with parking courts avoided.

5.38 Facilities for electric charge points should be incorporated into design proposals with consideration given for provision of EV charge points (in line with Policy 35 of the National Planning Policy Framework (NPPF)).

Cycle parking

5.39 Safe and secure cycle parking should be provided and should accord with both Cambridge City Council and South Cambs District Council's policy requirements and cycle parking guidelines, following guidance contained with the Cambridge Cycle Parking Guide for New Residential Developments, February 2010. Cycle parking should be considered early in the design process with an emphasis on Sheffield stands or within garages where appropriate.

Environmental considerations & site-wide sustainability

5.40 The development plan policies of relevance are CEAAP policy CE/25 (sustainable building and materials), CE/26 (noise), CE/27 (air quality), CE/28 (an exemplar in sustainability), CLP policy 27 (carbon reduction, community energy networks, sustainable design and construction), policy 33 (contaminated land), policy 34 (light pollution control), policy 35 (protection from noise and vibration), policy 36 (air quality, odour and dust), and SCLP policy CC/1 mitigation and adaption to climate change), CC/4 (sustainable design and construction), and CC/6 (construction methods).

5.41 Creating a sustainable development should be a priority underpinning the development of the Land North of Cherry Hinton. An integrated and site-wide approach should be employed to address the environmental, social and economic principles of sustainable design and construction. Development should seek to comply with all essential design considerations set out in the Sustainable Design and Construction SPD (June 2007), or as superseded, and should be strongly encouraged to adopt the recommended design considerations where appropriate.

5.42 As the site is within an area of water stress, a key priority for development is to promote water efficiency and water-sensitive design. All dwellings should seek to limit internal potable water consumption to 110 litres/person/day through measures such as low- / dual-flush toilets, using flow restrictors on basin taps, smaller capacity baths and low-flow showers. Opportunities for incorporating rainwater harvesting systems for irrigation purposes, as well as greywater recycling systems, should also be explored.

5.43 Promoters of development should prepare a Sustainability Statement that proposes strategies for addressing the relevant sustainability criteria including water conservation, urban design, biodiversity, pollution and sustainable drainage.

Energy, carbon reduction and adaption to climate change

5.44 Development should be designed and built in accordance with the energy hierarchy of:

1. Reducing energy demand in the first instance through careful consideration of site layout and by adopting a “fabric-first” approach to building design;
2. Using energy efficiently by, for example, using highly efficient systems to provide space heating and hot water and, where appropriate, heat recovery technologies; and
3. Only then supplying clean, renewable and low carbon energy to seek to meet the council’s 10% on-site energy target, where it is appropriate to do so. Where renewable and low carbon technologies are proposed, applicants should demonstrate that potential adverse impacts on the environment will be reduced as far as possible.

5.45 Development should demonstrate how adaptability will be built in so that future building occupants, particularly the vulnerable, are not exposed to unnecessary risks associated with the East of England’s changing climate. Proposals should consider options to reduce potential overheating and reliance on air condition systems in accordance with the following cooling hierarchy of:

1. Reducing internal heat generation through energy-efficient design;
2. Reducing the amount of heat entering a building in summer through measures such as orientation, shading, albedo, fenestration, insulation and, where appropriate, green roofs and walls;
3. Managing heat within the building, e.g. through use of thermal mass and consideration of window sizes;
4. Passive ventilation;
5. Mechanical ventilation;
6. Only then considering cooling systems (using low carbon options).

5.46 Planning applications should be supported by an Energy Statement outlining the proposed strategy for conforming with the energy and cooling hierarchies outlined above.

Air quality

5.47 Air quality should be considered at the design stage, with consideration given to mitigating emissions at the site wide level. Development should comply with best practice guidance set out in the IAQM Land Use Planning & Development Control: Planning for Air Quality (2017), or as superseded. Consideration should be given to the following (please note the below list is not exhaustive):

- Combustion Emissions - Consideration should be given at an early stage to the method of energy provision in the context of its impact on air quality including location of combustion emissions away from receptors through well cited vents or chimney stacks; scale of delivery e.g. district heating or CHP; height of chimney stacks in relation to dispersion and corresponding design constraints
- Incorporate facilities for electric charge points - Consideration should be given for provision of EV charge points across all appropriate land uses.
- Design should ensure there are no ‘street canyons’ which could inhibit effective pollution dispersion and lead to future air quality problems.

Energy

5.48 The relevant policies are CEEAP policy CE/24 (energy), CLP policy 29 (renewable and low carbon generation), and SCLP policy CC/2 (renewable and low carbon energy), and CC/3 (renewable and low carbon energy in new developments).

5.49 The development at LNCH will be designed and built in accordance with the energy hierarchy of reducing energy demand in the first instance (Be Lean), using energy efficiently (Be Clean) and, only then, supplying clean renewable and low carbon energy, where it is appropriate to do so (Be Green). The energy hierarchy is illustrated in figure 47.

5.50 Any planning application(s) for development will be supported by an Energy Statement presenting passive energy demand reduction measures adopted in the masterplan, options for further reducing demand through building designs, and options for efficiently supplying heating and cooling to buildings. The Statement(s) will include a preliminary feasibility study identifying opportunities for incorporating building-integrated or standalone renewable and low carbon technologies and, where appropriate, opportunities for 'exemplar' energy efficiency projects and consideration of smart grid approaches.

Figure 47 – NO CHANGE

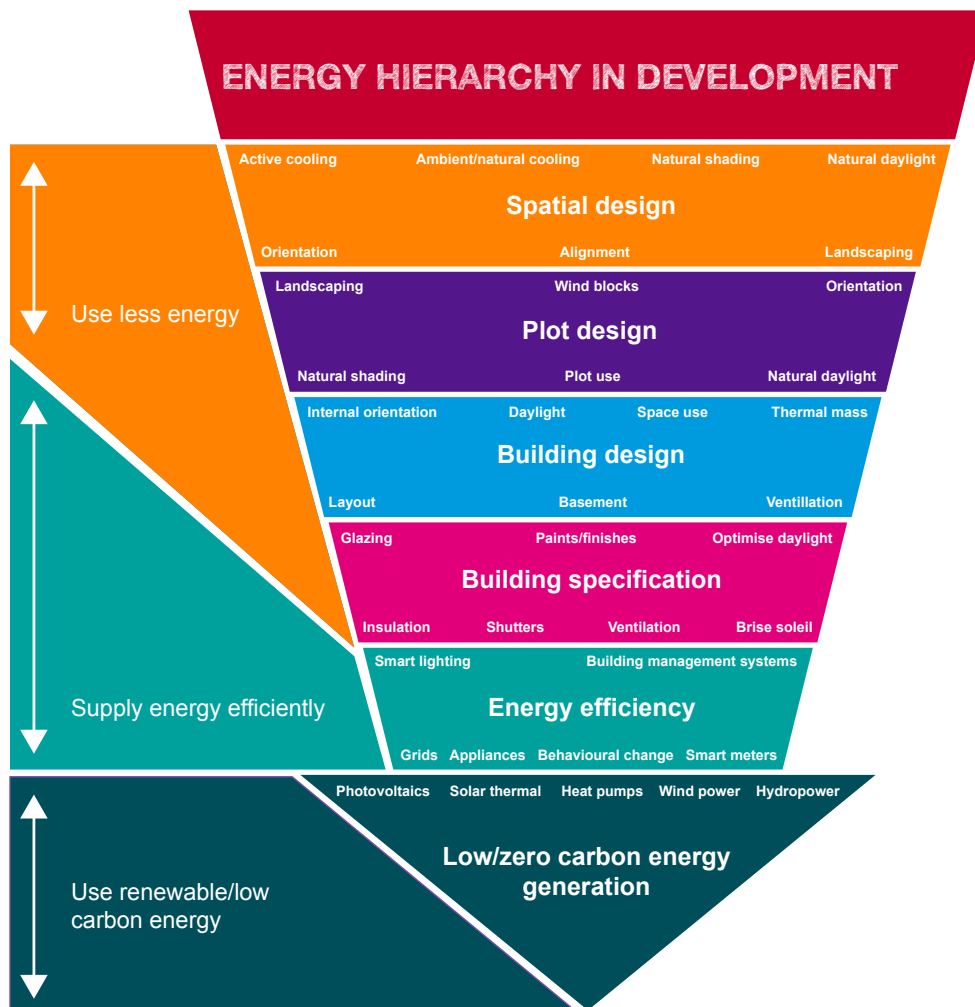


Figure 47: Energy Hierarchy

Surface water drainage strategy

5.51 The development plan policies of relevance are CLP policy 31 (integrated water management and water cycle), policy 32 (flood risk), and SCLP policy CC/7 (water quality), CC/8 (sustainable drainage systems), and CC/9 (managing flood risk). In addition the emerging flood risk and drainage design will follow best practice and planning regulations, including the Cambridge Flood and Water Supplementary Planning Document (SPD) 2016 which aims to guide the approach taken to manage flood risk and the water environment as part of new development proposals. Sustainable drainage must be considered early in the planning process in order to integrate it into the design.

Flood Risk and existing watercourses

5.52 The Environment Agency's (EA) flood risk maps show the site as low risk for fluvial flooding, but with some areas as potentially at risk of flooding from surface water. Fluvial flooding is typically defined as flooding caused by water in rivers rising above bank levels, while surface water flooding is flooding caused by heavy rainfall running off land and ponding in areas of low topography, as it flows towards a watercourse or land drain. In reality, flooding is often caused by both sources of flood water combining together.

5.53 Modelling of the current surface water flood risk illustrated at the site is currently being undertaken to provide more confidence in the flood extents and to inform the site layout and master planning process. This follows the planning principles of making space for water and placing the most vulnerable land uses in areas of lowest flood risk. Flood compensatory works are proposed at the site to allow for areas currently shown within the surface water flood risk extent to be incorporated within the emerging masterplan. The form of the flood compensation areas will be designed in agreement with the approving authorities and ensure there is no detriment to offsite areas. These areas will be visually in keeping with the current landscape.

Sustainable surface water drainage strategy

5.54 The proposed surface water drainage strategy for the site is being developed and informed by the existing site constraints and hydrological catchments. The surface water drainage will be carefully developed to address the proposed landscape and visual requirements, identified during the baseline analysis for the project. Sustainable drainage will be considered at the outset of the outline planning application process in order to fully integrate the proposed Sustainable drainage into the development proposals. [The indicative sustainable drainage strategy is illustrated in figure 48](#)

5.55 The proposed development will include a comprehensive Sustainable Drainage System (SuDS), which will play an integral part of the green infrastructure (GI) for the project. The proposed SuDS seeks to deliver long term mitigation by attenuating and treating the development generated surface water runoff and where possible provide betterment. The SuDS will be designed so it will integrate within the wider landscape proposals and will provide opportunities, where possible, to enhance biodiversity and recreation facilities.

5.56 As well as providing a drainage function, the SuDS will also form an important part of the project's biodiversity strategy. The proposed SuDS features will be designed so that they maximise opportunities for habitat creation and wildlife. This will include the introduction of appropriate native planting.

5.57 The prevailing surface water strategy to be adopted is a network of on-site planted and unplanted channels and urban rills which will provide attenuation and water quality treatment. Other strategic attenuation areas will also be required, including features such as linear dry swales and landscaped detention areas, providing dual use facilities such as play areas / recreational space in order to provide the necessary storage for extreme rainfall events and overland flow storage. Upstream on plot drainage solutions such as bio-retention planters and

permeable paving will also provide pre-treatment for hard standing surfaces such as parking areas. Roof runoff, where feasible, will outfall directly into smaller on plot urban rill arrangements, bio-retention planters, porous paving or rainwater gardens. Piped networks will still be appropriate in some areas of the site due to the gradients which prevent the use of open channels and rills. The incorporation of large permanent open water features, attractive to wildfowl, will be discouraged in order to avoid the risk of bird strike. It should also be noted that proposals for below ground attenuation will be considered as a last resort.

5.58 Due to the site's close proximity to Cambridge Airport, the SuDS will need to be designed to take into account the risks from bird strike. Therefore, ongoing discussions are being undertaken with the aviation authorities to ensure the proposed SuDS is designed in accordance with best practice.

5.59 High groundwater levels and some isolated areas of soil contamination (subject to confirmation) may potentially exist in parts of the site, this will need to be considered and any results used to inform the emerging drainage strategy.

Foul Water Drainage

5.60 Foul water drainage will discharge from the development to a local foul public sewer. This will be subject to agreed discharge rates with Anglian Water and is likely to require the presence of pumping station/s within the proposed development. Previous discussions with Anglian Water, as part of the pre-application process, indicates foul storage will be required. The storage can either be provided within the site boundary or at a local pumping station. On-going consultation with Anglian Water will be undertaken to ensure the development proposal meets their requirements.

To avoid foul flooding of existing properties, and to avoid pollution of the local water environment, all planning applications should include a Pre-Application Assessment Report from Anglian Water confirming that there is sufficient capacity to accommodate foul drainage from the site or phase of development.

Figure 48 – NO CHANGE



Figure 48: Sustainable drainage strategy

Figure 49 – NO CHANGE

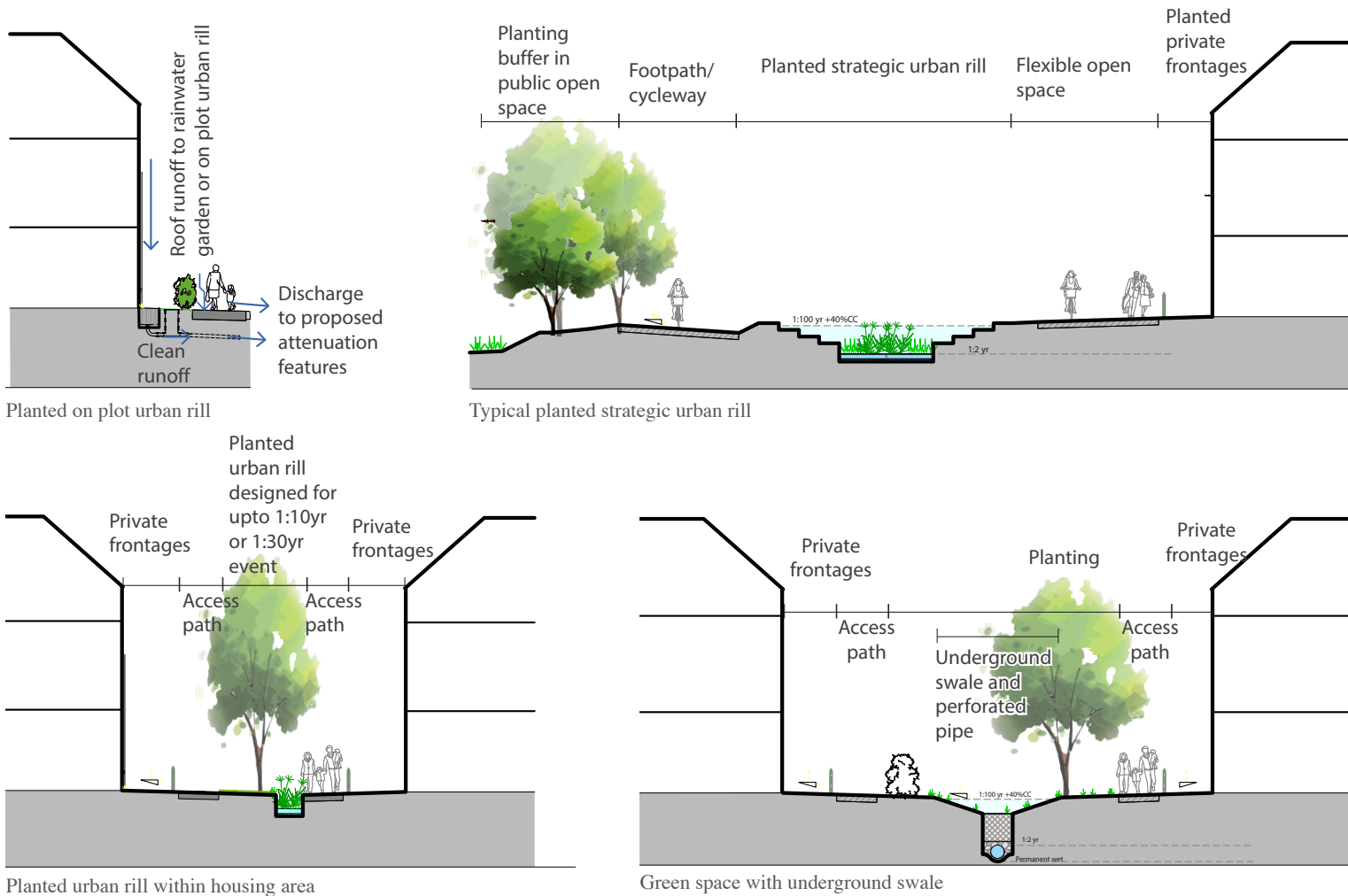


Figure 49: Typical SuDS sections illustrating of range of attenuation features

Landscape and open space

5.61 The development of the site provides the opportunity to create an attractive green framework of public open spaces and wildlife habitats and to encourage sustainable lifestyles. The landscape strategy should be built around the existing landscape and will provide greenways, formal and natural play, pocket parks and allotments in line with policy requirements.

5.62 This section considers the following:

- Open spaces and recreation
- Trees
- Ecology

5.63 The relevant policies in the emerging development plans are CEAAP policy CE/20 (public open space and sports provision), CE/21 (countryside recreation), CLP policy 55 (responding to context), policy 56 (creating successful places), policy 59 (designing landscape and the public realm), policy 68 (open space and recreation provision through new development), SCLP policy HQ/1 (design principles), policy NH/2 (protecting and enhancing landscape character), policy

NH/6 (green infrastructure), NH.7policy NH/8 (mitigating the impact of development in and adjoining the green belt), policy NH/12 (local green space), and policy SC/7 (outdoor play space, informal open space and new developments), SC/8 (open space standards).

General strategy

5.64 Development should seek to ensure an optimum distribution of open space so that all residents enjoy proximity and easy access to open space without having to overcome barriers to movement, such as major roads. Figure 50 and table 1 illustrate how open space could be provided across the site.

5.65 The accessibility of open spaces and play areas will have a direct impact on their functional success. More accessible spaces usually tend to attract a greater level and range of activities, thereby increasing levels of natural surveillance that can help deter anti-social behaviour and potentially reduce the need for repair.

5.66 A mix of spaces will be required to meet recreation needs. A balanced approach will be required to resolve potential conflicting demands, for example demands between natural, tranquil spaces and those for children's play. Open spaces should be connected through the incorporation of street trees and SuDS features.

Public realm

5.67 The development framework plan establishes a series of key nodal public spaces along the main routes. These are important to provide a strong sense of place. Principal among these will be the local centre, which is intended to be a busy public space where the community congregate. This square should be designed based on a shared space philosophy and be of the highest quality.

Figure 50 – NO CHANGE



Figure 50: Indicative landscape framework plan

Table 1 – NO CHANGE

	Precedent	Description
Linear park		<ul style="list-style-type: none"> • Informal open space provides a green setting • Semi-natural in character with opportunity for tree planting and well maintained edges • Pedestrian cycle access along corridor • Buffer between residential dwellings and airport land
Green fingers		<ul style="list-style-type: none"> • Informal open space provides a green setting • Semi-natural in character with opportunity for tree planting • Linking green spaces across site and connecting residents to linear park
Pocket parks		<ul style="list-style-type: none"> • Designed to provide usable open space • Informal in appearance • Use of native trees, shrub planting and low hedging, with amenity grass • Opportunity for informal, natural play spaces and neighbourhood meeting areas
SuDS (incl. Dry swales and bio-retention planters)		<ul style="list-style-type: none"> • Provides a green setting • Provides mitigation of surface water flooding • Ensures landscaping permeates through the site as a whole
Street trees		<ul style="list-style-type: none"> • Provide a green setting • Use of native trees
Allotments		<ul style="list-style-type: none"> • Important to local identity • Informal in appearance • Use of native trees, limited shrub planting and low hedging, with amenity grass

Table 1: Green infrastructure

Open space and recreation

5.68 The relevant planning policies are CEEAP policy CE/20 (public open space and sports provision), CLP policy 68 (open space and recreation provision through new development), SCLP SC/7 (outdoor play space, informal open space and new developments), and SC/8 (open space standards).

5.69 The integration of semi-natural habitats within new developments lies at the heart of much current thinking on urban nature conservation. The extension of this concept to form wildlife corridors, green grids or networks has added benefits where these include public open spaces and green routes providing alternative green recreational routes for pedestrians and cyclists.

5.70 Development of the site will include a green corridor and series of smaller linked green spaces, comprising an informal linear park, play space and allotments. As well as reinforcing the city-wide green network, connected open spaces can play an important part in helping to integrate new development into the existing area. Green spaces will be linked by street trees and SuDS features.

5.71 Development of the site should ensure that an adequate level and mix of recreation space is provided to serve the new community. This provision should be of a high and durable quality, designed to ensure they are accessible, well-connected and integrated with new and existing communities. They should also encourage healthy lifestyles and the use of sustainable travel

modes, such as cycling.

Open space requirements

5.72 Table 2 outlines the public open space (POS) requirements based on the emerging policy position as set out in Cambridge City Council Proposed Submission July 2014 (Policy 68 requires open space provision as per table I.1 Open space and recreation standards from Appendix 1).

5.73 This table sets out the requirements, resultant land take, based on 1200 units, using the agreed population multipliers. Incidental green spaces such as verges, tree lined road corridors and other green spaces are not included within the calculations.

5.74 It must be demonstrated through the detailed design that open space located adjacent to the primary street is of a high quality.

Table 2 – NO CHANGE

Type	Policy standard hectares per 1000 population	Multiplier
		2.3/1000
Informal open space	2.2	6.07 ha
Allotments	0.4	1.10 ha
Outdoor sports facilities	1.2	3.31 ha
Indoor sports facilities	1 sports hall per 13,000 people. 1 swimming pool per 50,000 people	N/A
Children and teenagers play space	0.3	0.83 ha
Total	4.1	11.30 ha

Table 2: Open space provision requirements

Formal sports provision

5.75 Provision may be made for formal sports pitches in part through community access to pitches and facilities at the secondary school, and / or via improvements to existing facilities in Cherry Hinton. Final provision of sports pitches should be decided in consultation with the relevant stakeholders and will be secured through the planning application process.

5.76 The full benefits and requirements of open space and recreation are documented in further guidance published by the city council in 2014, including Open Space and Recreation Strategy, Parks for Cambridge People and Cambridge Sports Strategy.

Play space and sports provision

5.77 Children's play space for a range of ages should be provided within the development. It is estimated that approximately 0.8ha of equipped play space / outdoor provision would be required on site. It is anticipated that this will comprise a minimum of two local equipped areas of play (LEAP) and one neighbourhood equipped area of play (NEAP). Local areas for play (LAPs) will be dealt with at a later stage as part of the outline planning application.

Informal open space

5.78 Some informal open space should be provided within the new built-up areas, for example, green access corridors, informal kick-about areas and small buffer areas adjacent to equipped areas of play. The majority of provision is likely to be located along the green corridor, which should include approximately 6ha of natural green space.

Allotments

5.79 Allotments should be provided in close proximity to overlooking homes and be accessible for new and existing residents. The likely requirement for the provision of allotments across the site is approximately 1.1ha, although the exact extent will be determined as part of the outline planning application.

Trees

5.80 Existing trees are an important factor on development sites and a material consideration in the UK planning system. There are a number of trees on the site alongside the PRow. These should be retained and incorporated into landscape proposals where possible.

5.81 Trees play an important role in the public realm and in enhancing existing landscape features. Street trees should be planted along streets and within public open spaces. Species should be selected to establish a sense of hierarchy through the streets and spaces, with larger trees on key routes and spaces.

Ecology

5.82 Three non-statutory designated ecological sites are present on the site boundaries:

- Airport Way RSV County Wildlife Site (CWS) is located along the eastern boundary. The CWS includes the road verges and associated hedgerows/scrub on Airport way. It is of interest for its population of perennial flax, a nationally scarce plant
- Teversham Drift Hedgerow City Wildlife Site (CiWS) forms part of the south boundary
- Teversham Protected Road Verge (PRV) forms part of the east boundary. The PRV includes the road verges and associated hedgerows/scrub on Airport Way and Cherry Hinton Road. It is of interest for the quality of the grassland habitat present in the road verge.

5.83 Design measures to minimise impacts of the development on these features are as follows:

- Retention and protection of hedgerows during construction where possible; planting of additional hedgerow using a diverse species mix to achieve net enhancement of this habitat resource
- Retention and protection of non-statutory designated sites on the boundaries of the site during construction through the use of buffer zones and the provision of adjacent public open space. Creation of species-rich grassland to achieve net enhancement of this habitat resource
- Retention of drainage ditches with a buffer to avoid impacts on water vole and enhancement of water vole habitat (creation of pools and re-profiling of drainage ditches, and provision of SUDs features)
- Retention and enhancement of habitat features, such as hedgerows and ditches, suitable for bats. Using a lighting scheme which avoids illumination of these retained habitat features. The incorporation of bat roosting features in buildings within the proposed development.

Housing

5.84 The relevant policies in the development plan are CEAAP policy CE/7 (Cambridge East

housing), CLP policy 45 (affordable housing and dwelling mix), policy 50 (residential space standards), policy 51 (lifetime homes and lifetime neighbourhoods), SCLP H/7 (housing density), policy H/8 (housing mix), policy H/9 (affordable housing), and H/11 (residential spaces standards for market housing).

5.85 In line with the allocation, the primary land use will be residential housing. LNCH has capacity for up to 1,200 homes during the local plan period to 2031.

5.86 Based on initial capacity studies the 1,200 residential units are likely to comprises a mix of 35% apartments and 65% houses, although the exact mix is flexible and will be informed by consideration of the housing market dynamics and evolving urban character.

Additional paragraph:

The provision of a proportionate element of dwelling plots for sale to self and custom builders will be required to reflect the Self-Build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016), and Local Plan policy. The amount of dwelling plots to be provided and the approach to delivery will be agreed with the relevant local planning authorities, taking account of all relevant material considerations.

5.87 The average overall net housing density proposed for the site will be 40-50 dwellings per hectare (dph). Lower densities will be located on the southern edge of the site adjacent to the existing settlement, with density increasing northwards. The higher densities will be focussed around the local centre and main activity zone.

5.88 The site is suitable for a range of housing typologies. A wide choice, type and mix of housing will be provided to meet the needs of different groups in the community, including families with children, older people and people with disabilities. This will assist the creation of a sustainable, mixed community within the site. ~~The site may provide specific homes for the elderly depending on market demand.~~ The site may provide an opportunity for providing specialist homes including for the elderly, subject to local identified needs.

5.89 The affordable housing policies require a minimum of 40% to be delivered on the site. Developments should include a mix of dwelling sizes, types and tenures to meet projected future household needs within Cambridge. The development will be tenure blind with the affordable homes integrated with market housing and not identified through location, segregation or the appearance of buildings.

5.90 Dwellings will be designed to provide future occupiers with efficient internal layouts, room sizes and access to the private amenity space. Dwellings will aim to provide adaptability and flexibility.

Education

5.91 The relevant policies are CEAAP CE/9 (community services), CLP policy 74 (education facilities), and SCLP policy SC/4 (meeting community needs).

5.92 The site allocation requires provision of a primary school and secondary school. The primary school should be located within close proximity of other community facilities. The secondary school should be located close to the edge of the development and within relation to key transport routes.

5.93 In respect of the new primary school, provision should be made for a 2 form entry (FE) primary school and 2.3 hectares to serve the needs of the community.

5.94 To ensure the secondary school is educationally and financially viable and to serve the wider needs of Cambridge, it will need to be a minimum of 6 FE. The final site size will be

determined through further detailed planning and negotiation.

5.95 The preferred locations for the primary and secondary schools are shown indicatively on figure 34.52. The design of the school buildings will be expected to perform a positive role within the urban environment.

Community & other non-residential uses

5.96 The relevant development plan policies for community uses are CEAAP CE/9 (community services), CLP policy 73 (community, sports and leisure facilities), and SCLP policy SC/4 (meeting community needs).

5.97 Community facilities should be centrally located within the development site and within easy reach of all residents of the new community. The facilities should also be accessible for existing residents of Cherry Hinton. It is intended that the development will not compete with the Cherry Hinton High Street offer.

5.98 The local centre will reflect the needs of the likely future population whilst supplementing facilities already available within Cherry Hinton and should include a number of small local shops and a nursery, although the final provision of the social infrastructure has to be determined as part of any outline planning application.

Character and form

5.99 The relevant development plan policies are CLP policy 55 (responding to context), policy 56 (creating successful places), policy 57 (designing new buildings), policy 59 (designing the landscape and the public realm) and SCLP HQ/1 (design principles).

Layout

5.100 The proposals for Land North of Cherry Hinton must create a clear identity that is cognisant of the 'village' character that existing residents of Cherry Hinton cherish. It will ensure placemaking is central to the layout, with the highest quality materials, architecture, landscape and public realm.

5.101 Existing features of the site, including the distinctive topography, treed public right of way, historic hedgerow and attractive views across the airport and towards Teversham, should be woven into the layout to create a memorable and attractive new neighbourhood.

5.102 The initial vision and design principles outlined in this SPD will form the basis for creating a new extension to Cherry Hinton, with a strong identity. ~~build upon and strengthened to establish a compelling narrative for the new neighbourhood with a strong identity.~~

Building heights and density

5.103 Figure 51 shows an indicative building heights strategy for the site, setting out the broad principles. The final strategy will be agreed through the outline planning application and informed by further analysis and the local context.

5.104 Based on the net residential area (including the local centre) of between 27 and 30 ha, the average overall net housing density proposed for the site will be 40-50 dwellings per hectare (dph). This excludes primary infrastructure such as public open space and the main street, along with non-residential land uses such as the primary and secondary schools. Lower densities will be located on the southern edge of the site adjacent to the existing settlement, with density increasing northwards across the site. The higher densities will be focussed around the local centre and main activity zone.

5.105 A range of building and housing types should be provided across the site. This range of typologies will help create an integrated community, with homes suitable for a range of household types and sizes. Careful consideration should be given the landscape and visual impact of building heights across the site.

5.106 New homes should maximise the benefit of solar orientation and outlook, whilst providing a robust street and block layout.

5.107 A range of building heights should be provided across the site and create visual interest and character. In broad terms, building heights should increase around the local centre and along key movement corridors. Building heights should respond to the higher ridgeline, minimising the impact on long distance views. Building heights should ensure an appropriate edge to the green belt and take account of the potential to help mitigate airport noise.

Figure 51 – NO CHANGE

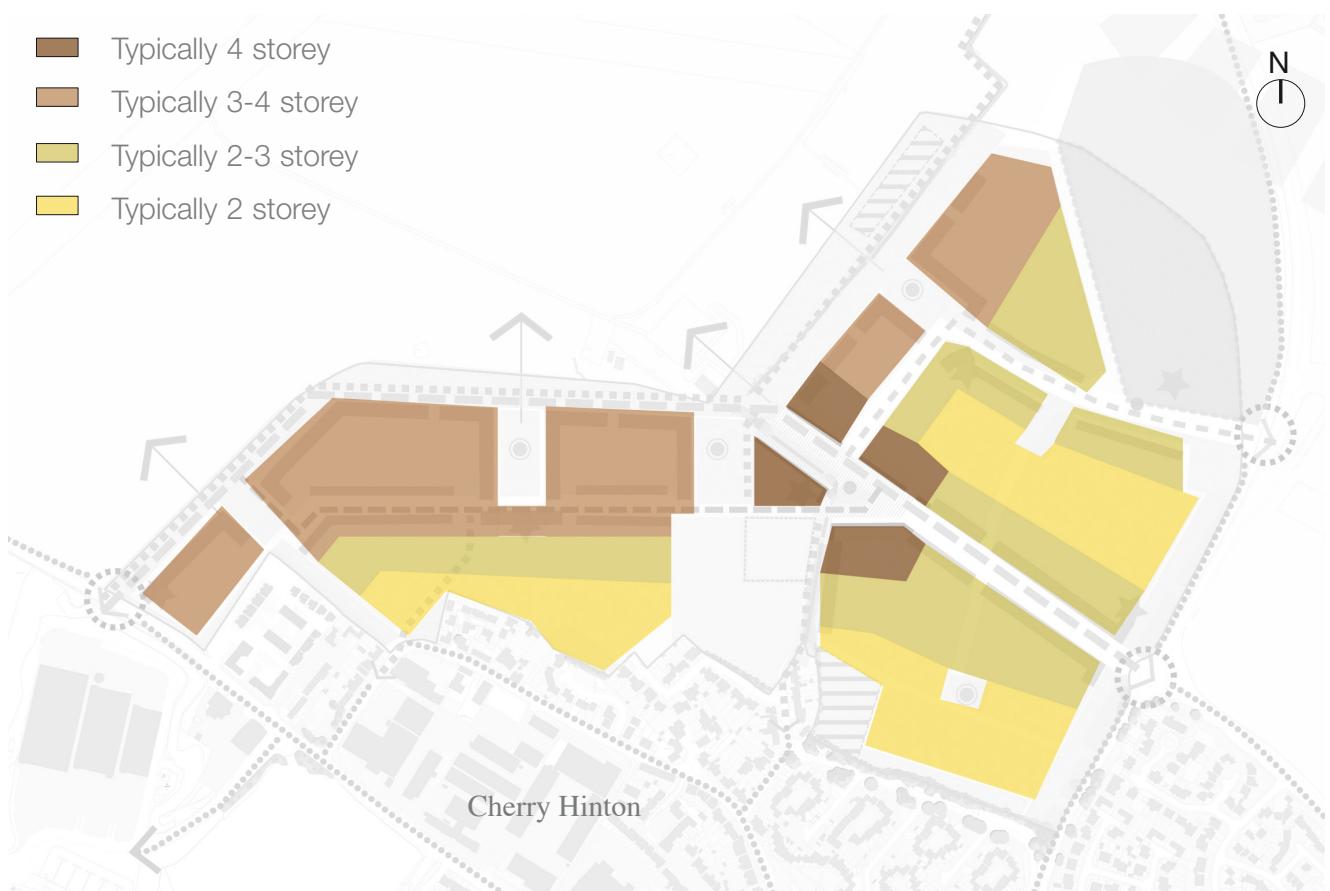


Figure 51: Indicative building heights strategy

Street typologies

5.108 Streets are to be designed to be safe and legible and must add to the richness of the built environment. For the primary street a number of options are currently shown, and the final configuration will be determined via the outline application. The primary street must be legible and be perceived as the main route through the scheme. Built form and elevational treatment should reflect its primary role, with a high proportion of the 3-4 storey dwellings along this route. The intended design speed limit is 20mph.

5.109 The majority of streets will be lower order in character, with reduced traffic speeds to slow traffic and encourage cycle and pedestrian movements.

5.110 Tree planting along all streets will be fundamental to establishing a green setting to the housing, reflecting the local character of Cherry Hinton and connecting the green spaces and site with the surrounding area. A high proportion of smaller ornamental flowering trees should be used along lower order streets, with larger trees on primary routes focused within the open space and key public spaces.

Utilities

5.111 The gas main is intended to be realigned along the primary street. The detailed realignment will be subject to further evolution of the master plan principles and consultation with National Grid Gas (NGG).

5.112 An appropriate easement for the realigned gas main should be incorporated into design proposals. This may be a negotiated easement of 3m either side of the gas main. An appropriate building proximity distance of 3m either side of the new gas main should also be incorporated in the design proposals, however any building must not impact the maintenance or access to the gas main.

5.113 Any proposals to locate a feeder road over the new gas main would need to be agreed with NGG, as would proposals to lay of any future new utility services within the easement.

Development principles

5.114 Figure 52 illustrates the key development principles. The plan establishes a robust framework for development of LNCH. Figure 52 is shown for indicative purposes only, with the final layout to be agreed through the outline planning application.

Constraints and challenges

- Mitigating significant additional traffic congestion in the immediate locality
- Noise intrusion from airport and Cherry Hinton Road
- Gas main crossing the site could compromise the layout unless diverted
- Protecting existing habitats of value
- Mitigating surface water flooding
- Providing safe pedestrian and cycle connections to existing facilities
- Retaining distinct 'village' character of Cherry Hinton
- Maintaining soft green edge to Teversham

Opportunities

- Create an attractive new urban edge and memorable gateway to Cherry Hinton
- Improve cycle and pedestrian connections between Cherry Hinton and Teversham
- Integrate with the existing village and support local facilities
- Celebrate views across the airport
- Built form should positively respond to the distinct topography of the Site
- Create new civic square in central location
- Secondary school to serve wider community and aid integration

- Provide a new dedicated cycle/pedestrian link between Cherry Hinton Road and Coldhams Lane
- Use of the existing water course as a basis of a SuDS system to mitigate surface water flooding
- and as a basis for green corridors through the development

Key development principles

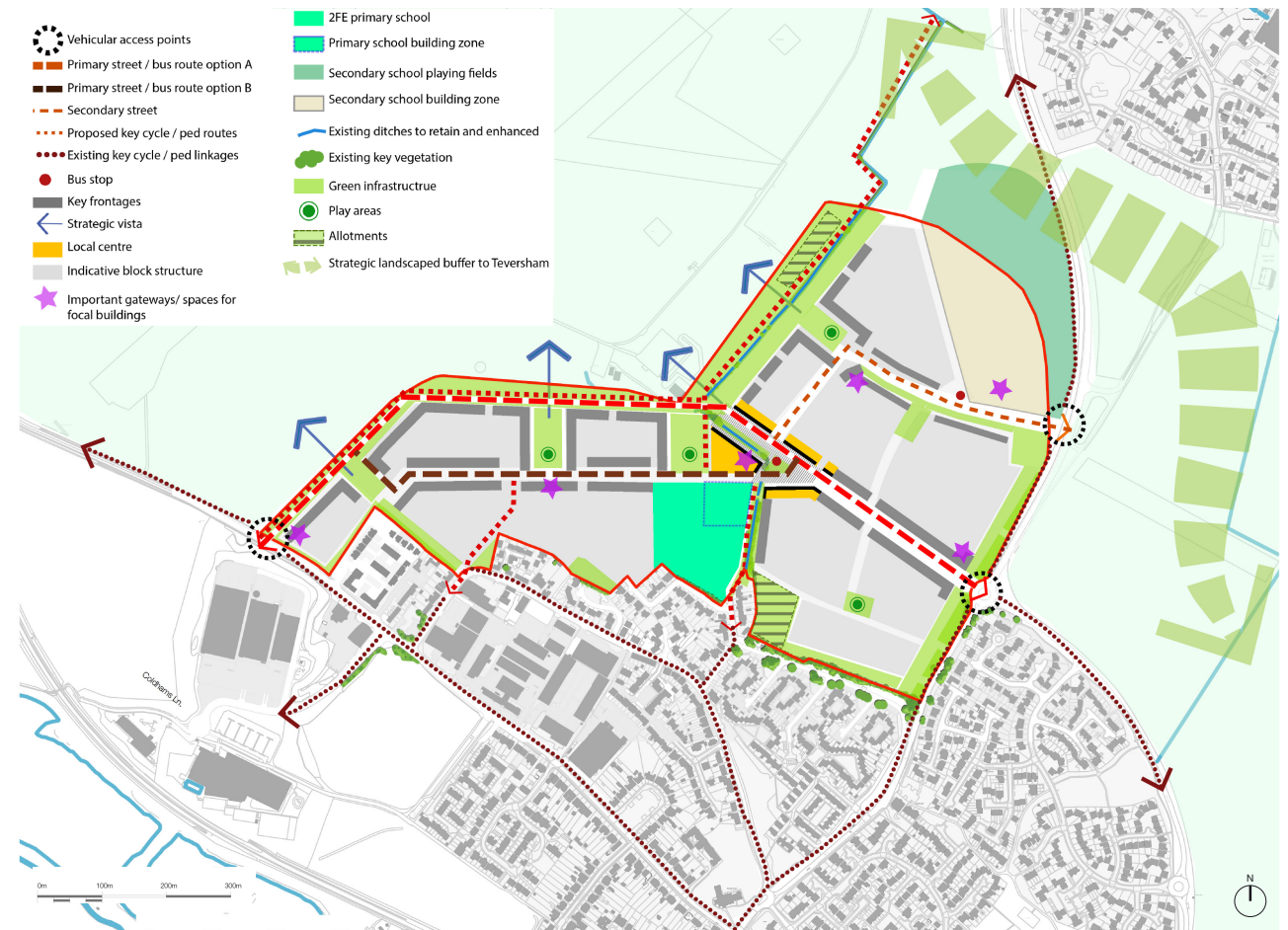
- Provide safe and direct cycle routes between the settlements of Cherry Hinton and Teversham and between Coldhams Lane and Cherry Hinton Road
- A new, centrally located civic centre with local shops, community hall and primary school
- Incorporate a bus loop from Airport Way that passes through the local centre
- Celebrate views across the airport by designed vistas along greenways
- Play provision within the primary and secondary school should be available for community use outside of school hours
- Establish a strong green framework that includes greenways, formal and natural play, pocket parks and allotments
- Promote of low carbon principles and the integrate SuDS into the landscape
- Establish a linear nature park along the airport edge incorporating the existing countryside walk along the existing public footpath
- Create a clear hierarchy of streets which are attractive and safe routes for pedestrians and cyclists.

Figure 52 – AMENDED

Figure 52 - current draft SPD



Figure 52 - proposed additional modifications



Planning obligations

Introduction

5.115 This section provides a general overview on the planning obligations framework and requirements for the development. At the time of finalising this SPD for public consultation purposes, the joint Cambridge City Council/ South Cambridgeshire District Council Local Plan process is ongoing, aiming for adoption in spring 2018. At present, there is no date scheduled for the Community Infrastructure Levy (CIL) hearing and the programme for this is currently under discussion with the Local Plan Inspector. Given the likely timing of the submission of outline applications (first quarter 2018), the development will therefore be considered under the Section 106 regime rather than the CIL regime. In addition, the evolution of the outline applications is at a very early stage of development and a number of principles relating to Discussions with the District and City Councils, the County Council and other public service stakeholders are ongoing regarding key infrastructure requirements including the primary and secondary schools and community facilities which need a high level of certainty in terms of timing of delivery. are still under discussion with the district councils, Cambridgeshire County Council and other public service stakeholders. This section therefore provides a starting point for establishing the planning obligations requirements for the development but this will be an iterative process, which will be developed further, as the project progresses. Key documents that will inform the planning obligations requirements in more detail will include the outline planning application Environmental Statement and Transport Assessment; together with any work commissioned /carried out by the local authorities and other public service stakeholders and the outcomes of the public consultation on both the SPD and the outline application in due course. The schedule below is therefore not comprehensive or final but based upon the best information available at the present time.

5.116 Given the likely timing of the submission of outline applications, towards the end of 2017 it is likely that this development will be considered under the S106 regime rather than the CIL regime but this will be formally confirmed by the district councils in due course. A particular consideration will be the extent of key on-site infrastructure such as the primary and secondary schools and community facilities which need a high level of certainty in terms of timing of delivery.

Planning Policy Framework

National context

- ~~CIL Regulations 2010 – introduced the three statutory tests against which all planning obligations requirements must be compliant namely: necessary to make the development acceptable in planning terms; directly related to the development; fairly and reasonably related in scale and kind to the development.~~
- National Planning Policy Framework (NPPF) 2012 – Sets out three statutory tests against which all planning requirements must be compliant; necessary to make the development acceptable in planning terms; directly related to the development; and, fairly and reasonably related in scale and kind to the development.
- CIL Regulations 2010 – introduced the three statutory tests

Local Context

- Joint Cambridge East Area Action Plan (CEAAP) Adopted February 2008
- Cambridge Local Plan 2006
- SCDC South Cambridgeshire District Council Core Strategy 2007

- ~~SCDC~~ [South Cambridgeshire District Council](#) DC Policies DPD 2007
- Emerging Cambridge Local Plan 2014
- Emerging ~~SCDC~~ [South Cambridgeshire District Council](#) Local Plan 2014
- Cambridge City Council Affordable Housing SPD 2008
- Cambridge City Council Planning Obligations SPD 2010
- Cambridge City Council Sustainable Design and Construction SPD 2007
- ~~Cambridgeshire Flood and Water SPD adopted by SCDC the District Council in November 2016; yet to be formally adopted by the City Council – has yet to formally adopt~~—has emerging SPD status 2016
- [The Cambridgeshire and Peterborough Minerals and Waste Core Strategy, Minerals and Waste Site Specific Proposals Plan and Proposals Maps 2011.](#)

5.117 Other topic-specific SPDs and guidance e.g. Public Art (2010), Open Space and Recreation Strategy 2010, [and Sports Facilities Strategies \(2016\)](#). CIL Regulations 2010 – introduced the three statutory tests against which all planning obligations requirements must be compliant namely: necessary to make the development acceptable in planning terms; directly related to the development; fairly and reasonably related in scale and kind to the development.

5.118 Issues such as timing of delivery, triggers and amount of financial contributions where applicable will be considered as the pre-application process moves forward on the outline applications.

Planning obligations table - amended (see enclosed for updated version)

Open space –allotments	On-site provision in accordance with the City Council's open space standards
Open space- informal open space	On-site provision in accordance with the City Council's open space standards
Open space –provision for children and teenagers	On-site provision in accordance with the City Council's open space standards
Open space maintenance	Financial contributions will be sought for a 12 year maintenance period in the event that any open space facilities are agreed to be adopted by Cambridge City Council
Public realm including street trees and associated maintenance	Site-specific requirements to be identified through the outline pre-application process
Archaeology	Requirements to be identified through the EIA/outline pre-application process
Ecological mitigation /biodiversity enhancement	Requirements to be identified through the EIA/outline pre-application application process
Renewable energy	Strategy to be developed as part of the EIA/ outline pre-application process
Waste –strategic household waste recycling centre	Financial contributions towards new strategic facilities to be delivered off-site and procured by the County Council
Waste –individual household waste and recycling receptacles	Financial contributions or direct provision –to be confirmed as part of the outline application pre-application process
Local recycling facility	Requirements to be identified through the outline pre-application process
Air quality mitigation	Requirements to be identified through the EIA/outline planning application process
Sustainability (including sustainable drainage)	Requirements to be identified through the EIA/outline planning application process. Any bespoke sustainable drainage elements agreed to be adopted by Cambridge City Council will require a 25 year maintenance contribution
Utilities including electricity sub-stations , sewage pumping stations, Super-Fast Broadband installation, provision of sprinklers/fire hydrants	Requirements to be identified through the outline pre-application process
Public art	A site-wide public art strategy will need to be submitted as part of the outline application documentation , setting out the principles for public art provision, funding and delivery
S106 monitoring contributions	Financial contributions to provide for the monitoring of planning obligations
Local construction employment scheme/ apprenticeships	Requirements to be identified through the EIA/outline pre-application process
Other site specific requirements	To be identified through the EIA/outline pre-application process
Housing	Affordable Housing –on-site provision of 40% or more subject to viability ; affordable housing tenure split to be agreed in detail but starting point will be the requirements set out in the City Council's Affordable Housing SPD
Education - secondary	Land (8ha) for and financial contributions (equivalent to maximum of 2FE) towards provision of 8 FE secondary school. Shared community use encouraged subject to further discussions. School to be delivered in 2 phases. Specification similar to Trumpington Community College
Education - primary	Land (2.3ha with potential to expand to 3ha) for and financial contributions towards provision of 2 FE primary school with 2no. early years classes (with potential to expand to 3FE) . Shared community use (not playing pitches) encouraged subject to further discussions. Specification similar to Wing primary school
Education - revenue	Any school revenue support requirements to be confirmed
Library / lifelong learning	Financial contributions towards improvements /expansion of existing library facilities within the Cherry Hinton area
Transport - strategic road network / capacity improvements	To be confirmed through Transport Assessment process
Transport –walking, cycling and equestrian	To be confirmed through Transport Assessment process
Transport –bus service and associated Passenger Transport strategy	To be confirmed through Transport Assessment process
Transport –travel plans	To be confirmed through Transport Assessment process
Highways –road junction, crossing and other local improvements	To be confirmed through Transport Assessment process
Community centre/hall	Likely to include provision of a community centre/hall on site – further discussions ongoing to confirm requirements
Faith provision	Will need to be addressed through consideration of community facilities requirements
Primary health care facilities	Financial contributions towards new GP facilities or improvements to /expansion of existing GP facilities off-site within Cherry Hinton area
Community development workers, youth and project workers, sports development worker	Financial contributions for an initial fixed period to support the early residential community
Community chest	Financial contribution to provide start up grants for community projects
Open space –outdoor sports facilities	Provision for/contributions towards outdoor sports facilities including playing pitches and other outdoor sports facilities; changing facilities. Likely to be a mixture of on-site provision and off-site contributions. There is scope to consider co-location of community sports pitches with the secondary school subject to further discussion. To note CEAAP position that co-located shared grass pitch provision does not count towards the open space standards
Open space –Indoor sports facilities	Provision for/contributions towards indoor sports facilities including sports hall and swimming –could be a mixture of on-site and off-site provision or contributions to off-site provision within the Cherry Hinton area

Table 3 – Potential planning obligations schedule

**This schedule is not comprehensive or final but based upon the best information available at the present time*

Category of Infrastructure	Requirements
Housing	Affordable Housing –on-site provision of 40% or more subject to viability ; affordable housing tenure split to be agreed in detail but starting point will be the requirements set out in the City Council’s Affordable Housing SPD.
Education –secondary	Land (8ha) for and financial contributions (equivalent to maximum of 2FE) towards provision of 8 FE <u>6 FE</u> secondary school. Shared community use <u>to be encouraged</u> , subject to further discussions . School to be delivered in 2 phases. Specification similar to Trumpington Community College . General specification to be provided by County Council, based on DfE guidance.
Education -primary	Land (2.3ha) with potential to expand to 3ha for and financial contributions towards provision of 2 FE primary school with 2no. early years classes (with potential to expand to 3FE) . Shared community use (not playing pitches) encouraged subject to further discussions. Specification similar to Wing primary school . General specification to be provided by County Council, based on DfE guidance.
Education –revenue	Any school revenue support requirements to be confirmed
Library/lifelong learning	Financial contributions towards improvements /expansion of existing library facilities within the Cherry Hinton area
Transport – strategic road network/capacity improvements	To be confirmed through Transport Assessment process
Transport –walking, cycling and equestrian	To be confirmed through Transport Assessment process
Transport –bus service and associated Passenger Transport strategy	To be confirmed through Transport Assessment process
Transport –travel plans	To be confirmed through Transport Assessment process
Highways –road junction, crossing and other local improvements	To be confirmed through Transport Assessment process
Community centre/hall	Likely to include provision of a Provision of community centre/hall on site – further discussions ongoing to confirm <u>specific</u> requirements
Faith provision	Will To be addressed through as part of the consideration of community facilities

	requirements
Primary health care facilities	Financial contributions towards new GP facilities or improvements to /expansion of existing GP facilities off-site within Cherry Hinton area
Community development workers, youth and project workers, sports development worker	Financial contributions for an initial fixed period to support the early residential community
Community chest	Financial contribution to provide start up grants for community projects
Open space –outdoor sports facilities	Provision for/contributions towards outdoor sports facilities including playing pitches and other outdoor sports facilities; changing facilities. Likely to be a mixture of on-site provision and off-site contributions. There is scope to consider co-location of community sports pitches with the secondary school subject to further discussion. To note CEAAP position that co-located shared grass pitch provision does not count towards the open space standards.
Open space –Indoor sports facilities	Provision for/contributions towards indoor sports facilities including sports hall and swimming –could be a mixture of on-site and off-site provision or contributions to off-site provision within the Cherry Hinton area
Open space –allotments	On-site provision in accordance with the City Council’s open space standards
Open space- informal open space	On-site provision in accordance with the City Council’s open space standards
Open space –provision for children and teenagers	On-site provision in accordance with the City Council’s open space standards
Open space maintenance	Financial contributions will be sought for a 12 year maintenance period in the event that any open space facilities are agreed to be adopted by Cambridge City Council
Public realm including street trees and associated maintenance	Site-specific requirements to be identified through the outline pre-application process
Archaeology	Requirements to be identified through the EIA/outline pre-application process
Ecological mitigation /biodiversity enhancement	Requirements to be identified through the EIA/outline pre-application application process
Renewable energy	Strategy to be developed as part of the EIA/ outline pre-application process
Waste –strategic household waste recycling centre	Financial contributions towards new strategic facilities to be delivered off-site and procured by the County Council
Waste –individual household waste and recycling receptacles	Financial contributions/ or direct provision –to be confirmed identified as part of the outline application pre-application process
Local recycling facility	Requirements to be identified through the outline pre-application process
Air quality mitigation	Requirements to be identified through the EIA/outline planning application process
Sustainability (including sustainable drainage)	Requirements to be identified through the EIA/outline planning application process. Any bespoke sustainable drainage elements agreed to be adopted by Cambridge the City

	Council will require a 25 year maintenance contribution
Utilities including electricity sub-stations, sewage pumping stations, Super-Fast Broadband installation, provision of sprinklers/fire hydrants	Requirements to be identified through the outline pre-application process
Public art	A Principles for public art provision, funding and delivery to be set out in a site-wide public art strategy will need to be submitted as part of the outline application documentation, setting out the principles for public art provision, funding and delivery
S106 monitoring contributions	Financial contributions to provide for the monitoring of planning obligations <u>by the County and Districts</u>
Local construction employment scheme/ apprenticeships	Requirements to be identified through the EIA/outline pre-application process
Other site specific requirements	<u>Requirements to be identified through the EIA/outline pre-application process</u>

Issues such as timing of delivery, triggers and amount of financial contributions where applicable will be considered as the pre-application process moves forward on the outline applications.

APPENDIX 1: GLOSSARY OF KEY TERMS

Air Quality Management Areas: Any location within the boundaries of a Local Authority where the Air Quality Objectives are not likely to be achieved must be declared as an Air Quality Management Area (AQMA). The area may encompass just one or two streets, or it could be much bigger. The Local Authority is subsequently required to put together a plan to improve air quality in that area - a Local Air Quality Action Plan.

Built form: Buildings and their structures.

Cambridge Local Plan 2006: This is the currently adopted Local Plan which sets out the policies and proposals for developments within Cambridge up until 2016. It includes a number of detailed policies and allocations where the Council would like new development to occur.

Cambridge Local Plan 2014 Proposed Submission: Provides the policies and proposals for accommodating future developments within Cambridge up until 2031. The Plan is currently the subject of an independent examination. If found sound, the Plan will be adopted and will at that point replace the 2006 Local Plan. At this stage, this emerging document is in draft form only. It includes a number of detailed policies and draft allocations setting out how and where the Council would like future development to occur.

Character and Form: A combination of: the layout of buildings and streets; the height and appearance of the buildings; the amount and distribution of open space; and the density of a development.

Concept plan: The concept design represents the initial response to the project brief.

Conservation Area: An area "of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance"

Development principles: A set of principles which underpin the redevelopment of the Mill Road Depot site.

Density: Density is a method of measuring the intensity of development within a specified area. Density is calculated by dividing the number of homes by the site area in hectares.

Design Code: A set of illustrated design rules and requirements which instruct and advise on the appearance, layout and form of development.

Framework Plan: A plan used to illustrate how established development principles and site constraints have directly informed the design of the masterplan.

Green Belt: A policy for controlling urban growth. The fundamental aim of green belt policy is to prevent urban sprawl by keeping land permanently open, and consequently the most important attribute of green belts is their openness.

Green infrastructure: A strategically planned and delivered network comprising the broadest range of high quality green spaces and other environmental features.

Ground run up enclosure: A three-sided, open top facility, able to accommodate an aircraft while maintenance mechanics conduct high-power engine run-up inspections.

Hectare: An area of 10,000 square metres

Heritage Assets: A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

Legibility/Legible: The degree to which a place can be easily understood and navigated.

Listed Building: A building, object or structure that has been judged to be of national importance in terms of architectural or historic interest and included on the List of Buildings of Special Architectural or Historic Interest register.

Locally Listed Assets: A building, structure or feature which, whilst not on the national list of buildings of special architectural or historic interest, is important in the local context due to its architectural or historic interest or its townscape or group value.

Local Plan: Abbreviation used to describe the statutory plan adopted by the City Council.

Mitigation: The purpose of mitigation is to avoid, reduce and where possible remedy or offset any significant negative (adverse) effects on the environment etc. arising from the proposed development.

Parking Standards: Document setting out maximum permissible levels of car parking for various land uses, along with minimum levels of cycle parking.

Planning Applications: There are two possible approaches for the submission of a planning application. An 'outline' application establishes the broad principles of a development and sets development parameters, with more detailed matters submitted later as 'Reserved Matters' applications. Alternatively, a 'full application' would provide all details of the proposed development at the outset.

Public Realm: The areas of city or town (whether publicly or privately owned) that are available, without charge for everyone to use or see, including streets, parks and open spaces.

Planning and Development Brief: A planning policy document to help guide the preparation and assessment of future planning applications for specific sites coming forward for redevelopment.

Planning obligations: an established and valuable mechanism for securing planning matters arising from a development proposal. They are commonly used to bring development in line with the objectives of sustainable development as articulated through the relevant local, regional and national planning policies.

Radburn layout: A concept for planned housing estates, based on a design that was originally used in Radburn, New Jersey, United States.

South Cambridgeshire District Council Core Strategy 2007: The Core Strategy Development Plan Document (DPD) sets out the overall approach to development in the district. It reflects the strategy in the Cambridgeshire & Peterborough Structure Plan 2003 with the focus on locating new development in the most sustainable locations, in this case close to Cambridge and in the proposed new town of Northstowe. These proposals are developed in detailed Area Action

Plans. The emphasis of the new development is on housing, to help redress the current imbalance between jobs and houses.

Draft South Cambridgeshire District Local Plan: The Local Plan is a set of policies and land allocations that will guide the future of South Cambridgeshire district up to 2031.

Sustainability Appraisal (SA): Sustainability Appraisal (SA) is a compulsory requirement under the 2004 Planning and Compulsory Purchase Act and the 2001/42/ EEC European Directive. A process used to appraise planning policy documents in order to promote sustainable development. Social, environmental and economic aspects are all taken into consideration.

Sustainable Design and Construction SPD: This SPD provides guidance on the policies within the Cambridge Local Plan 2006 that relate to sustainability.

Sustainable Development: Sustainable Development is a broad term that encompasses many different aspects and issues from global to local level. Sustainable development can be described as 'Development, which meets the needs of the present without compromising the ability for the future generations to meet their own needs' (after the 1987 Report of the World Commission on Environment and Development – the Brundtland Commission).

Sustainable Urban Drainage Strategy (SuDS): Sustainable urban drainage systems control and slow down surface water run off by mimicking natural drainage process in built-up areas. These systems include: areas for surface water storage; areas for water to infiltrate the ground slowly; and systems for limiting water flow.

Supplementary Planning Document (SPD): SPDs were established as part of the Planning and Compulsory Purchase Act 2004 in United Kingdom law. They may cover a range of issues, be broadly thematic or site-specific.

Urban morphology: The study of the form of human settlements and the process of their formation and transformation.

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Figure 52: Indicative plan illustrating key development principles

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APPENDIX D

Land north of Cherry Hinton Draft Supplementary Planning Document (SPD)

Statement of Consultation

Background

The City Council and South Cambridgeshire District Council as the Local Planning Authorities have been developing a draft SPD in consultation with the local community, members of the city, district and county councils, land owners and other stakeholders since mid-2016. The purpose the document is to assist in delivering the objectives as set out in policy 12 (Cambridge East) of the Cambridge Local Plan 2014: Proposed Submission (as amended) and policy SS/3 (Cambridge East) of the South Cambridgeshire Proposed Submission Plan 2014 (as amended).

The draft SPD is structured in five chapters:

1. Introduction
2. Planning Policy Context
3. The Site and Surrounding Area
4. Vision and Key Principles
5. Framework Principles and Masterplan

Preparation of the draft SPD

The site is located between Airport Way and Cambridge Airport, north of Coldham's Lane. The site comprises 47ha in area. The largest part of the site is currently in agricultural use with the western-most areas forming part of the Airport land. The site is part of a larger site that is allocated for development in the Cambridge East Area Action Plan, and this smaller part of the site is proposed to continue to be allocated within the emerging Cambridge and South Cambridgeshire Local Plans for residential development with a primary school secondary school, a local centre with community hub, open space and a spine road connecting Coldham's Lane with Cherry Hinton Road.

The City and District Councils as the Local Planning Authorities have been working in partnership with Cambridgeshire County Council, the landowners and local interest groups to consider ways to deliver development on site in a successful manner. In preparing the draft SPD, a workshop took place on 9 March 2017, and the comments provided at this workshop proved valuable in helping shape the document prior to a second workshop that was held on 7 April. Comments from both workshops have been instrumental in the development of the SPD. An event record for these workshops has been produced and will be made available on the Council's website (<https://www.cambridge.gov.uk/land-north-of-cherry-hinton-spd>).

The key findings from the workshops with stakeholders have informed the development principles and a summary of these findings is set out below:

Workshop 1: Key stakeholders were informed that the Site was being brought forward as part of the local plan and were invited to attend a Planning Workshop. The workshop was held at St Andrews Church Centre on 9 March 2017 and was attended by 27 people.

Workshop 2: Having reviewed and input feedback, key stakeholders were invited to a follow up planning workshop. The workshop was held on 7 April at St Andrews Church and was attended by 20 people.

Movement and transport:

- Spine Road – strong desire to avoid rat running;
- Concern over congestion caused by development;
- Cycling – consensus that cycle routes could play an important role in minimising traffic through the development and providing sustainable access to key destinations and local facilities;
- Public transport – lack of bus transport in the village; and
- Footpaths – questions raised over the future of the footpaths through the site.

Social infrastructure:

- Primary school should be located near the centre;
- Secondary school should be placed carefully in relation to transport routes, possibly on the edge of development;
- Allotments – should be located between the built development and existing village;
- Community facilities – extra would be needed; a square or open space could hold community events; and
- Local centre ingredients – suggestions included a pub, shop, greengrocer, library, pharmacy, café, charity shops, community space, health centre, faith space, hotel, meeting rooms.

Landscape and environment:

- Buffer zone between the development and airport land should be lined with vegetation;
- There should be a clear green edge with Teversham;
- Airport – felt to be an interesting view;
- Green space should integrate recreational opportunities and should maintain views to countryside; and
- Urban edge – careful thought should be given to the interaction of the urban edge with the countryside.

Placemaking and character:

- Character – a mix of styles are found in Cherry Hinton;
- Density – view that apartments should not extend beyond 4/5 storeys; higher density could be close to transport interchanges; and
- Mixed-use considered a positive

Housing:

- Open spaces should be prioritised over gardens; and
- Height – 4/5 story maximum.

The draft Land north of Cherry Hinton SPD has sought to address these comments constructively and creatively and balance the practical need of site delivery with the context of the local housing market and the Council's own objectives.

Consultation on the draft Development Framework SPD

A public consultation took place on the draft SPD for a period of eight weeks; this was held between 7 August and 2 October 2017.

A Sustainability Assessment and Habitats Regulations Assessment Screening Report was completed and consulted upon for the emerging Cambridge Local Plan 2014. This consultation took place between 19 July and 30 September 2013. These documents, along with other supporting documents were also made available to view during this consultation. As the draft SPD supports the Cambridge Local Plan, there was no further need to undertake a separate Sustainability Appraisal or Habitats Regulations Assessment for this SPD document, although a screening report was completed and made available during the consultation.

Consultees

The following organisations (below) were directly notified of the draft Land north of Cherry Hinton (SPD) in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) via email, or post where no email address was available (individuals are not listed). It should be noted that other individuals and organisations were also contacted that do not appear on this list.

SPECIFIC CONSULTATION BODIES:¹ (overleaf)

¹ Specific consultation bodies and duty to cooperate **Page 208** under the Town and Country Planning (Local Planning) (England) Regulations 2012 as amended

- Anglian Water
- British Gas
- BT Group Plc
- BT Openreach
- Cable and Wireless
- Cam Health
- Cambridge Fire and Rescue Service
- Cambridge University Hospital NHS Foundations Trust (Addenbrooke's)
- Cambridge Water Company
- Cambridgeshire and Peterborough Combined Authority
- Cambridgeshire Association to Commission Health
- Cambridgeshire Constabulary
- Cambridgeshire County Council
- Cambridgeshire Police and Crime Commissioner
- CATCH
- Civil Aviation Authority
- CTIL
- E.On Energy
- East Anglia Area Team CPC1
- EDF Energy
- EE
- Energetic Electricity Ltd
- Energetics Gas Limited
- Energy Assets Pipelines Ltd
- Environment Agency
- ES Pipelines Limited
- ESP Electricity
- Fulcrum Pipelines Limited
- Greater Cambridge Greater Peterborough Local Enterprise Partnership
- Greater Cambridge Partnership
- GTC Pipelines Ltd.
- Harlaxton Energy Networks Ltd

- Highways England
- Historic England
- Homes and Communities Agency
- Indigo Pipelines
- Marine Management Organisation
- MBNL
- Mobile Telephone Operators
- National Grid
- Natural England
- Network Rail
- NHS Cambridgeshire and Peterborough Clinical Commissioning Group
- NHS England
- NHS Property Services Ltd
- Npower Renewables
- Nuffield Hospital Cambridge
- Office of Rail Regulation
- Papworth NHS Trust
- Scottish & Southern Electric
- Scottish Power
- South Cambridgeshire District Council
- Southern Electric
- Sport England
- SSE
- The Coal Authority
- Three
- Transport for London
- UK Power Distribution Ltd
- UK Power networks
- Utility Assets
- Virgin Media

COUNCILLORS

- 42 x City Councillors
- 57 x South Cambridgeshire Councillors
- All County Councillors (City & South Cambs Wards)
- Fen Ditton Parish Council

- Teversham Parish Council
- Members of the Joint Strategic Transport and Spatial Planning Group

COMMUNITY ORGANISATIONS

- Abbey People
- Age Concern
- Cambridgeshire
- Cambridge Allotment Network
- Cambridge Association of Architects
- Cambridge Chamber of Commerce
- Cambridge Citizens
- Advice Bureau
- Cambridge Ethnic
- Community Forum
- Cambridge Federation of Residents' Associations
- Cherry Hinton Residents Association
- Cambridgeshire Older Peoples Enterprise (COPE)
- Disability
- Cambridgeshire
- The Church of England Ely Diocese
- Cambridge Past Present and Future
- Natural Cambridgeshire
- Your Local Enterprise Partnership
- Various developers and agents

OTHERS

- Cambridge Cycling
- Cambridgeshire Wildlife Trust
- Cambridgeshire Campaign for Better Transport
- Cherry Hinton High Street Surgery
- Mill Road Surgery

Other methods of notification included:

- a public notice in the Cambridge News (7th August 2017);
- through the Council's webpages;
- via Facebook: <https://www.facebook.com/camcitco>;
- twitter: <https://twitter.com/camcitco> and;
- Two public exhibitions were held at the following locations:
 - 17 August, 2 to 8pm at St Andrew's Church, Cherry Hinton
 - At this event, 106 people visited the exhibition.
 - The main topics of concern included: negative opinions about the proposed growth of Cherry Hinton. The majority of these comments related to transport issues; positive comments about the benefits of the development in terms of potential improvements to public transport (eg additional bus services) and the contribution that the development would make to meeting the need for new housing - including affordable dwellings. A number of attendees did not understand the planning process and were seeking advice on what stage of the planning process the development is at.
 - 14 September, 2 to 8pm at Hope Community Church, Teversham
 - At this event, 20 people visited the exhibition.
 - The main topics of concern included: The timing of the delivery of the primary school (avoiding a similar problem at Eddington); More open space would be an improvement; Additional bus routes/ new service wanted for Teversham; Segregated cycle/ footpaths wanted; Importance of providing a substantial amount of affordable housing

Consultation Methodology

An eight-week consultation period for the draft Land north of Cherry Hinton SPD took place from:

9am on 7 August 2017 to 5pm on 2 October 2017

The draft SPD and other relevant documents were available for inspection during the consultation period at the following locations:

- Online on the council's website:
- <https://www.cambridge.gov.uk/land-north-of-cherry-hinton-spd>
- At the council's Customer Service Centre at Mandela House, 4 Regent Street, Cambridge, CB2 1BY from 9am-5.15pm Monday to Friday.
- South Cambridgeshire Hall, Cambourne Business Park, Cambourne, Cambridge, CB23 6EA;
- At Cherry Hinton Library.

The draft SPD was also available for purchase from the Customer Service Centre (phone 01223 457000).

Comments could be made using:

- the online consultation system <http://cambridge.jdi-consult.net/localplan/> or; the printed response form which is available from Customer Service Centre (details above) or can be downloaded and filled in electronically by visiting <https://www.cambridge.gov.uk/land-north-of-cherry-hinton-spd>

Completed forms could be returned to:

- Planning Policy, Cambridge City Council, PO Box 700, Cambridge, CB1 0JH
- Planning Policy, South Cambridgeshire Hall, Cambourne Business Park, Cambourne, Cambridge, CB23 6EA;
- Or emailed to policysurveys@cambridge.gov.uk

Respondents could request to be notified of the adoption of the document.

Contact details for further information were also made available as follows:

- Tel: 01223 457000
- Email: policysurveys@cambridge.gov.uk

Key Issues Raised

During the consultation, 266 representations were received, made by 46 respondents, of which 85 representations (32%) were supportive and the remainder, 181 (68%) were objections. The majority of responses came from statutory organisations and local people.

In summary, the key issues raised included:

- The site should take account of the area's wider development, especially in terms of transport infrastructure.
- New development will only increase existing congestion; current lack of public transport services increases popularity of vehicular transport.
- No clear opinion on the preferred 'spine road' option.
- Concern about the development of new school provision and the loss of identity between Cherry Hinton & Teversham.
- Proximity of new housing and schools close to an operational airport.
- New development needs to be properly integrated with suitable housing and facilities for local people.

In some cases, the support for the SPD was either conditional or qualified. These included:

- Teversham C of E Primary School supports new school provision unless there are school places available in local schools or that the school is built before the houses are occupied in the development;
- While the County Council supported the provision of electric charging points within the development is welcomed, the provision needs to be more specific for different settings e.g. Residential, Commercial, Carparks etc. and the different types of EV charging.
- Natural England (NE) supports the proposal to preserve the adjacent wildlife sites and on-site habitats and to create additional grassland habitats. NE would however also welcome development to contribute towards landscape scale biodiversity net gain;

Next steps

The examination hearings for the emerging Local Plans have now closed. Both Councils are now consulting on the Main Modifications identified by the Inspectors that they consider may be necessary in order for the Local Plans to be found 'sound'. If further changes to the Local Plans are made following this consultation, the SPD will need to be updated to reflect these changes. For more information on the Local Plan examination, visit: <https://www.cambridge.gov.uk/local-plan-review-examination>.

The emerging Local Plans for both Councils have now reached the stage of consulting on the Main Modifications identified by the Inspectors that they consider may be necessary in order for the Local Plans to be found 'sound'. This means the Councils are unable to adopt the Land North of Cherry Hinton SPD until the Local Plans have been found sound and adopted. In the interim period, prior to adoption of the SPD, the Land North of Cherry Hinton SPD provides context and guidance as material consideration in the planning process.

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REPORT TO: Planning Portfolio Holder

20 March 2018

LEAD OFFICER: Joint Director for Planning and Economic Development

Great Abington Former Land Settlement Association Estate Neighbourhood Plan – response to consultation on submission plan

Purpose

1. The purpose of this report is to agree the Council's response to the public consultation on the submission version of the Great Abington Former Land Settlement Association (LSA) Estate Neighbourhood Plan. The consultation runs for 6 weeks from 5 March to 16 April 2018.
2. This is not a key decision; however it was first published in the March 2018 Forward Plan.

Recommendations

3. It is recommended that the Planning Portfolio Holder:
 - (a) agrees the Council's response (as set out in Appendix 1) to the public consultation on the submission version of the Great Abington Former LSA Estate Neighbourhood Plan that is currently subject to public consultation; and
 - (b) notes the process (with anticipated timetable) for the remainder of the preparation of the Neighbourhood Plan up to it being 'made' (adopted) (as set out in Appendix 2).

Reasons for Recommendations

4. The Great Abington Former LSA Estate Neighbourhood Plan was submitted to the Council on 22 February 2018 by Great Abington Parish Council, as the qualifying body responsible for the Neighbourhood Plan. South Cambridgeshire District Council (SCDC) now has responsibility for taking the Neighbourhood Plan through the remaining stages of plan making, as set out in Appendix 2. Officers have confirmed that the submitted version of the Neighbourhood Plan and its accompanying supporting documents comply with all the relevant statutory requirements at this stage of plan making. SCDC is therefore carrying out public consultation on the submitted Neighbourhood Plan, as required by the regulations.
5. Although the Council is carrying out the public consultation, we can submit comments. All comments received during this public consultation will be provided to the independent examiner appointed to examine the plan. This therefore is our opportunity to show our support for the Neighbourhood Plan or raise any concerns, recognising that the Neighbourhood Plan, if 'made', will become part of the statutory development plan for South Cambridgeshire and will be used when determining planning applications within the Neighbourhood Plan area. The Council's proposed response is set out in Appendix 1.

Background

6. The former LSA estate at Great Abington is defined in planning terms as being in the countryside as it is located outside of the village framework of Great Abington. Development is therefore normally restricted to: that required for the functioning of a viable rural enterprise or tied to an agricultural use; the conversion of existing buildings for either residential or employment uses subject to specific eligibility criteria; outdoor recreation; and other uses that need to be located in the countryside. However, as set out in the Neighbourhood Plan (see paragraph 4.15), the former LSA estate is different from open countryside due to its parallel private roads, its regular pattern and layout of the various buildings, and the significant number of original dwellings that have been extended and altered.
7. Great Abington Parish Council felt that there was a need for additional planning guidance for the former LSA estate, as a result of an inconsistency in the decisions made by SCDC and planning inspectors considering planning applications, appeals and enforcement cases for new dwellings and/or outbuildings within the former LSA estate. The Parish Council therefore submitted a proposal to SCDC in May 2012 asking for a special planning policy for the former LSA estate to be included in the Local Plan.
8. The proposal for the special policy area was not included in the Local Plan although a number of changes to relevant housing policies were taken forward, which would help to address local concerns by providing a more supportive general policy context. Officers also subsequently advised Great Abington Parish Council that they could consider developing a Neighbourhood Plan to provide a more locally focussed set of policies to directly address their concerns. An application to designate the former LSA estate as a Neighbourhood Area was submitted to SCDC in May 2016 and the Great Abington Former LSA Estate Neighbourhood Area was designated on 5 September 2016.
9. Great Abington Parish Council carried out consultation on a draft Neighbourhood Plan in Spring 2017. Officers provided informal comments on the draft Neighbourhood Plan, and on subsequent revisions to the plan that were shared with officers ahead of the formal pre-submission consultation process. A Strategic Environmental Assessment (SEA) and Habitats Regulations Assessment (HRA) screening was undertaken on a draft version of the Neighbourhood Plan, and a screening determination was published in July 2017.
10. Pre-submission public consultation on the draft Neighbourhood Plan was undertaken by the Parish Council between 24 July and 18 September 2017. A health check of the pre-submission Neighbourhood Plan was undertaken by an independent examiner, and SCDC contributed £1,000 towards its cost as set out in our 'Neighbourhood Planning: Support Offer to Parish Councils' (agreed by the Planning Portfolio Holder in December 2017). Officers provided a formal response to the consultation, showing support for the intentions of the Neighbourhood Plan and providing some comments to assist the neighbourhood plan group with finalising the Neighbourhood Plan.

11. On 22 February 2018, Great Abington Parish Council submitted their Neighbourhood Plan to SCDC. Officers have confirmed, as set out in the Legal Compliance Check for the Neighbourhood Plan, that the submitted version of the Neighbourhood Plan and its accompanying supporting documents comply with all the relevant statutory requirements at this stage of plan making. Public consultation on the submitted Neighbourhood Plan is therefore being undertaken between 5 March and 16 April 2018.
12. Officers, in conjunction with Great Abington Parish Council, are in the process of selecting and appointing an independent examiner to consider this Neighbourhood Plan. All comments submitted during the public consultation on the submission version of the Neighbourhood Plan will be provided to the examiner for their consideration.

Considerations

13. The Great Abington Former LSA Estate Neighbourhood Plan has been prepared by Great Abington Parish Council to provide clear, consistent and transparent planning policies for development in the area, with the aim of providing greater clarity when determining planning applications in the area. The Neighbourhood Plan includes three planning policies that together allow extensions to and/or the rebuilding of existing dwellings and the provision of one additional new dwelling for each original plot within the former LSA estate, and seek to preserve the character of the area by resisting development proposals that will result in significant changes to the estate roads or patterns of development.
14. To successfully proceed through its examination to a referendum, a Neighbourhood Plan must meet a number of tests known as the 'Basic Conditions'. These tests are different to the tests of soundness that a Local Plan must meet. The Basic Conditions are set out in national planning guidance and are summarised as follows:
 - (a) having regard to national policies and advice contained in guidance issued by the Secretary of State it is appropriate to make the Neighbourhood Plan;
 - (b) the making of the Neighbourhood Plan contributes to the achievement of sustainable development;
 - (c) the Neighbourhood Plan is in general conformity with the strategic policies contained in the development plan for the area;
 - (d) the making of the Neighbourhood Plan does not breach, and is otherwise compatible with, EU obligations; and
 - (e) prescribed conditions are met in relation to the Neighbourhood Plan, including that the making of the neighbourhood plan is not likely to have a significant effect on a European wildlife site or a European offshore marine site either alone or in combination with other plans or projects.

Our Neighbourhood Planning Toolkit includes Guidance Note 11 (What are the Basic Conditions and How to Meet Them), which sets out further details on each of the Basic Conditions. When a Neighbourhood Plan is submitted to the local planning authority it must be accompanied by a Basic Conditions Statement that sets out how the Parish Council considers that their Neighbourhood Plan meets the Basic Conditions.

15. When considering a Neighbourhood Plan, the examiner will assess whether or not the Neighbourhood Plan meets the Basic Conditions. When an examiner recommends that the Neighbourhood Plan should proceed to referendum (if it meets the Basic Conditions, with or without modifications), the examiner's report must also set out whether the referendum area should be extended beyond the neighbourhood area. Comments made during the current consultation on the submission version of the Neighbourhood Plan, which will be provided to the examiner for their consideration, should therefore address whether the submitted Neighbourhood Plan meets the Basic Conditions and can also address whether the referendum area should be extended beyond the neighbourhood area.
16. SCDC is fully supportive of Parish Councils bringing forward Neighbourhood Plans for their areas, including Great Abington Parish Council's decision to prepare a Neighbourhood Plan, and officers have been supporting the Parish Council in the plan's preparation. The Council's proposed response to this public consultation on the submission version of the Neighbourhood Plan (as set out in Appendix 1) reiterates and supplements comments made previously by officers, both formally during the pre-submission consultation and informally on earlier versions of the plan, where they remain relevant and appropriate.
17. The pre-submission health check undertaken by an independent examiner considered the Neighbourhood Plan against the Basic Conditions, and provided some recommendations to the neighbourhood plan group. Officers supported the conclusions of the health check in their formal response on the pre-submission Neighbourhood Plan, and recommended that the examiner's suggested amendments were given careful consideration. The submission version of the Neighbourhood Plan takes account of the findings of the pre-submission health check and also the comments made by SCDC officers.
18. The Council supports the intentions of the Great Abington Former LSA Estate Neighbourhood Plan to provide clear, consistent and transparent planning policies for the future development of the area. The Council welcomes the refinements to the Neighbourhood Plan that have been made since the pre-submission version. The Council's proposed response therefore sets out SCDC's support for the Neighbourhood Plan with specific comments on each planning policy (including suggested minor amendments to Policy 3), together with an assessment of the submission version of the Neighbourhood Plan against the Basic Conditions and comments on the referendum area.
19. SCDC supports all three policies in the Neighbourhood Plan, and considers that the submission version of the Neighbourhood Plan meets the Basic Conditions, for the reasons set out in the proposed response (see Appendix 1). If the examiner is minded to recommend that the Neighbourhood Plan should proceed to referendum, the Council does not feel that the referendum area needs to be extended beyond the Neighbourhood Area as the planning policies included in the plan would not have a substantial, direct or demonstrable impact beyond the former LSA estate.

Options

20. The Planning Portfolio Holder could decide to:
- (a) agree the Council's proposed response to the public consultation on the submission version of the Neighbourhood Plan, as set out in Appendix 1;
 - (b) revise the Council's proposed response to the public consultation on the submission version of the Neighbourhood Plan; or
 - (c) decide not to submit a response from SCDC to the public consultation on the submission version of the Neighbourhood Plan.

Implications

21. In the writing of this report, taking into account financial, legal, staffing, risk management, equality and diversity, climate change, community safety and any other key issues, the following implications have been considered:

Financial

22. The costs of the examination and subsequent referendum have to be initially met by SCDC. However, the Council can claim a £20,000 government grant per Neighbourhood Plan once it has been successful through the examination and a referendum date has been set.

Legal

23. The Planning Portfolio Holder has delegated authority to make decisions on the Council's response to the submission consultation on a Neighbourhood Plan.

Staffing

24. The responsibilities associated with delivering neighbourhood planning are being undertaken within the existing resources of the Planning Policy Team and the Sustainable Communities and Partnerships Team, drawing upon the expertise of other staff as required.

Equality and Diversity

25. Equality and diversity issues have been considered in the Council's response on this Neighbourhood Plan, and an assessment of 'protected characteristics' has been carried out by the Parish Council as set out in the Basic Conditions Statement.

Consultation responses

26. None. However, officers from across the planning department and the Sustainable Communities and Partnerships Team have contributed to the comments provided to the neighbourhood plan group during the preparation of the Neighbourhood Plan.

Effect on Strategic Aims

Objective 1 – Living Well: We will support our communities to remain in good health whilst continuing to protect the natural and built environment

27. By preparing a Neighbourhood Plan local communities are being given the opportunity to create planning policies that will protect and enhance the character of their local surroundings and contribute to ensuring an outstanding quality of life. The

Great Abington Former LSA Estate Neighbourhood Plan includes aims, objectives and policies that seek to deliver living well.

Objective 2 – Homes for Our Future: Secure the delivery of a wide range of housing to meet the needs of existing and future communities

28. Local communities can within a Neighbourhood Plan consider the existing and future needs for housing in their area and positively plan to meet this need through a range of policies and / or allocations in their plan. The Great Abington Former LSA Estate Neighbourhood Plan includes aims, objectives and policies that seek to deliver homes for the future.

Objective 3 – Connected Communities: Work with partners to ensure new transport and digital infrastructure supports and strengthens communities and that our approach to growth sustains prosperity

29. Neighbourhood planning is an opportunity for the local community to shape their local area, and strengthen their communities by working together. The community have been consulted and engaged in the preparation of the Neighbourhood Plan and the plan includes aims, objectives and policies that seek to deliver connected communities.

Objective 4 – An Innovative and Dynamic Organisation: Adopt a more commercial and business-like approach to ensure we can continue to deliver the best possible services at the lowest possible cost

30. Neighbourhood planning engages local people in the planning process by giving them a tool to guide the future development, regeneration and conservation of an area. SCDC has a duty to support Parish Councils preparing Neighbourhood Plans and this is a great opportunity for the Councils to work in partnership and to develop new ways of working together. Officers have been supporting the neighbourhood plan group throughout the preparation of the Neighbourhood Plan, and have developed a good working relationship with the Parish Council and its planning consultant as a result.

Background Papers

Great Abington Former LSA Estate Neighbourhood Plan (submission version) and its supporting documents: <https://www.scambs.gov.uk/GreatAbingtonFormerLSAEstateNP>

Legal Compliance Check for submitted Great Abington Former LSA Estate Neighbourhood Plan and its supporting documents: https://www.scambs.gov.uk/sites/default/files/great_abington_np_legal_compliance_check_f_or_subm_-_feb_2018.pdf

National Planning Practice Guidance – Neighbourhood Planning

- Basic Conditions: www.gov.uk/guidance/neighbourhood-planning--2#basic-conditions-for-neighbourhood-plan-to-referendum
- Examination: www.gov.uk/guidance/neighbourhood-planning--2#the-independent-examination

Neighbourhood Planning Toolkit: www.scambs.gov.uk/npguidance

Planning Portfolio Holder Decision (September 2016) – Great Abington former LSA estate
Neighbourhood Area designation:

<http://scams.moderngov.co.uk/ieDecisionDetails.aspx?Id=10122>

Planning Portfolio Holder Decision (December 2017) – Neighbourhood Planning:

<http://scams.moderngov.co.uk/ieListDocuments.aspx?CId=1059&MId=7135&Ver=4>

Report Author: Jenny Nuttycombe – Senior Planning Policy Officer
Telephone: (01954) 713184

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South Cambridgeshire District Council's response to public consultation on submission version of Great Abington Former Land Settlement Association Estate Neighbourhood Plan

South Cambridgeshire District Council (SCDC) welcomes the opportunity to make comments on the submitted Great Abington Former Land Settlement Association (LSA) Estate Neighbourhood Plan. The Council commends the Parish Council and local community for the time and effort that they have put into preparing this Neighbourhood Plan.

Great Abington Parish Council felt that there was a need for additional planning guidance for the former LSA estate, as a result of an inconsistency in the decisions made by SCDC and planning inspectors considering planning applications, appeals and enforcement cases for new dwellings and/or outbuildings within the former LSA estate. An application to designate the former LSA estate as a Neighbourhood Area was submitted by Great Abington Parish Council to SCDC in May 2016 and the Great Abington Former LSA Estate Neighbourhood Area was designated on 5 September 2016. Great Abington Parish Council is the qualifying body for this Neighbourhood Plan.

SCDC is fully supportive of Great Abington Parish Council's decision to prepare a Neighbourhood Plan and officers have been supporting the Parish Council in the plan's preparation. The comments provided at this stage reiterate and supplement comments made previously by officers, both formally during the pre-submission consultation and informally on earlier versions of the plan, where they remain relevant and appropriate.

The pre-submission health check undertaken by an independent examiner considered the Neighbourhood Plan against the Basic Conditions, and provided some recommendations to the neighbourhood plan group. Officers supported the conclusions of the health check in their formal response on the pre-submission Neighbourhood Plan, and recommended that the examiner's suggested amendments were given careful consideration. The submission version of the Neighbourhood Plan takes account of the findings of the pre-submission health check and also the comments made by SCDC officers.

SCDC supports the intentions of the Great Abington Former LSA Estate Neighbourhood Plan to provide clear, consistent and transparent planning policies for the future development of the area. The Council welcomes the refinements to the plan that have been made since the pre-submission version.

The following comments are provided without prejudice to any future decisions which the examiner may make in respect of the Great Abington Former Land Settlement Association Estate Neighbourhood Plan.

Basic Conditions

SCDC has the following comments based on an assessment of the submission Neighbourhood Plan against the 'basic conditions':

a. Has regard to national policies and advice

The Council considers that the Neighbourhood Plan is consistent with national policies and advice in that the core land use planning principles set out in the National Planning Policy Framework (NPPF) have been embodied in the Neighbourhood Plan. Specifically, the Neighbourhood Plan:

- empowers local people to shape their surroundings through a succinct Neighbourhood Plan that sets out a positive vision for the future of the area (paragraph 17);
- seeks to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings (paragraph 17);
- recognises the intrinsic character and beauty of the countryside whilst supporting the community within it (paragraph 17);
- contributes to conserving and enhancing the natural environment (paragraph 17);
- helps plan for a mix of housing based on demographic trends and the needs of different groups in the community (paragraph 50);
- promotes housing to enhance or maintain the vitality of the rural community (paragraph 55);
- sets out the quality of development that will be expected based on an understanding and evaluation of the defining characteristics within the area (paragraph 58);
- seeks to contribute to and enhance the natural and local environment, including by protecting the landscape (paragraph 109); and
- provides a tool for local people to ensure they get the right types of development for their community (paragraph 184).

b. Contributes to the achievement of sustainable development

The Council considers that the Neighbourhood Plan contributes to the achievement of sustainable development, specifically by:

- enabling the delivery of housing required to meet the needs of present and future generations;
- seeking to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings; and
- contributing to the protection and enhancement of the natural, built and historic environment of the former LSA estate.

c. General conformity with the strategic policies contained in the development plan for the area

The development plan for South Cambridgeshire consists of the adopted South Cambridgeshire Local Development Framework (LDF) and the new South Cambridgeshire Local Plan. The South Cambridgeshire LDF¹ comprises of seven Development Plan Documents or Area Action Plans adopted between 2007 and 2010. The new South Cambridgeshire Local Plan was submitted to the Secretary of State in March 2014², and examination hearings have been held. Public consultation on the Main Modifications³ that the Inspectors consider may be necessary in order for the Local Plan to be found 'sound' was undertaken between 5 January and 16 February 2018. The Council has provided the representations received to the Inspectors.

¹ Local Development Framework: www.scambs.gov.uk/ldf

² South Cambridgeshire Local Plan: www.scambs.gov.uk/content/what-new-local-plan

³ Main Modifications to the South Cambridgeshire Local Plan: www.scambs.gov.uk/mainmods

SCDC has used the guidance set out in the NPPF and national planning practice guidance to identify the strategic policies in both the adopted South Cambridgeshire LDF and the new Local Plan. Lists of the strategic policies are set out in Guidance Note 12 (Strategic Policies)⁴ of the Council's Neighbourhood Planning Toolkit. A modification to include the list of strategic policies in the new Local Plan was submitted to the Inspector in November 2016, and was subject to public consultation in January-February 2018. The Basic Conditions Statement, submitted by Great Abington Parish Council, considers the strategic policies in both the adopted South Cambridgeshire LDF and new Local Plan.

The Council considers that Policies 1-3 of the Neighbourhood Plan are in general conformity with the strategic policies in the adopted South Cambridgeshire LDF and the new South Cambridgeshire Local Plan. When considering the general conformity between the policies in the Neighbourhood Plan and the strategic policies in the new Local Plan, this included taking account of the proposed modifications to these strategic policies (as submitted to the Inspector by the Council during the examination process).

Policy 1 (Original Dwellings)

Within the adopted LDF, Policies DP/2 (Design of New Development), HG/6 (Extensions to Dwellings in the Countryside) and HG/7 (Replacement Dwellings in the Countryside) are considered by the Council to be strategic policies for the purposes of neighbourhood planning. Policy DP/2 seeks to deliver new developments of a high quality design that preserve and enhance the character of the local area, provide a sense of place and respond to the local context, and are appropriate in terms of scale, mass, form, siting, design, proportion, materials, texture and colour in relation to the surrounding area. Policies HG/6 and HG/7 seek to ensure that careful consideration is given to the impact of any new development in the countryside on the landscape and its surroundings, and also by including size restrictions these policies seek to prevent a gradual reduction of small and medium sized dwellings in the countryside.

The proposed replacement policies in the new Local Plan, Policies HQ/1 (Design Principles), H/12 (Extensions to Dwellings in the Countryside) and H/13 (Replacement Dwellings in the Countryside) are also considered by the Council to be strategic policies for the purposes of neighbourhood planning. Emerging Policies H/12 and H/13 do not include specific size restrictions for either an extension or replacement dwelling.

The new Local Plan also includes Policy H/11 (Residential Space Standards for Market Housing) which is considered by the Council to be a strategic policy for the purposes of neighbourhood planning. The policy seeks to ensure the delivery of new dwellings that meet or exceed the nationally described space standards.

Policy 1 of the Neighbourhood Plan is generally aligned with these policies in that it allows extensions to or the rebuilding of dwellings in the countryside, provided that specific criteria taking account of local circumstances are met. The maximum size thresholds included in the policy exceed the minimum sizes set out in Policy H/11.

SCDC consider that Policy 1 is in general conformity with the strategic policies contained in the adopted LDF and new Local Plan as:

⁴ SCDC Neighbourhood Planning Toolkit: www.scambs.gov.uk/npguidance

- the Neighbourhood Plan policy would support and uphold the general principle that the strategic policies are concerned with;
- the Neighbourhood Plan policy provides an additional level of detail and distinct local approach to that set out in the strategic policies without undermining those policies; and
- there is a rationale for the approach taken in the Neighbourhood Plan and evidence to justify the approach.

Policy 2 (Additional Dwellings)

Within the adopted LDF, Policies DP/2 (Design of New Development) and DP/7 (Development Frameworks) are considered by the Council to be strategic policies for the purposes of neighbourhood planning. Policy DP/2 seeks to deliver new developments of a high quality design that preserve and enhance the character of the local area, provide a sense of place and respond to the local context, and are appropriate in terms of scale, mass, form, siting, design, proportion, materials, texture and colour in relation to the surrounding area. Policy DP/7 seeks to prevent the development of additional dwellings in the countryside, except where they can be permitted by Policies HG/8 (Conversion of Buildings in the Countryside for Residential Use) and HG/9 (Dwelling to Support a Rural Based Enterprise).

The proposed replacement policies in the new Local Plan, Policies HQ/1 (Design Principles) and S/7 (Development Frameworks) are also considered by the Council to be strategic policies for the purposes of neighbourhood planning. A modification has been proposed to Policy S/7 to enable development to be permitted outside of development frameworks if it has been allocated within a made Neighbourhood Plan.

The new Local Plan also includes Policies H/8 (Housing Mix) and H/11 (Residential Space Standards for Market Housing) which are considered by the Council to be strategic policies for the purposes of neighbourhood planning. These policies seek to secure 5% of homes on developments of 20 dwellings or more built to the accessible and adaptable homes standard and require that new dwellings meet or exceed the nationally described space standards.

Policy 2 of the Neighbourhood Plan departs from the approach set out in Policy DP/7 because it takes a more flexible approach to the provision of new dwellings in the countryside. However, the policy is generally aligned with Policy S/7 (as proposed to be modified), as although the Neighbourhood Plan does not specifically allocate a site for housing, the Neighbourhood Plan creates a special policy area for the former LSA estate that is akin to an allocation.

SCDC consider that Policy 2 is in general conformity with the strategic policies contained in the adopted LDF and new Local Plan as:

- the Neighbourhood Plan policy would support and uphold the general principle that the strategic policies are concerned with;
- the Neighbourhood Plan policy provides an additional level of detail and distinct local approach to that set out in the strategic policies without undermining those policies; and
- there is a rationale for the approach taken in the Neighbourhood Plan and evidence to justify the approach.

Policy 3 (Road usage limitation in the Neighbourhood Plan area)

Within the adopted LDF, Policies TR/1 (Planning for More Sustainable Travel) and TR/3 (Mitigating Travel Impact) are considered by the Council to be strategic policies for the purposes of neighbourhood planning. These policies seek to locate developments where there are opportunities for using sustainable forms of transport, to mitigate any travel impacts of new developments, and to prevent developments that will give rise to a material increase in travel demands.

The proposed replacement policy in the new Local Plan, Policy TI/2 (Planning for Sustainable Travel) is considered by the Council to be a strategic policy for the purposes of neighbourhood planning.

Policy 3 of the Neighbourhood Plan is generally aligned with these policies in that it seeks to prevent developments that would result in significant travel and highways impacts.

SCDC consider that Policy 3 is in general conformity with the strategic policies contained in the adopted LDF and new Local Plan as:

- the Neighbourhood Plan policy would support and uphold the general principle that the strategic policies are concerned with;
- the Neighbourhood Plan policy provides an additional level of detail and distinct local approach to that set out in the strategic policies without undermining those policies; and
- there is a rationale for the approach taken in the Neighbourhood Plan and evidence to justify the approach.

d. Does not breach and is otherwise compatible with EU obligations

The Council considers that the submission version of the Neighbourhood Plan does not breach and is compatible with EU Obligations.

Strategic Environmental Assessment and Habitat Regulations Assessment: a Strategic Environmental Assessment screening has been undertaken that determines that the Neighbourhood Plan is unlikely to result in significant environmental impacts and therefore does not require a Strategic Environmental Assessment. A Habitat Regulations Assessment screening has also been undertaken that indicates that the Neighbourhood Plan is not predicted to have significant effects on any European site, either alone or in conjunction with other plans and projects. These conclusions are supported by the responses from the statutory bodies.

Human Rights: an assessment has been undertaken to examine the impact of the Neighbourhood Plan policies on persons who have a 'protected characteristic' and the results of this assessment are included in the Basic Conditions Statement. The Council is supportive of the assessment which concludes that the Neighbourhood Plan will not result in negative effects on persons who have a 'protected characteristic' and that there may be positive impacts on persons with a 'protected characteristic'.

Specific Comments on the policies in the submission version of the Great Abington Former LSA Estate Neighbourhood Plan

Policy 1 (Extensions to and Rebuilding of Original Dwellings)

The Council welcomes the amendments to Policy 1 (and its supporting text) that have been made to provide clarity on the intentions and interpretation of the policy in light of the comments officers submitted on the pre-submission Neighbourhood Plan. The Council is pleased that additional evidence has been provided on dwelling sizes to justify the chosen approach on maximum dwelling sizes set out in the Neighbourhood Plan and to demonstrate that the policy meets the aims and objectives of the Neighbourhood Plan.

SCDC is supportive of Policy 1 (and its supporting text) given that it is supported by the evidence in and conclusions from the accompanying Character Assessment and Evidence on Dwelling Sizes.

Policy 2 (Additional Dwellings)

The Council welcomes the amendments to Policy 2 (and its supporting text) that have been made to provide clarity on the intentions and interpretation of the policy in light of the comments we submitted on the pre-submission Neighbourhood Plan. The Council is pleased that additional evidence has been provided on dwelling sizes to justify the chosen approach on maximum dwelling sizes set out in the Neighbourhood Plan.

The Council is pleased that a Transport Statement has been prepared to assess the likely transport and highways implications associated with development envisaged by the Neighbourhood Plan, and that the conclusions of this assessment have been used to amend the policies in the Neighbourhood Plan.

SCDC is supportive of Policy 2 (and its supporting text) given that it is supported by the evidence in and conclusions from the accompanying Transport Statement, Character Assessment and Evidence on Dwelling Sizes.

Policy 3 (Road usage limitation in the Neighbourhood Plan area)

The Council understands that Policy 3 (and its supporting text) is intended to be used when considering any proposals within the neighbourhood area, both proposals envisaged by the Neighbourhood Plan in its other policies and other residential or non-residential proposals that may come forward during the plan period.

The Council welcomes the amendments to Policy 3 (and its supporting text) that have been made to provide clarity on the intentions and interpretation of the policy in light of the comments submitted by both ourselves and the Highways Authority on the pre-submission Neighbourhood Plan. The Council is pleased that a Transport Statement has been prepared to support the Neighbourhood Plan and to assess the likely transport and highways implications associated with development envisaged by the Neighbourhood Plan.

SCDC is supportive of Policy 3 (and its supporting text) given that it is supported by the evidence in and conclusions from the accompanying Transport Statement and Character

Assessment. For clarity, it is suggested that minor amendments are made to the wording of the policy as follows:

*Where a development proposal triggers the need to make minor improvements to the estate roads in order to make the development acceptable, no development will happen until the details of these works and **the** timetable for **their** implementation has been submitted **to** and approved by the local planning authority in consultation with the body responsible for managing the roads (the AEML).*

Comments on the Referendum area for the Great Abington Former LSA Estate Neighbourhood Plan

If the examiner is minded to recommend that the Neighbourhood Plan should proceed to referendum, the Council does not feel that the referendum area needs to be extended beyond the Neighbourhood Area. The planning policies included in the Neighbourhood Plan would not have a substantial, direct or demonstrable impact beyond the Neighbourhood Area.

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Neighbourhood Plan Process and Timetable

The following table provides a summary of the Neighbourhood Plan process from its submission to its adoption (Neighbourhood Plan 'made'):

Submission of Neighbourhood Plan to SCDC	22 February 2018
Public consultation on Neighbourhood Plan for 6 weeks	5 March – 16 April 2018
Examination of Neighbourhood Plan by independent examiner	May/June 2018*
Consideration of Examiners Report and decision on way forward agreed by Planning Portfolio Holder	Summer 2018*
Referendum	Autumn 2018*
Neighbourhood Plan 'made' (adopted) by SCDC, at meeting of full Council	Autumn 2018*

* These are provisional dates based on officers' current understanding of the Neighbourhood Plan process and the likely timescales for each stage, and are subject to the availability of the examiner and how they decide to conduct the examination.

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Agenda Item 6



REPORT TO: Planning Portfolio Holder
LEAD OFFICER: Stephen Kelly

20th March 2018

Officer hourly rate increase for Planning Performance Agreements

Purpose

1. The Council currently provides pre-application advice to developers on planning and related matters. The advice takes two forms; advice provided in line with an agreed outline for which standard charges apply, and; tailored advice for mostly larger or more complex projects where a “bespoke” response is provided. In respect of the latter service, the Council has calculated the cost of that advice by reference to an “hourly” rate for planning and related officers. This report seeks to update the “hourly rate” following a recent review. The review has highlighted that the hourly rate used to determine the cost falls significantly below the cost of providing the service. This report seeks to update the schedule of charges to address this shortfall. This will ensure that:
 - (a) Income received through planning performance agreements recovers the cost of providing the service
 - (b) That the service can continue to ensure that appropriately qualified staff are available to enable effective and expert advice, reflecting the Councils planning and related objectives, to be provided to developers at the pre-application stage to help shape future development in the area.
2. This is not considered to be a key decision because the potential additional income generated via a planning performance agreement is not anticipated to exceed £50,000.

Recommendations

3. It is recommended that the Planning Portfolio Holder **approves:**
 - (a) revised officer hourly rate for Planning Performance Agreements – Appendix 1
 - (b) the revised officer hourly rate is to be implemented on the 1st April 2018

Reasons for Recommendations

4. Greater Cambridge has is experiencing unprecedented growth, and pressure for growth. A significant number of large and complex development proposals, requiring expert technical assessment and challenging pre-and post-submission assessment continue to be submitted to the Council. The provision of pre-application advice is critical in ensuring that the Council aspiration for high quality appropriate new development, which meets the objectives of the existing and emerging local plan can be secured In some sites this takes the form of a single process, in other parts of the

District, on sites such as Northstowe the relationship is likely to require a longer term commitment.

5. The statutory period to determine the “major” planning applications associated with such schemes is either 13 or 16 weeks unless a planning Performance Agreement is in place. With all schemes of this size, given the need for multiple meetings and longer-term engagement to address the range of complex issues (including via S106), we encourage developers to enter into a Planning Performance Agreement, which sets out the key milestones of the process – from the inception meeting, to delivering new homes on site.
6. The PPA (Planning Performance Agreement) do not only set out key milestones of the process but also a project timeline and seek to define the dedicated resource that will work on the scheme – and its cost.
7. Cambridge City and South Cambridgeshire already have different officer hourly rates which are applied to such agreements – appendix 1. As part of the work associated with the implementation of the shared planning service, the project team have revisited the existing hourly rates to ensure that they properly reflect the costs to the Council of providing the service to the development industry. The revised schedule proposes a significant increase in these rates which reflects an aspiration to achieve cost recovery only.
8. It is important to note that the charges proposed will continue to be less than conventional “market” prices for comparable skills within the consultancy sector.

Background

9. The delivery of pre-application advice to developers is encouraged by the NPPF and is widely acknowledged to represent good practice – by providing an opportunity for key issues associated with the development process to be resolved before a final decision is made. In a number of cases, the complexity of a project requires continued dialogue through the application process, including the statutory processing phase, in order the positive outcomes, which deliver on local priorities can be secured. The provision of pre-application advice is however discretionary and ties up a considerable amount of professional and technical resources, not just within the planning service, but amongst a range of services. The costs of this additional resource commitment are not routinely recovered through the planning application fee paid.
10. Unlike the planning application fees, there is no nationally determined charge for pre-application advice. Typically, Local Authorities have sought to levy a charge based upon a range of criteria. Given the significant number of complex projects within this area, and the considerable cost pressures facing the service, officers have re-visited the charging regime to consider whether the costs of providing pre- application advice to the development industry might be more effectively recovered.
11. Section 93 of the Local Government Act 2003 provides that Local Authorities applying discretionary charges for the purposes of delivering extra services must do so only on the basis of securing cost recovery – i.e. charges should not be set to produce a profit. The proposed schedule of charges would be consistent with this principle.

Considerations

12. This report seeks to amend the charge for officer time. A review of other pre-application services is also underway to consider whether the charges for the range of “fixed cost” services, or the services themselves might be changed, having regard to user feedback and the potential improvements in support that might be provided to residents and businesses.
13. Officers have considered whether the service might wish to continue to provide advice to the development industry at a lower cost. Given the considerable cost pressures on the service, the significant amount of work underway and anticipated that will require officer input and the difficult funding choices facing the service, the case for continuing this approach would require evidence that levying the full charge would result in significant harm to delivery of corporate priorities. The small proportion of the development cost represented by (local authority) pre-application advice costs however means that the additional charges arising for PPA’s would not in officer’s view put at risk those important strategic projects that the Council would wish to see promoted within the District.

Options

14. The following options are suggested:
 - (a) Keep current officer hourly rates
 - (b) Remove pre-application charges
 - (c) Approve suggested revised officer hourly rates
 - (d) Promote an alternative hourly rate to that contained in the recommendation.

Of the options outlined above, there is little evidence to justify withdrawing charges from the pre- application advice service – which continues to receive significant interest from applicants. Equally, whilst it remains for the Council to maintain its current charges, the proportion of such charges compared with the overall cost of development is relatively insignificant in comparison to “private” sector costs - or the cost of bringing forward development projects to delivery. Maintaining the current charges (or a lower charge) would however require the service to continue to fund the delivery of advice at less than the cost of delivering that advice and would mean that resources to other parts of the service would need to be reviewed to meet the financial commitments of the service.

Implications

15. In the writing of this report, taking into account financial, legal, staffing, risk management, equality and diversity, climate change, community safety and any other key issues, the following implications have been considered: -

Financial

16. The proposals will improve cost recovery for the pre- application advice services that the Authority offers. The increased income above existing charges is not expected to generate more than £50,000 over and above the previous charge

Legal

17. None

Staffing

18. The proposals will improve the extent to which existing staff are “charged” to discretionary projects and will help to maintain appropriate staffing resources for pre-application advice in the future.

Risk Management

19. Risks will be managed through the Greater Cambridge Planning Risk Register, in particular the risk associated with if developers will not enter into PPA's, leading to the planning service has to carry the cost of processing these large-scale developments

Equality and Diversity

20. The increase in charges has the potential to impact those who have limited financial means. The proposals relate to the hourly rate for staff – most commonly charged for planning performance agreement which relate to the largest/most complex planning proposals in the District – where a substantial investment is required by the developer. The continued provision of pre-application advice through PPA's increases the Council's capacity to more plan for all parts of the community effectively.

Climate Change

21. Through PPA's the Authority is able to effectively negotiate positive development outcomes that can effectively contribute towards the Council's aspirations in respect of climate change.

Consultation responses

22. No formal consultation has been undertaken.

Effect on Strategic Aims

Aim 1 – Corporate Aim

23. Living Well – the effective recovery of pre-application costs allows for continued positive engagement with developers to ensure that new development supports positive community outcomes across the District through direct (development) and indirect (S106 funding) means.

Aim 2 – Corporate Aim

24. Homes for our Future – ensuring continued delivery of an effective pre-application service will allow the effective progression of development proposals that support SCDC's commitment towards providing new and affordable high-quality homes of the right size and tenure to meet the Districts housing needs.

Background Papers

None

Report Author: Stephen Kelly – Joint Director of Planning and Economic Development for Greater Cambridge Planning Service
Telephone: (01954) 713350

Appendix 1

Pre-Application Charging –changes to hourly rates

Existing Pre-App Scheme Hourly Rates (excluding VAT)		Proposed Changes (excluding VAT)	
SCDC			
Manager	No hourly rate referenced in existing scheme	Manager	£80
Principal officer	£40	Principal officer	£65
Senior planner/planner	£35	Senior Planner/planner/officer	£50

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Agenda Item 7

REPORT TO: Planning Portfolio Holder

20th March 2018

LEAD OFFICER: Joint Director for Planning and Economic Development

A Blue Plaque Scheme for South Cambridgeshire.

Purpose

1. To consider whether South Cambridgeshire District Council should have a Blue Plaque Scheme.
2. A blue plaque is a permanent sign installed in a public place to commemorate a link between that location and a famous person or event, serving as a historical marker.

Recommendations

3. It is recommended that the Planning Portfolio Holder:
 - (a) Approves a Blue Plaque Scheme in South Cambridgeshire.
 - (b) Endorses an extension of the existing local scheme administered by Cambridge Past Present and Future (CPPF) into South Cambridgeshire with a representative from the Council elected annually to The CPPF Blue Plaque Committee
 - (c) Notes the criteria for the Scheme, which will be publicised via the Council's website.

Reasons for Recommendations

4. This scheme presents an opportunity to commemorate significant people from or events that have happened within South Cambridgeshire.

Background

5. Nationally there are a number of Blue Plaque schemes. In London the scheme is administered by English Heritage; elsewhere plaque schemes are administered by a range of bodies including local authorities and civic societies.
6. Locally, The Cambridge Blue Plaque Scheme was launched in 2001 and since then has erected 29 plaques to honour famous people including, for example, John Addenbrooke, Jack Hobbs, Henry Morris or events associated with the city. More information can be seen: <https://www.cambridge.gov.uk/blue-plaque-scheme>
7. This scheme is publicised via the Cambridge City Council website through which nominations by the public are made. Until recently the scheme was administered by a group of volunteers, but this has now passed to Cambridge Past, Present and Future (CPPF) which has a committee to consider nominations.

Considerations

8. It is proposed that the scheme for erecting blue plaques be extended to within the boundaries of South Cambridgeshire District Council. It would be administered in the same manner as the existing Blue Plaques scheme in Cambridge City, and according to the same criteria, namely:

People to be commemorated should:

- have been dead for at least ten years
- have been born or educated in South Cambridgeshire, or lived here
- be eminent through their profession or calling
- have made a significant contribution to the life of the district and its residents
- merit recognition because of an outstanding or notorious act

Events to be commemorated should:

- have occurred at least ten years ago
- be instantly recognisable to the majority of the general public
- have significance in the history of the district or county as a whole

9. The Scheme will be publicised via the Council's website and magazine.
10. Decisions would be made by the same committee that manages Blue Plaques in Cambridge City, whose area of operation would be expanded to cover South Cambridgeshire. The Blue Plaques Committee has recently become part of Cambridge Past, Present and Future. South Cambridgeshire District Council would appoint an official representative, elected from amongst its District Councillors as an appointment to an outside body, but the Blue Plaques Committee would be able to co-opt other persons living in South Cambridgeshire
11. The costs of the scheme are limited; the aim wherever possible is that each plaque is self-funded, (usually given from the building owner, relative of the person commemorated, or related organisation). Annual funding of £1000 is recommended.

Options

12. The following options are suggested:
 - (a) To do nothing
 - (b) To extend the existing scheme into South Cambridgeshire, as recommended above.
 - (c) To set up our own independent scheme.
13. The proposal offers an opportunity to working with local partners to recognise significant people and events from within our district, without undue expense and resource, which setting up our own independent scheme would inevitably involve.

Implications

14. In the writing of this report, taking into account financial, legal, staffing, risk management, equality and diversity, climate change, community safety and any other key issues, the following implications have been considered: -

Financial

15. The costs of the scheme are limited. Annual funding of £1,000 is recommended which the Council may review in future years at its discretion. This would come from within existing budgets.

16. This funding would need to be reserved by the Committee solely for use within the District for the purposes of creating the design and any needed first plaque or prototype, essential maintenance of existing plaques or the creation of new plaques as a last resort, should it not be possible to obtain full funding for a given plaque from a building owner, relative of the person commemorated, or related organisation

Legal

17. None, relevant permissions would be sought and be the responsibility of the CPPF.

Staffing

18. The proposal will have limited implications for staff resources, a supporting liaison role will be provided from the Consultancy team initially pending the shared planning service.

Risk Management

19. It is envisaged that the risks to Council would be minimal. The scheme has been successfully operating locally for over 15 years, it will be administered by CPPF with oversight and decisions being made by a dedicated committee to which the Council would nominate a Member.

Equality and Diversity

20. Nominations can be made by any member of the public.

Climate Change

21. None.

Consultation responses

22. No formal consultation has been undertaken.

Effect on Strategic Aims

Aim 1 – Corporate Aims

23. Living Well – the scheme will celebrate people from within our community or events that have taken place within South Cambridgeshire, that have made a difference either locally or nationally.

Background Papers

Where [the Local Authorities \(Executive Arrangements\) \(Meetings and Access to Information\) \(England\) Regulations 2012](#) require documents to be open to inspection by members of the public, they must be available for inspection: -

- (a) at all reasonable hours at the offices of South Cambridgeshire District Council;
- (b) on the Council's website; and
- (c) in the case of documents to be available for inspection pursuant to regulation 15, on payment of a reasonable fee required by the Council by the person seeking to inspect the documents at the offices of South Cambridgeshire District Council.

<https://www.legislation.gov.uk/ukpga/2003/26/section/93>

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Work Programme 2017-18 – Planning Portfolio

Date of meeting	Reports to be signed off and sent to Dem Services by 5pm on:	Title of Report	Key/ Non-key	If key – reason (see below)	Purpose of report e.g. for recommendation/ decision/ monitoring	Report Author	Date added to Corporate Plan* (contact Victoria Wallace)
To be scheduled		Waterbeach New Town SPD	Non-key		To endorse draft SPD for consultation	Mike Huntingdon	
To be scheduled		Waterbeach New Town SPD	Non-key		Decision (resolution to adopt once Local Plan has been adopted)	Mike Huntingdon	

Agenda Item 8

Key Decisions

1. it is likely to result in the Council incurring expenditure which is, or the making of savings which are, significant having regard to the Council's budget for the service or function to which the decision relates, or
 2. it is likely to be significant in terms of its effects on communities living or working in an area of the District comprising two or more wards.
- In determining the meaning of 'significant' for the purposes of the above, the Council must have regard to any guidance for the time being issued by the Secretary of State in accordance with section 9Q of the 2000 Act (guidance)

Key decisions can only be made after they have been on the Corporate Forward Plan for at least 28 clear calendar days not including the day on which they first appear on the Forward Plan or the day on which the decision is to be made.

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