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2 September 2019

To: Chairman – Councillor Grenville Chamberlain
Vice-Chairman – Councillor Brian Milnes
Members of the Scrutiny and Overview Committee – Councillors Ruth Betson,
Anna Bradnam, Dr. Martin Cahn, Nigel Cathcart, Sarah Cheung Johnson,
Graham Cone, Dr. Claire Daunton, Dr. Douglas de Lacey, Geoff Harvey,
Steve Hunt, Peter McDonald and Judith Rippeth

Quorum: 5

Substitutes: Councillors Peter Topping, Mark Howell, Sue Ellington, Bunty Waters,
Dr. Shrobona Bhattacharya, Gavin Clayton, Henry Batchelor, Peter Fane,
Jose Hales, Clare Delderfield, Deborah Roberts and Philip Allen

There is a pre-meeting session at 5pm for members of the Committee only, to plan their lines of enquiry.

Dear Councillor

You are invited to attend the next meeting of **SCRUTINY AND OVERVIEW COMMITTEE**, which will be held in the **SWANSLEY ROOM, GROUND FLOOR** on **TUESDAY, 10 SEPTEMBER 2019** at **5.20 p.m.**

Members are respectfully reminded that when substituting on committees, subcommittees, and outside or joint bodies, Democratic Services must be advised of the substitution *in advance of* the meeting. It is not possible to accept a substitute once the meeting has started. Council Standing Order 4.3 refers.

Yours faithfully

Mike Hill

Interim Chief Executive

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AGENDA

PAGES

- 1. Apologies**
To receive apologies for absence from committee members.
- 2. Declarations of Interest**

- | | | |
|-----------|---|-----------------|
| 3. | Minutes of Previous Meeting
To authorise the Chairman to sign the Minutes of the meeting held on 20 August 2019 as a correct record. | 1 - 6 |
| 4. | Public Questions | |
| 5. | Bourn Airfield Supplementary Planning Document | 7 - 72 |
| 6. | Corporate Asset Plan (Key) | 73 - 94 |
| 7. | Investment Strategy Update
Report to follow. | |
| 8. | Scrutiny Work Programme
For the committee to consider its work programme, which is attached with the Council's Notice of forthcoming Key and Non Key Decisions. When considering items to add to its work programme, the committee is requested to use the attached Scrutiny Prioritisation Tool. | 95 - 116 |
| |
Under this agenda item, the committee will also set up and appoint members to any Scrutiny task and finish groups. | |
| 9. | To Note the Dates of Future Meetings
To note that the next meeting will take place on Thursday 17 October 2019 at 5.20pm. | |

Exclusion of Press and Public

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"I propose that the Press and public be excluded from the meeting during the consideration of the following item number(s) in accordance with Section 100(A) (4) of the Local Government Act 1972 on the grounds that, if present, there would be disclosure to them of exempt information as defined in paragraph(s) of Part 1 of Schedule 12A of the Act."

If exempt (confidential) information has been provided as part of the agenda, the Press and public will not be able to view it. There will be an explanation on the website however as to why the information is exempt.

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Agenda Item 3

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

Minutes of a meeting of the Scrutiny and Overview Committee held on
Tuesday, 20 August 2019 at 5.20 p.m.

PRESENT: Councillor Grenville Chamberlain – Chairman

Councillors:	Anna Bradnam	Dr. Martin Cahn
	Sarah Cheung Johnson	Dr. Claire Daunton
	Geoff Harvey	Steve Hunt
	Peter McDonald	Judith Rippeth
	Deborah Roberts (substitute)	Peter Topping (substitute)
	Bunty Waters (substitute)	

Councillors Bill Handley, Dr. Tumi Hawkins, Heather Williams and John Williams were in attendance, by invitation.

Officers:	Kirstin Donaldson	Programme Manager
	Susan Gardner Craig	Interim Director of Corporate Services
	Kathrin John	Democratic Services Team Leader
	Stephen Kelly	Joint Director of Planning and Economic Development
	Trevor Roff	Interim Director of Finance
	Ian Senior	Democratic Services Officer

1. APOLOGIES

Councillors Ruth Betson, Gavin Clayton, Graham Cone, Dr. Douglas de Lacey and Brian Milnes sent Apologies for Absence.

Councillors Peter Topping, Bunty Waters and Deborah Roberts substituted for Councillors Betson, de Lacey and Cone respectively.

In Councillor Milnes' absence, the Chairman sought and received the Committee's agreement to Councillor Judith Rippeth being appointed Vice-Chairman for the meeting.

2. DECLARATIONS OF INTEREST

There were no declarations of interest.

3. MINUTES OF PREVIOUS MEETING

The Scrutiny and Overview Committee authorised the Chairman to sign, as a correct record, the Minutes of the meeting held on 16 July 2019, subject to the following:

Minute 5 – Update on 3C ICT

In connection with the eighth and ninth bullet point (starting “in relation to the recent failure...” and “the newly consolidated server...”, Councillor Anna Bradnam reiterated that 3C ICT should assume responsibility from Facilities Management for the server room at South Cambridgeshire Hall, and that both

the server room itself and the equipment within it should send telemetry that would prevent future failures in the chiller system.

In the eighth bullet point, the word "...currently..." should be added between the words "...for which 3C ICT was..." and "...responsible as...". The words "The server room at South Cambridgeshire Hall, and the equipment within it, ought to be similarly monitored." should be added to the ninth bullet point,

By affirmation, the Scrutiny and Overview Committee agreed that the eighth and ninth bullet point should be amended to state as follows:

"In relation to the recent failure of the chiller system in the South Cambridgeshire Hall server room, which had led to an outage of ICT systems across the council, the committee was informed that this was not something for which 3C ICT was currently responsible as the server room was managed by South Cambridgeshire Facilities Management. The Head of 3C ICT explained that this failure had occurred during a weekend."

"The newly consolidated server room environments, such as the server room at Pathfinder House which 3C ICT managed, had monitoring equipment in place. The server room at South Cambridgeshire Hall, and the equipment within it, ought to be similarly monitored."

4. PUBLIC QUESTIONS

There were no public questions.

5. 2019-20 PERFORMANCE REPORTING ARRANGEMENTS AND QUARTER 1 OPERATIONAL KEY PERFORMANCE INDICATOR RESULTS

The Scrutiny and Overview Committee received and noted a report providing it with details of proposed performance reporting arrangements for the 2019-20 financial year. The report also contained the South Cambridgeshire District Council's Quarter 1 position regarding its operational key performance indicators (KPI).

Householder planning applications

The Chairman exercised his discretion so that Councillor Peter Topping could establish the basis upon which, as summarised in a recent e-mail to Members, a process was being developed that would allow some planning applications to be validated and progressed by an outside company.

Councillor Dr. Tumi Hawkins, the Lead Cabinet Member for Planning, emphasised that the measure offered an opportunity to bring in additional resources to support the processing of minor household planning applications. The Joint Director of Planning and Economic Development highlighted the fact that the lack of resources within the Greater Cambridge Shared Planning Service (GCSPS) had been identified as a risk within South Cambridgeshire District Council's Strategic Risk Register. He referred to the challenges faced in recruiting appropriately qualified planning officers, drawing attention to the high level of vacancies in the service and the difficulty in engaging agency staff which, in any event, was costly to the Council. For those reasons, the alternative option had been pursued of entering into a contract to provide additional capacity to assist in the validation stage for household applications, for subsequent review by case officers

employed by the Council. The Joint Director commented that a similar option had been pursued in 2014 when external resources had been used to support a range of functions within South Cambridgeshire District Council's planning section. The Committee noted the following:

- A national campaign was underway to recruit new staff
- Current planning officers would shortly transfer to new roles with revised job descriptions
- Investment in new ICT would promote efficiency
- Some planning officers were currently processing applications up to 50% above the national average and, with many of these requiring difficult and complex decisions, there were implications for staff well-being

Although the GCSPS had been meeting its targets for determining applications (as indicated in the Quarter 1 performance report before the Committee), it had also been receiving complaints about elements of that performance and the communication with customers and residents.

The Joint Director of Planning and Economic Development confirmed that the Council had undertaken a formal tendering process and that a contract with the successful service provider could be managed within existing budgets. The cost was competitive and cheaper than using agency staff. The contract would provide capacity for validation and assessment of simple applications. The Committee was assured that decision-making would remain in-house. The contract was for four months and the Joint Director of Planning and Economic Development outlined the type of monitoring that would take place. The decision to secure additional validation and application assessment capacity from a service provider fell within the remit of operational management under the Council's officer scheme of delegation.

While recognising that GCSPS had severe capacity issues, and that the arrangement was short-term only, some Members were concerned that such a measure did little in the way of addressing the underlying challenge. They were also concerned that the service would be delivered by an external provider which did not have knowledge and understanding of the local area and might not be available to respond to customers' enquiries. They expressed concern that the decision to place the work externally had been taken by the Joint Director without prior consultation or discussion with Members, most notably members of the Planning Committee, and that it was unsatisfactory to be notified about the decision by email after the decision had been taken. Other Members acknowledged that it was important to act to address the challenges currently being faced by the GCSPS to improve service delivery and seek to try to achieve reasonable individual officer caseloads. The Joint Director of Planning and Economic Development responded to a number of questions raised by Members, and assured the Committee that:-

- Liaison would take place with the external service provider regarding the opportunity for engagement with customers in relation to their applications
- The external provider would be appropriately briefed on relevant South Cambridgeshire and local issues, background and context
- Consultation would take place with the Lead Cabinet Member and, if appropriate, Cabinet, before any decision was taken to extend the four month contract
- There was capacity and capability within the GCSPS to deliver an effective and efficient client monitoring function in respect of the contract

While recognising the factors behind the Joint Director's decision, and having noted the assurances given to Members, the Scrutiny and Overview Committee nonetheless emphasised the importance of proper monitoring and management of the contract to make sure that service of an appropriate standard was delivered to the Council's customers. The Joint Director indicated that it was likely that the Council would be dealing with named individuals at the external provider, who would quickly appreciate the culture of South Cambridgeshire. The Committee should receive a report on the Planning Service in November 2019 and this would give Members the opportunity to assess how the externalised service was functioning. The Joint Director of Planning and Economic Development concluded by emphasising that the external provider would supplement rather than replace the Council's own capability.

Housing Advice

In respect of Performance Indicator AH215 (percentage of successful homeless preventions as a proportion of all homeless prevention / relief cases closed), the Scrutiny and Overview Committee noted that the data contained in the report was inaccurate. That data had been reviewed and an updated document, explaining the methodology for obtaining the data, had been tabled at the meeting. The Committee noted that, based on the revised data, the performance against the indicator was now rated as "green" meaning that the risk was being managed successfully.

With reference to Performance Indicator AH212, the Committee Chairman questioned why the spending on bed and breakfast accommodate appeared to have risen so sharply in June. However, no response was available at the meeting and he suggested that Cabinet might wish to consider further the reason for this apparent marked increase. Corporate Services / Shared Waste Service,

The Committee sought to establish further information on the data behind Performance Indicator FS125 (Staff sickness days per Full Time Equivalent (FTE) staff member excluding Shared Waste Services Staff) and Performance Indicator SF786a (Staff sickness days per FTE (Shared Waste Service) noting, in particular, that in the latter case, the majority of the sickness figures were attributed to musculo skeletal causes. The Interim Corporate Services Director provided further details to the Committee on the actions being taken to support managers at the depot to manage sickness absence and referrals to occupational health. Scrutiny and Overview Committee members again asked for variance data to be provided as part of the performance monitoring results reporting, noting, for example, that results on sickness absence could be skewed significantly by instances of long term sickness.

6. STRATEGIC RISK REGISTER

The Scrutiny and Overview Committee received and noted the draft Strategic Risk Register for Quarter 1.

Given the Committee's recent focus on ICT resilience and governance, Members were particularly keen to review the risk control measures relating to Risk Reference G (Infrastructure Failure). They received an update from the Lead Cabinet Member for Finance. The Chairman noted that, at its previous meeting, the Committee had learned from the Head of 3C ICT that many of the recent ICT problems experienced at the Council had related to the telephone system that needed replacing. The Committee noted that officers were working with 3C ICT to commission a project to progress the replacement of the Council's telephone system. Members were updated on progress with the roll out of the Council Anywhere project. They noted that a wi-fi audit had been undertaken recently and would be acted upon. In terms of governance of shared services (Risk Reference H), the Committee welcomed the proposal to consider

establishing a shared Scrutiny Committee for shared services.

With reference to the risk relating to Housing delivery and maintaining a 5 year housing supply (Risk Reference C1), following questioning on whether annual monitoring of delivery against the housing trajectory was sufficient, the Committee noted a proposal to move to quarterly monitoring once new ICT systems were in place.

7. VALUE FOR MONEY STRATEGY

The Scrutiny and Overview Committee received and noted a report that would be asking Cabinet, at its meeting on 4 September 2019, to consider the adoption of a Value for Money Strategy by the Council

The Interim Finance Director said that the report was now final, and that the word 'draft' should therefore be disregarded.

The Committee reviewed the draft Value for Money Strategy set out at Appendix A. Members acknowledged the value of the strategy in demonstrating how the Council would seek to make sure that the Council was achieving value for money. This would be particularly important in the context of the increasing emphasis on efficiency savings, invest-to-save initiatives and income generation opportunities, and in determining key investment priorities.

Noting the aim to reduce the cost of services without reducing the level of outcome or to increase the level of outcome for the same cost, as referred to in paragraph 4.6.1 of the strategy, Members felt it was important to be clear in advance about what monitoring mechanisms would be used to ensure that outcomes were not worse for customers and suggested that perhaps this should be clearer in the Strategy. There was also a concern that the Council should not assume that capacity was available in the community or voluntary sector to pick up services the Council was no longer able to deliver. With reference to paragraph 4.9.1 of the Strategy, Committee Members were mindful of the difficult judgments that would need to be made in balancing economic considerations with the need for environmental and social outcomes. The Interim Finance Director advised the Committee that in any process of service change, a full review and risk analysis would need to be completed so that decisions could be made informed by an awareness of all relevant considerations. Additionally, as indicated in paragraph 4.5.1 of the Strategy, monitoring mechanisms would need to be in place to ensure that desired outcomes were realised. The Chairman summarised that the aim should be to ensure that that reductions in the cost of services did not result in deterioration in the level of service received by customers and the Interim Finance Director confirmed that the Value for Money Strategy should enable the Council to achieve that goal.

Committee members asked that a more considered analysis of the environmental implications of proposals be included in the relevant section of each committee report, noting that at present, very standardised responses tended to be included in this section.

8. WORK PROGRAMME

The Scrutiny and Overview Committee received and noted its Work Programme for 2019-20 and a copy of the Notice of Key Decisions and Non-Key Decisions.

The Chairman indicated to Members that he would be discussing with the Democratic Services Team Leader the most effective way of dealing with the Scrutiny and Overview Committee workload for the meetings in September and October 2019.

9. TO NOTE THE DATES OF FUTURE MEETINGS

The Scrutiny and Overview Committee noted that its next scheduled meeting would be on Tuesday 10 September 2019 starting at 5.20pm.

10. EXCLUSION OF PRESS AND PUBLIC

The Scrutiny and Overview Committee agreed by affirmation that the Press and Public be excluded from the meeting during consideration of the following item (Housing Revenue Account – Purchase of Affordable Homes and Review of Executive Scheme of Delegation) in accordance with the provisions of Section 100(A)(4) of the Local Government Act 1972 (as amended) (exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A of the Act relating to the financial or business affairs of any particular person (including the authority holding that information)).

11. HOUSING REVENUE ACCOUNT PURCHASE OF AFFORDABLE HOMES AND REVIEW OF EXECUTIVE SCHEME OF DELEGATION

In accordance with Section 100B (4) (b) of the Local Government Act 1972, the Chairman had agreed that this item should be considered at the meeting as a matter of urgency, because the Council needed to enter into a contract as soon as possible in order to mitigate against the serious risk of losing Right To Buy receipts back to H.M. Treasury in December 2019.

The Scrutiny and Overview Committee considered the report that had been drafted for submission to Cabinet on 4 September 2019. The Committee needed to review the report at the current meeting so that its comments could be conveyed to Cabinet.

The Scrutiny and Overview Committee sought further information and assurances at the meeting in relation to:

- The quality of construction materials
- The precise number of units involved
- Buildings performance
- Procurement
- Benchmarking
- Section 106 of the Town and Country Planning Act 1990

Having considered all the information presented, the Scrutiny and Overview Committee agreed to support recommendations 4 (a) – (c) relating to the purchase of affordable homes as outlined in the restricted report of the Interim Chief Executive.

The Committee also supported the proposal to amend the limit for executive decisions by the Lead Cabinet Member, with decisions above that level being referred to Cabinet, as outlined in recommendation 4 (d) of the restricted report.

The Meeting ended at 7.25 p.m.

Agenda Item 5



South
Cambridgeshire
District Council

REPORT TO: Scrutiny and Overview

10 September 2019

LEAD CABINET MEMBER: Deputy Leader of Council (Statutory)

LEAD OFFICER: Joint Director for Planning and Economic Development

Bourn Airfield New Village Supplementary Planning Document

Executive Summary

1. The adopted South Cambridgeshire Local Plan allocates land south of the A428 for the development of a new village under Policy SS/7: 'New Village at Bourn Airfield'. This policy requires the preparation of a Supplementary Planning Document (SPD) to provide further guidance and detail to supplement its provisions and requirements. The SPD will help guide the development of the area and will provide greater detail to support delivery of the site. It outlines the aspirations for the new village, as well as the key issues, constraints and opportunities that will influence how new development will take place. A draft SPD has been prepared and consulted upon.
2. Committee are requested to consider and comment upon the summary of representations made on the draft SPD during the public consultation held between 17 June and 29 July 2019, the officers' emerging response to key issues.
3. This is a key decision and was first published in the July 2019 Forward Plan.

Recommendations

4. That Scrutiny and Overview Committee:
 - (a) Consider the responses raised in the public consultation, (See Appendix 1);
 - (b) Provide comments in relation to the key issues and emerging officers' response from paragraph 18 before Cabinet's consideration of these matters at its meeting on 2 October 2019.

Reasons for Recommendations

5. Scrutiny and Overview Committee received the draft SPD on 21 May 2019 for comment. Committee did not feel it could endorse the draft SPD for consultation and raised concerns about:
 - Transport, including in regard to junction access to the A428, modal shift, the provision of new transport infrastructure and proposed public transport services;
 - Health care;
 - The location of the village centre and its nature;
 - Provision for young people and the aged; and

- The green buffers between the new village and its neighbours Highfields/Caldecote and Cambourne.
6. Cabinet on 5 June 2019 approved the SPD for consultation. The report stated that before Cabinet makes a decision on the adoption of the SPD it should be considered again by Scrutiny and Overview Committee.

Details

Background

7. The South Cambridgeshire Local Plan was adopted in September 2018. Policy SS/7 allocates land for a new village at Bourn Airfield and requires that a Supplementary Planning Document is prepared to guide and support the delivery of the new village. The policy allocates land to the south of the A428 based on Bourn Airfield for the development of approximately 3,500 dwellings. The final number of dwellings will be determined through a design-led approach and spatial framework diagram included in the SPD. These new homes are to be supported by a range of infrastructure and community facilities and services.
8. The majority of the land allocated by Policy SS/7 is subject to an option agreement with Countryside Properties (UK). An outline planning application for the development of a new village at Bourn Airfield was submitted in September 2018, with all matters reserved except for the principal highways junctions from the St Neots Road roundabout and onto the Broadway. There are some differences between the site allocated in the Local Plan (and the Major Development Site it identifies) and for which guidance is provided in the draft SPD, and the submitted planning application. This will be a matter for separate consideration through the planning application process.
9. The existing employment area on the site is owned by Diageo Holdings (the former Thyssen Krupp site) and an outline planning application has recently been submitted for its development for B1 business uses. The DB Group (formerly David Ball group) have stated that at this stage they intend to remain in this location and are currently considering their future prospects and plans.
10. The provisions and requirements of policy SS/7 have been found to be 'sound' through the Local Plan examination process and these cannot now be amended or changed by the SPD. Public consultation on the main Local Plan modifications needed to make the plan 'sound' (including modifications to policy SS/7 for the new village at Bourn Airfield) took place between January and February 2018, and the responses to the consultation were considered by the Local Plan Planning Inspector.
11. A draft Bourn Airfield New Village SPD was prepared with Arup and working in collaboration with technical and community stakeholders and the site promoters. Cabinet agreed the draft SPD for consultation on 5 June 2019. Public consultation on the draft Bourn Airfield New Village SPD was held for 6 weeks between 17 June 2019 and 29 July 2019. Consultation on the SPD was undertaken in accordance with the Greater Cambridge Statement of Community Involvement adopted in July 2019 and included staffed public exhibitions in Cambourne on 27-June, in Highfields Caldecote on 3 July, and in Bourn on 10 July.

Results of Consultation

12. During the consultation, 312 representations were received, made by 71 respondents. Of the representations 36% were objections, 56% were comments and 8% were supports. 8 comments were also received to the Sustainability Appraisal (SA) and Habitat Regulations Assessment (HRA) Screening Documents and the Equalities Impact Assessment (EQIA). Summaries of the representations received are attached at Appendix 1.
13. A Consultation Statement is being prepared in accordance with the Town and Country Planning (Local Plan) (England) Regulations 2012. Regulation 12 requires that SCDC prepare a consultation statement setting out the persons consulted when preparing the SPD, a summary of the main issues raised by those persons and how these have been addressed in the SPD. The response to representations will be completed and provided to Cabinet, drawing on the key issues and emerging officer responses identified in this report.
14. All of the SPD representations are available to be read in full on our online consultation system at <https://scambs.jdi-consult.net/localplan/>. The main issues raised include:
 - Transport
 - Public transport
 - Spatial layout
 - Village centre
 - Local character / village separation
 - Schools
 - Health
 - Heritage
 - Employment
 - Sustainability
 - Delivery

Considerations

15. The representations received have been considered and this report highlights the key issues raised in the representations and provides officers' emerging response for consideration by Scrutiny and Overview Committee. A number of possible changes have so far been identified in response to the key issues where this is consistent with the Local Plan. No substantive changes are currently proposed regarding other issues raised in representations.
16. Having considered the results of consultation, officers' view remains that the SPD is consistent with Local Plan Policy SS/7 and the evidence supporting the plan and tested through the examination process. The role of an SPD as set out in regulations is to provide guidance about environmental, social, design and economic objectives which are relevant to a Local Plan allocation.
17. Scrutiny and Overview Committee is recommended to consider and comment on the outcome of the consultation and the emerging response to key issues raised and possible changes to be proposed before Cabinet considers the adoption of the SPD.
18. The main issues raised are summarised below together with an emerging officer response which identifies where changes to the SPD are under consideration. Where

changes have spatial implications, these are included in the final section about the Spatial Framework Diagram, and a cross reference is included under the relevant topic.

Transport – key issues raised:

- There should be direct access onto A428 (serious consequences of having only 2 junctions, plenty of room, safety issues of not implementing, environmental costs from congestion more than actual cost, numerous examples of close junctions)
- Concerns about A428 / A14 Girton interchange single lane & lack of access onto M11
- Impacts of rat running traffic through villages
- Need to mitigate southbound & northbound traffic
- Childerley roundabout needs upgrade
- The Broadway junction design and preventing 'u' turning traffic at St Neot's Road junction
- Concerns about traffic through St Neots Road, Hardwick
- No easily accessible Park and Ride
- Too much strategic thinking (Bedford to Cambridge) and no local focus
- Electric vehicles do not reduce congestion
- Concerns about the modelling / modal shift assumptions
- Consider wider destinations – not everyone is headed towards Cambridge
- More detail needed on parking provision, e.g. close to HQPT stops.

Officers' emerging response:

- Highways England has provided a clear position in its responses to the consultation that direct access onto A428 is not policy compliant or needed. This confirms advice received during preparation of the draft SPD. Their response states:

“Policy is set out in DfT Circular 02/2013 The Strategic Road Network and the Delivery of Sustainable Development.

The policy states proposals for the creation of new junctions or direct means of access may be identified and developed at the plan-making stage in circumstances where it can be established that such new infrastructure is essential for the delivery of strategic planned growth.

Policy also requires consideration of the standard of road. For motorways and routes of near motorway standard development access is limited to the use of existing junctions with all-purpose roads. Modifications to existing junctions will be agreed where these do not have an adverse impact on traffic flows and safety. In line with the standards contained in the Design Manual for Roads and Bridges, for safety and operational reasons, direct connections to slip roads and/or connector roads will not be permitted. For other roads there is a graduated approach.

The A428 is part of the Cambridge to Oxford expressway which has a high status, and therefore in line with policy there is a presumption against a new junction at this location. This position needs to be balanced with strategic need, and whilst within the context of the local plan, Bourn Airfield New Village can be considered as a strategic site,

its wider strategic importance is more limited. Consequently, the case for a new junction is not made.”

- Transport modelling was undertaken to support the preparation of the Local Plan and did not identify a need for a new junction onto the A428. The modelling did identify a need for a dedicated high quality public transport route to link with jobs and services in and around Cambridge, within the Local Plan policy. The overarching vision for the adopted Local Plan, including for the new settlements, is to secure a modal shift away from use of the private car. This is also consistent with the recent declaration by the Council of a “climate emergency” alongside an adaptation to achieve net zero carbon for the district by 2050. Major new car-based infrastructure would not be compatible with that vision.
- Notwithstanding the principle of whether a major new junction onto the A428 is necessary to serve the development, such provision would have significant land take implications and contribute to a car dominated independent gateway to the site from the A428.
- Officers are not proposing to recommend any changes to include a junction onto A428. Changes to the text at section 1D could be made to replace existing text that says that “the new village will not be served by direct access from the A428” with text that explains the Local Plan process for context and a factual statement that no new access to the A428 is included in the Local Plan policy.
- Amend text in section 1D of the SPD to reflect the Infrastructure Delivery Plan (IDP) item No.14 and be clear that traffic calming and other measures should be implemented in surrounding villages if required and that appropriate monitoring will also be needed.
- Amendments will be proposed to strengthen the wording in respect of the western access to the site in Fix A. These will include that the detailed design of the junction on the Broadway should incorporate physical islands, or similar, to prohibit traffic movements to the south (location 1). Amendments will also be proposed in respect of the junction with St Neots Road to clarify that measures should be included to deter and hamper as far as possible any u-turns that would enable southern movements (location 3). The detail will be a matter for the planning application process, which will be supported by a detailed Transport Assessment.
- Parking provision is to be determined through a design-led approach, consistent with Local Plan Policy TI/3, with the aim of providing shared use parking where possible to minimise provision (for example provision to serve the mixed-use area and HQPT stop).

Public transport – key issues raised:

- Concerns over delivery of GCP Cambourne to Cambridge scheme & impacts of busway proposals (particularly loss of trees) and that it only gets to Grange Road and not wider destinations
- Cost of bus travel prohibitive
- Relocation of Childerley bus stop with HQPT stop? Distance for Caldecote residents. Caldecote desperately needs a better bus service.
- Concerns about how modal shift will be achieved
- Not joined up with East-West Rail
- Potential impacts on rail – including car park provision
- Alignment of HQPT through site and location of stops – not accessible

- Broad support for walking, cycling and horse-riding routes, although also some detailed comments about their design and further improvements which could be provided to ensure all inclusive

Officers' emerging response:

- The Greater Cambridge Partnership (GCP) confirms delivery intentions for completion of Cambourne to Cambridge scheme by 2024. It forms part of a future network of public transport improvements being delivered by GCP, Combined Authority etc. to reach a range of destinations in and around Cambridge, South Cambridgeshire and the County.
- HQPT alignment through the site agreed with GCP and County Council as the most appropriate and future proofs Mayor's Cambridge Autonomous Metro (CAM) metro proposals. To address concerns about accessibility to the stops it is proposed to move the eastern HQPT stop eastwards, closer to Highfields Caldecote.
- Concerns raised about the impacts off site in respect of the Cambourne to Cambridge HQPT scheme are outside the scope of the SPD. They will be matters for the separate GCP processes.
- Amendments to the text to provide clarity on the types of walking, cycling and horse-riding routes, and their design.
- Include additional text on East-West Rail to address how any proposed new station at Cambourne (if that is announced as the preferred alignment) would be accessible from Bourn Airfield. It is anticipated that this could be appropriately achieved using the movement network proposed in the SPD, including new HQPT, cycle and walking routes that will connect to Cambourne.

Village centre – key issues raised:

- Locate village centre more centrally within the site accessible to majority of residents
- Concern that location is too close to Cambourne
- Suggestion to move to North East corner, further from the Broadway
- Concern whether Neighbourhood hub would be viable

Officers' emerging response:

- The broad location is an appropriate balance between proximity to the HQPT stop and proximity to the rest of the new village including to its areas of higher density housing. A change to the shape of the Village Centre to make it more elliptical would maintain the relationship with the HQPT stop and runaway park, whilst enabling a spread of retail and service uses towards the centre of the site. See the Spatial Framework Diagram section.

Health – key issues raised:

- Village centre should include a health centre (local alternatives cannot cope)
- Monkfield Medical Practice, Cambourne already being expanded for Cambourne West.
- Support for dementia friendly design
- Clarify intentions towards fast food outlets

Officers' emerging response:

- In respect of the capacity concerns raised with existing local medical centres, discussions will continue with health providers to inform consideration through the planning application process.

Schools – key issues raised:

- Should be in car-free zones, to encourage walking, cycling and "park and stride".
- Nursery, school and college on or nearby roads – pollution – in direct conflict with CCC signing UK100 clean energy pledge and protection of young.
- Potential dual use of secondary school sports pitches would mean not all sports pitches shown on draft spatial framework diagram would be needed – provide more flexibility / certainty in either event.

Officers' emerging response:

- Strategic objective focusses on maximising opportunities for travel by sustainable modes, including walking and cycling. SPD includes provision of a comprehensive network of direct routes, and priority is given to these modes over the car.
- Proposed to revise the locations where formal playing pitches will be provided, whilst ensuring provision at a level that would meet full requirements under circumstances where dual use of the secondary school pitches were not secured. See the Local Character / Distinctiveness and the Spatial Framework Diagram sections.

Employment – key issues raised:

- Existing employment providers concerned to ensure that the SPD considers existing employment operations & planned proposals and does not hinder future operations / aspirations.
- Provide more local employment opportunities

Officers' emerging response:

- Note the concerns of existing employment providers. Additional text to be provided concerning the existing employment uses, the nature and scale of any new uses and any mitigation that would be required, eg. noise bunding.
- Local employment opportunities are provided for in the Village Centre, Neighbourhood Hub and mixed-use areas. A new mixed-use area is proposed in the north west corner of the site (see Spatial Framework Diagram section below). This reflects that it is located between transport routes away from the main part of the site. This approach will integrate new employment into the development rather than create zones of mono-use which are less intensively used throughout the day and night. Changes to the text at section 2A will be proposed to make clear that this would include compatible residential and other uses including C1 hotels, C2 residential care homes, C3 dwelling houses and small offices.

Responsive and sustainable – key issues raised:

- Broad support for vision and objectives, although also some detailed comments about wording.

- Support for measures to protect and enhance natural environment, including biodiversity net gain.
- Concerns about the types of sustainability measures required & viability, and whether there is enough flexibility to respond to advances in technology.
- Concerns about potential noise, air quality and light impacts, particularly from existing employment site, road infrastructure and open space uses.
- Comment about how the Council will reconcile its aspirations for zero carbon with building 3,500 houses with 70% of residents using their cars.

Officers' emerging response:

- SPD is sufficiently flexible in that it notes that consideration should not be limited to the technologies and methods listed in the SPD. The Council will be open to alternative technologies available at the time of individual reserved matters applications which can be used to meet, and where possible exceed, policy requirements.
- Some amendments are proposed to closer align with Local Plan policy, for example in relation to sustainable show homes and site wide energy strategy.
- Additional text is proposed to give consideration to the existing employment uses on site and the potential need to retain the noise bund / whether any new bund may be required, and to ensure sufficient separation from residential uses. In addition, to require planning applications to be accompanied by a Noise Impact Assessment and Air Quality Assessment.
- The recent Council objective to move towards net zero carbon by 2050 is clear that this is a matter to be addressed through the next Local Plan, although all possible opportunities will be taken to secure enhanced sustainability measures in developments already allocated in the adopted Local Plan.

Local character / distinctiveness – key issues raised:

- Support for landscape-led approach and provision of substantial open space, green infrastructure.
- Concern about the North Eastern corner and maintaining openness and separation
- The promoters comment that the Spatial Framework Diagram excludes any indicative development within the MDS as defined on the Local Plan Policies Map in the north-east gateway into the site. Particularly important to create a sense of arrival into new village by a combination of built form within an appropriate landscape-led setting. For design flexibility and conformity with the adopted Local Plan, the Spatial Framework Diagram should be revised to accord with the extent of MDS as shown on Adopted Policies Map.
- Separation and uses along eastern boundary – impact on residents.
- Opportunities to make more use of heritage assets - heritage trails and interpretation
- Concern about densities – 3-4 storeys unsuitable in village, lower density around the edge of the site. Would like more detail on high-density including height and storey limits.
- Road alignment on the eastern side should be amended so that it does not pass so close to the Bucket Hill Plantation.

Officers' emerging response:

- North East corner – The provision of a large area of landscaped open space in this location will provide both a strategic landscape area and informal recreation area to serve the new village and will also be a positive benefit for

many residents from Highfields Caldecote for whom it will be closer than their existing village recreation ground which is located towards the south west corner of Highfields Caldecote. See also Spatial Framework Diagram section below.

- The Major Development Site (MDS) identified on the adopted Local Plan Policies Map includes a relatively narrow area of land in the north east part of the site. Local Plan Policy SS/7 states that the built area of the new settlement will be contained within the MDS. The draft SPD for consultation did not identify any built development in this narrow area. Officers consider that in policy terms some development could be appropriate in this north east area within the MDS but that given the sensitivity of this location and its role as both a gateway to the new village and separation between it and Highfields Caldecote, the appropriate approach to this area should be considered through a design-led approach as part of the planning application process. No change is therefore proposed to the Spatial Framework Diagram although consideration is still being given to whether any wording changes should be made to the text of the SPD.
- Following the review of sport pitch provision referred to in the Schools section above, sports pitches would not be needed on the western or eastern boundaries. On the eastern boundary, this provides an opportunity for a reshaping of the open space in this location to a rectangular area running north-south closer to the employment area and more elongated along the eastern boundary, and more informal in character to provide further separation with Highfields. The sports pitches in the south west of the site would be extended northwards. See Spatial Framework Diagram section below.
- Provide additional text to elaborate on the site's historic context and encourage greater incorporation of the heritage within the new village, for example through the provision of heritage trails.
- Densities and building heights allow for a range across the site to add visual interest and legibility across the site. In some areas, such as in and around the Village Centre, higher densities and building heights are appropriate to make effective use of land and maximise accessibility to services and facilities and the HQPT stop by sustainable modes. More sensitive areas, such as on the fringes of the site, will have lower densities and building heights.
- Amend the road alignment on the eastern side so that it does not pass so close to the Bucket Hill Plantation. See Spatial Framework Diagram below.

Delivery – key issues raised:

- Detailed comments on items included / missing from the Infrastructure Delivery Plan, trigger points and ensuring provision for longer-term maintenance

Officers' emerging response:

- Officers are reviewing the Infrastructure Delivery Plan to ascertain whether any further clarity can be provided considering ongoing discussions with stakeholders and service providers.

Consistency with Waterbeach New Town SPD and Caldecote Village Design Statement SPD (VDS SPD) – key issues raised:

- Concern that the SPD will not be consistent with the emerging Caldecote VDS SPD.
- Concern that SPD wording is more onerous and less flexible in some instances than that included in the Waterbeach New Town SPD.

Officers' emerging response:

- Additional text will be provided in section 1.6 Planning Policy Context to outline the relationship between the Bourn Airfield and Caldecote VDG SPDs.
- Officers will ensure that the SPD and the Caldecote VDG SPD brought to Cabinet for approval are consistent, e.g. in the alignment of walking and cycling connections.
- Officers will review the SPD to ensure an appropriate level of consistency with the approach included in the Waterbeach SPD.

Spatial Framework Diagram - Officers' emerging response:

Proposed refinements to the Spatial Framework Diagram which are under consideration in response to issues raised in representations are outlined below (the possible changes are illustrated on the annotated Spatial Framework Diagram in Appendix 2):

North West corner

- Show an area of mixed use area in North West corner north of the site, bounded by the HQPT route, (shown in orange).

North East corner

- Amend the alignment of the road slightly northwards, closer to the A428 and the HQPT route.
- Move the eastern HQPT stop slightly eastwards to improve accessibility to Caldecote residents, whilst serving the existing employment and mixed use hub.
- Realign the walking / cycling routes from the existing employment site and Highfields Caldecote to serve the relocated HQPT stop.
- Move the primary school slightly to the east to front the primary road.

Village Centre

- Revise the shape of the Village Centre to be more elliptical, towards the centre of the site, whilst maintaining the relationship with the western HQPT stop and runway park.

Sports pitches

- Delete the sports pitches on the eastern boundary and replace with an area of rectangular informal open space running north to the employment area and more elongated along the eastern boundary.
- The western pitches be removed and replaced with residential use.
- The south western sports pitches to be extended northwards.

Secondary road alignment

- Amend the road alignment on the eastern side so that it does not pass so close to the Bucket Hill Plantation.

Walking and cycling routes

- Amend pedestrian routes connecting eastern boundary to Caldecote for consistency with Highfields Caldecote VDS.

Wider context

- Show the staggered junction at the top of the Broadway towards Knapwell.

Next Steps

19. Informed by the comments of Scrutiny and Overview Committee, Cabinet will consider a report concerning the adoption of the draft SPD on the 2 October 2019.
20. On adoption the SPD is capable of being a material planning consideration in the determination of planning applications for the development of the site. The Council's position is that the determination by Planning Committee of planning applications covering the site cannot take place until there is considerable certainty as to the content of the SPD.

Options

21. Members may decide to:
 - Comment on the proposed changes to the SPD;
 - Not comment on the proposed changes to the SPD.
 - Make additional comments on other matters raised in representations.

Implications

22. 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: -

Risk Management

23. Following adoption of the SPD planning decisions will be able to be made which take its guidance into account.

Equality and Diversity

24. The SPD has been subject to an Equalities Impact Assessment, as was the Local Plan 2018 which allocates the site for development. The EqIA will be updated as part of the adoption process.

Climate Change

25. The SPD responds to climate change consistent with the provisions of the Local Plan 2018 including Policy SS/7.

Effect on Council Priority Areas

Priority 1 - Growing local businesses and economies

26. The SPD includes provisions and proposals to address the needs of businesses both existing and future. Business and economic growth across Greater Cambridge relies upon the provision of local housing for staff to minimise commuting from the wider sub-region.

Priority 2 - Housing that is truly affordable for everyone to live in

27. The new village will provide a wide range of housing to address the needs of different households including those requiring housing for rent and ownership at less than market cost.

Priority 3 – Being green to our core

28. The SPD seeks to ensure a development that integrates with the natural environment, which meets and where possible exceeds sustainability policy targets, and which secures net gains in biodiversity.

Priority 4 – A modern and caring Council

29. The SPD has been prepared in accordance with the recently adopted Greater Cambridge Statement of Community Involvement which sets out how and when we will involve the community and key stakeholders in preparing, altering and reviewing our plans and guidance to guide future development.

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.

- South Cambridgeshire Local Plan 2018 - <http://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/the-adopted-development-plan/south-cambridgeshire-local-plan-2018/>
- Consultation Draft Bourn Airfield New Village SPD - <https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/bourn-airfield-spd/>
- Emerging Caldecote Village Design Guide SPD - <https://www.scambs.gov.uk/villagedesign>
- Draft Bourn Airfield New Village SPD Sustainability Appraisal (SA) and Habitats Regulations Assessment (HRA) Screening Report June 2019 –

<https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/bourn-airfield-spd/>

- Draft Bourn Airfield New Village SPD Equalities Impact Assessment - <https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/bourn-airfield-spd/>
- Draft Bourn Airfield New Village SPD Consultation Statement - <https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/bourn-airfield-spd/>
- Representations to the Draft Bourn Airfield New Village SPD - <https://scambs.jdi-consult.net/localplan/>

Appendices

- Appendix 1 Summary of Bourn Airfield New Village SPD representations
- Appendix 2 Annotated emerging Spatial Framework Diagram

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Appendix 1

Summary of Bourn Airfield New Village SPD representations

During the consultation, 312 representations were received, made by 71 respondents. Of the representations 36% were objections, 56% were comments and 8% were supports.

8 comments were also received to the Sustainability Appraisal (SA) and Habitat Regulations Assessment (HRA) Screening Documents and the Equalities Impact Assessment (EQIA).

All of the SPD representations are available to be read in full on our online consultation system at <https://scambbs.jdi-consult.net/localplan/>.

The table summarises representations received in the order of SPD. It includes relevant representation numbers in the first column. A summary of the nature of representation is included across the top of each part of the plan as support, object or comment and the total number of representations. The summary of issues raised is ordered by support, object and comment. Where a representation has been made by an organisation this is included in the summary in bold. Representations made by individuals are summarised without names.

1. Introduction				
Representations Received	Support: 1	Object: 3	Comment: 13	Total: 17
Main Issues in reps	Support			
67980	<ul style="list-style-type: none"> DB Group (Holdings) Ltd essential the proposed new village takes full account of DB Group's existing operations and will not hamper future expansion plans. Requires particular consideration to adequate separation from noise sources, site and building layout / orientation, provision of acoustic barriers as a result of detailed assessments (to be provided at developer's expense), particularly with regard to noise and air quality. 			
68016				
68041				
68042				
68105				
68134				
68156	Object			
68164	<ul style="list-style-type: none"> Key Issue 4 – traffic management solutions must be considered from the outset to prevent rat run. Traffic numbers should be published. 			
68231	<ul style="list-style-type: none"> The development must have direct access to the A428 and its own healthcare facilities. Without these, the development will have unacceptable negative impact on the surrounding villages and its future residents. 			
68236				
68240				
68258				
68261				
68313				
68314				
68315	Comment			
68353	<ul style="list-style-type: none"> Aitchison Developments Ltd relationship with existing employment site is recognised as a key issue and requires new village to ensure the employment site is integrated, including any redevelopment. This is supported. Redevelopment provides opportunities to meet the needs of new village, district's requirement and local economy. Vitaly important site can be developed independently. Appreciate need SPD to guide future development of new village but it should not impede existing employment site. 			

	<ul style="list-style-type: none"> • Bourn Parish Council SPD raises many key issues that they say need to be addressed but they are glossed over or ignored. Aspirational platitudes. Failure to analyse sufficiently problem with traffic generation. • Cambourne Town Council Key Issues refers to Cambourne as a village – should be as a town. • Cambridgeshire County Council Iron Age and Roman archaeological finds in the area. 20th C military aviation heritage. Suggest the historic environment could contribute to Key Issues 1, 3 and 4. E.g. open space and recreation could support heritage trails and interpretation for archaeological and military heritage. • Cambridgeshire County Council Reference to GCP Cambourne to Cambridge route is welcomed but at this stage needs to show commitment to a solution. • Countryside Properties (UK) Ltd Section 1.3 (2) - agree with six stated key issues. Concern with how wording under (2) could be interpreted at determination of planning applications. Whilst SCDC aspires to create a cleaner, greener and zero carbon future for all its communities, the latter term should not be regarded as a mandatory requirement. SPD should be consistent with Local Plan Policy SS/7 (10) and not require even higher standards. Outline planning application contains package of measures to satisfy this policy which have been discussed and agreed in principle with officers. • Countryside Properties (UK) Ltd Section 1.3 (5) - subtitle should be amended to 'Relationship with existing employment site'. Language should be softened to encourage engagement and collaboration between the developer and existing employers on site but not make this a requirement of successful delivery of the wider Bourn Airfield site. • Countryside Properties (UK) Ltd Section 1.5 - CP acknowledge SCDC will not determine outline planning application until SPD adopted. Worked collaboratively during Local Plan process, outline planning application process, and in preparation of draft SPD. CP's extensive evidence base updated and shared with SCDC. Agree in principle on most matters. Comments where differences of approach or views, and wherever possible CP proposes to revise its plans where considered justified. Some areas CP consider their proposals have greater overall merit in design terms. Identified in document appended. SPD should provide flexibility to allow a range of design options to be explored, considered and determined through planning application process. Sought to demonstrate comprehensive approach – control 93% of site and liaised with Council, landowners / promoters of employment sites, owners of land to south, to demonstrate overall allocation and policy objectives, as well as third party interests will not be prejudiced by proposals. Delete the sentence: "Applications that fail to demonstrate a comprehensive approach to development,
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	<p>as set out in this document, will be refused planning permission". SPDs are material considerations and cannot set planning policy in this way.</p> <ul style="list-style-type: none"> • Environment Agency have no specific comment to make on the document. • Fenland District Council does not have any comments. • National Grid have no comment • National Trust Key issue 2 – no objection to proposed development but concerned about shortfall in existing open space within easy access of development locations west of Cambridge. • National Trust Key issue 4 - concern for proposed segregated bus link, part of measures to address congestion along A428/A1303 corridor. Part of proposed busway route crosses Green Belt land to north of Coton over which The National Trust holds restrictive covenants. Objected on grounds of landscape and visual impact.
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2. Site Context				
Representations Received	Support: 3	Object: 32	Comment: 36	Total: 71
<p>Main Issues in reps</p> <p>67744 67930 67979 67981 67983 67988 67989 67949 68005 68011 68017 68029 68030 68031 68039 68040 68044 68052 68058 68059 68067 68069 68070 68072 68074 68075 68077 68078 68082</p>	<p>Support</p> <ul style="list-style-type: none"> • Cambourne Town Council strong support for statement "the new settlement should provide complementary facilities to serve its residents rather than competing and should help to support the wider existing offer". • DB Group (Holdings) LTD Essential New Village takes full account of DB Group's existing operations and will not hamper future expansion plans. Require particular consideration being given to adequate distance separation from noise sources, site and building layout / orientation, provision of acoustic barriers as deemed necessary (to be provided at the developer's expense) as a result of detailed assessments in accordance with PPG. • Natural England Section 2.5 welcome amendments to address previous advice, including acknowledgement of presence of a Special Area of Conservation (SAC) within 5 km of site boundary and requirement to consider impacts to designated sites beyond the site boundary. <p>Object</p> <ul style="list-style-type: none"> • Hardwick Parish Council Lack of medical centre and possible reliance on Cambourne to provide facilities; would mean car owners would have to drive, and residents without transport would have to walk to north side of site to get public transport to Cambourne. Idea to get people out of cars, but this would just increase traffic movements throughout day. Some residents objected to traffic calming because of possible queues, more pollution, and difficulty getting in and out of drives and onto junctions. Part of developers plan to mitigate problems if they arise. This particularly concerns rat runs through surrounding villages. Will be monitored and traffic 			

<p>68084 68085 68107 68109 68110 68123 68132 68135 68136 68317 68138 68139 68140 68141 68142 68157 68158 68166 68191 68216 68218 68222 68224 68229 68243 68248 68249 68250 68254 68262 68263 68275 68278 68279 68280 68287 68290 68293 68294 68297 68345 68346</p>	<p>calming considered. If no junction onto A428, there should be traffic management / restriction on A1303 from Bourn Broadway to Madingley Mulch roundabout. Developers need to make sure traffic is monitored, and a base line established before development so comparisons can be accurately made.</p> <ul style="list-style-type: none"> • Knapwell Parish Meeting Section 2 – Why is equivalence (with Bourn for Knapwell) not being drawn with regard to being 'responsive to local context'. Knapwell village centre similar distance to Western Bourn Airfield entrance as Bourn village. Knapwell has Conservation Area, High Street displays many similar characteristics. Despite chicanes, frequent accidents and near misses, result of dangerous and inconsiderate driving. Serious accident in May 2019, High Street likely KSI blackspot. On primary north/south route between A14/Boxworth Services and A428/Bourn Airfield Western exit. Gross oversight and inaccuracy that no maps show dangerous staggered junction at Bourn Broadway/St Neots Road/Knapwell High Street. Site of regular accidents; suggests negative externalities have not been appropriately considered. Accidents are routine at Elsworth Road/Boxworth Road/ Connington Road junctions. Reference in SPD special S106 requirements in same vein as Bourn. <p>2.4 Access, Movement & Connectivity</p> <ul style="list-style-type: none"> • Caxton Parish Council should be direct access onto A428, and, given that it is not clear from their consultation document how much industrial use is proposed, it should be sufficient to provide employment for the proposed housing. • Knapwell Parish Meeting would like to see mandated direct access onto A428. Safety concerns are unfounded based on equivalent examples already in region. Current modal and traffic models grossly underestimate likely reality, in context of only alternative being a bus to Grange Road. Many commuters not travelling into Cambridge, which presents a strategic necessity for a more drastic infrastructure solution. Direct A428 access remains a viable option, most practical and sustainable solution to mitigate dangers and externalities of 3500 households, and their travel, on local village communities. • Waresley-cum-Tetworth Parish Council Untenable to allow development without a fast and reliable public transport system between Cambourne and Cambridge - development will be opposed until such a transport system is in place. Residents travel in opposite direction to get to London via St Neots train station, leading to rush hour queues in the westerly direction of A428. Development should not be permitted until completion of A428 upgrade. Development of Bourn Airfield will result in a ribbon of development on A428. • Scale of proposed development will result in rat-run traffic
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	<p>blighting nearby villages. Knapwell already suffers more traffic at peak times than it can cope with, and there have been several serious recent accidents. Obvious solution is its own access directly to A428.</p> <ul style="list-style-type: none"> • Failure to have egress and exit to A428 will force commuters to use local B roads increasing congestion, pollution, noise to surrounding villages and negatively impacting on health and quality of life of residents. Planners aware of this increase in traffic locally as planning for future road calming measures. Do proper planning of future congestion problems, now, by building connections to A428. Comments from Highways regarding proximity of egress and exits to Cambourne and Hardwick is not a consideration in other developments, e.g. on A14 Dry Drayton / Bar Hill / Lolworth, A1 Buckden / Stirtloe. • A428 is main route into Cambridge. Need independent access onto A428 to alleviate excessive traffic along St Neots Road and through neighbouring villages. New connection for A428 to M11 at Girton essential, feeding traffic both South and North to main places of employment. Only one third of traffic heading east on Madingley Road travels into Cambridge for work. Has a traffic count been carried out at junction 13 (M11). Residents will use cars to shop, transport families, elderly and disabled - very low anticipated traffic movements are wrong. Expect excessive traffic movements on St Neots Road, Hardwick meaning more noise and increased carbon emissions. Contradictory statement on page 37 (no Access onto A428) and page 15 (maybe access available), which needs clarification. More traffic will be generated by new P&R, environmental issues noise, 24hrs illumination, light pollution, removal of belt of trees next to A428 to provide new busway. SPD stipulates busway should have a 50M-100M barrier to reduce noise and improve air quality. Hardwick is village with 2400 residents, St Neots Road is village road not a motorway. • Settlement needs direct access to A428 and should not have direct access to the Broadway. • Does not explore direct grade access to A428 from new village as no strategic case for this requirement has been made. Is this an invitation that such a case should be made? Direct connection to A428 is essential. Rural minor roads providing access to east and west are not built to take traffic from development of 3500 dwellings. Comparisons can be drawn with Cambourne, an identical development; could not function without direct connection to A428 and has escape route to south and A1198. No southern access from Bourn Airfield - all traffic onto St Neots Road. SPD states "marginal room" to do so. Countryside have stated they would pay if Highways England dropped their principles. Multiple locations where Highways England principle not been applied including J13 and J14 of M11. Expected to see statement in SPD
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	<p>that ensures realistic traffic calculations with evidence put forward and risks examined. This should be embedded in Transport Statements and Travel Plans. Countryside calculations expect only 14 vehicles from development to St Neots Road, Hardwick, which we currently measure 3500 to 4000 vehicles a day. Alternative is implication that traffic estimates might be stated to "reverse into" decision to avoid direct connection to A428 which must be dismissed with evidence of course.</p> <ul style="list-style-type: none"> • SPD states A428 has direct connection to M11. It doesn't. Disappointing error. SPD states "A428 is connected to the M11 via the A1307". Error - A1303. Drivers working days and mental health is seriously affected by commute time delays of this road. Highways England should reconsider their stance on direct connection between A428 west and M11. Cambridge will be at the cross-roads of a major north south motorway and a major trunk road to west collective spend on upgrades over £3bn with only village connections between them. • As resident of Hardwick village I feel let down by planning process as regards impact on our village. Roads into Hardwick will be hugely busy as a result of this development and allowance has not been made for this. Link road to A428 needs to be included to combat traffic increase. Noise pollution, air pollution, destruction of existing hedgerows that combat these things are planned. Whilst want to welcome newcomers to area result will be resentment due to huge change in our daily commute. • Developers have not got a realistic estimate of vehicles leaving site. Of the thousand vehicles expected at BP roundabout and first Hardwick roundabout only an estimated 7 extra vehicles would be using St Neots Road. Ludicrous under estimate and far more vehicles will use this route into Cambridge causing considerable congestion on St Neots Road and all local roads. Essential for development to have access onto A428. • Objects to cars being sent onto Broadway rather than dual carriageway given the environmental cost of slow moving traffic on minor roads is worse than that of a fast moving carriageway. Concerned about backlogs at junctions out of new towns and onto St Neots Road. Question how drivers can be prevented from turning right into new town? Need to be a roundabout. • Concerned about noise and congestion caused by roundabout and suggest implementation of a noise barrier and/or a new route away from Caldecote homes. A bus service is desperately needed in Caldecote. • Will be around 8,000 dwellings in area with no easily accessible Park and Ride. Scotland Farm 2 miles away. Site offered next to Camborne roundabout. SCDC's committee raised concerns re accesses but a general response was provided. Needs a site specific response to address very real issue / problem. Lack of detail for access design. Access onto A428 - cost shouldn't be an
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	<p>issue when danger to life with proposed accesses; plenty of room on site frontage for east facing junction (west can use Cambourne), three Local Plan inspectors have said no traffic should use the Broadway.</p> <ul style="list-style-type: none"> • Inadequate access, direct A428 access needed. • Traffic along St Neots Road where I live will be drastically increased. If the busway also goes ahead the line of mature trees will be removed. These trees are at least 60 years old. This is environmental vandalism, and will destroy our environment here. Trees absorb noise and pollution. Any replanting will have little or no effect for decades. Do not destroy our trees. A direct link from A428 - M11 is an obvious necessity as part of this scheme. • Reference to HQPT 'route potentially passing through northern part of site' misleading. This is core to development. Infrastructure Delivery Plan states it must be completed prior to Occupation. SPD needs to be clear which it is, as fundamental element to connectivity. Costs of Busway and risk that traffic figures are not reduced are so fundamental to this development that when SPD is redrafted, it needs to include a statement that planning authority must verify the data on which this busway need is predicated. Transport/Travel Plan must state realistic Trip Rates and traffic numbers must be used and any variations evidenced. Countryside Travel Plan and associated predictions on TRICS and model shift from cars to buses, TRICS rates are far below current rates approved by SCDC and provide no evidence they can be met. • Knapwell Parish Meeting Section 2.5 Nature Reserve, Wildlife Trust managed Overhall Grove is a designated SSSI, and recognised Ancient Woodland. Conservation Area. Village contains the RSPB's own national farm. Protected verges due to a range of extremely rare flora, including Sulphur Clover. These are not referenced in Sustainability and Habitats Appraisal, which requires further investigation. Request explicit reference in SPD to correct this oversight, with recognition that as such, specific measures are put in place to actively manage traffic volume in this sensitive Parish ecosystem. <p>2.8 Community Facilities and Services - Healthcare</p> <ul style="list-style-type: none"> • What provision for health services? Does not appear to be anything about this in the leaflet. When Bourn Airfield was proposed a GP surgery and provision for elderly were highlighted. GP surgery essential given pressure on current provision, already struggling, in the area. • Context section is only place where provision of medical facilities is mentioned. Implication is that existing facilities in surrounding villages, with some upgrading of Monkfield practice, will suffice. Growing shortage of medical staff to supply existing practices in coming years, ongoing
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	<p>financial problems with Addenbrookes, slow responses of ambulance services it seems naive to think that a new community of proposed size could be adequately served by tweaks to local practices. Needs its own Practice.</p> <ul style="list-style-type: none"> • Development should have its own medical centre. One short paragraph stating that Monkfield Medical Practice in Cambourne would need to be expanded. For 9,000 new patients!!! Children and young parents need medical attention as well as older residents and proper provision must be provided for them on new site. Cannot provide thousands of new houses around Cambridgeshire without providing proper infrastructure and medical provision is absolutely essential. • Healthcare - dedicated centre for development is needed as facilities in Cambourne will be at full capacity with proposed increase of the number of dwellings at the West of Cambourne. New school is very close to A428. Would this not be a potential problem with particulate pollution from dual carriageway (Oxford to Cambridge highway). • Development must have direct access to A428 and its own healthcare facilities. Without these, the development will have unacceptable negative impact on the surrounding villages and its future residents. <p>Comment</p> <ul style="list-style-type: none"> • Aitchison Developments Ltd Whilst existing employment site is identified within overall site context, SPD is silent on fact the site benefits from an extant permission (S/1020/13/FL), for demolition and replacement buildings to provide B1, B2 and B8 uses. Granted 17,723 sqm (190,768sqft) floorspace, comprising 16,850 sqm of B2 general industrial floorspace and 873sqm of ancillary B1 Offices. Should be acknowledged within the Site Context section. • Cambourne Town Council Section 2.1 - Cambourne is not a settlement, it is a town, and is first Town in South Cambridgeshire. • DB Group (Holdings) LTD Section 2.2 - DB Group confirms their intention to continue operating from their existing site. Proposed development of New Village must therefore ensure full account is taken of existing operations and future development will not hamper their expansion plans. • Greater Cambridge Partnership Section 2.2 - in liaison with Highways England to acquire land parcels at both east and west accesses to enable provision of improved junctions to address expected traffic flows. • Cambourne Town Council Section 2.3 - Figure 7 - Number 3 should be Cambourne Town Village Centre and Supermarket. • DB Group (Holdings) LTD Section 2.3 - description of established employment area should be expanded upon to include a full description of DB Group's operations. Given their industrial nature, essential to ensure future
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	<p>development that comes forward surrounding the site is appropriate.</p> <ul style="list-style-type: none"> • Historic England Section 2.3 should be amended to include reference to Bourn Conservation Area which lies to south of site and three Registered Parks and Gardens nearby. <p>2.4 Access, Movement & Connectivity</p> <ul style="list-style-type: none"> • Barton & District Bridleways Group Active Travel (Cycling and Walking) - includes horse riding therefore should also be included in heading to ensure equestrianism is included throughout this section. Equestrians should not be excluded from long distance routes proposed by GCP. Bridleways should be clearly marked as being for pedestrians, cyclists and horse riders. Development provides opportunity to create a Restricted Byway network, creating access for carriage drivers. Lack of access for carriage drivers not only in Cambridgeshire but throughout UK. • Cambridge Past Present Future Concerns about timing of substantial and individual proposals for infrastructure in area, including Local Transport Strategy, GCP proposals, and how a satisfactory plan can be agreed with all of these proposals in flux. • Cambridgeshire County Council SPD states that no access is required directly onto A428. County Council queried this with developer and developer made subsequent enquires with Highways England. Our understanding is that Highways England do not require this and have stated that a new access would not be desirable in policy or engineering terms. • Cambridgeshire County Council commitment to explore opportunities to create stronger linkages with Cambourne via PROW network is welcomed, but needs to be greater detail on which routes are suitable, which routes will need to be upgraded and any proposals to reclassify designation of a PROW e.g. BOAT, Bridleway, Cycleway, Footpath etc. in order to ensure current provision is not adversely affected. • Cambridgeshire County Council Access, Movement and Connectivity - Cycle connection improvements need to link to Cambourne, Caldecote and Bourn village properly not just to the Broadway and Highfields Road as there is not suitable cycle infrastructure connecting these villages currently. Figure 8 - Three existing vehicular accesses to site are shown on western edge. Should be made very clear only most northerly access will access whole site. Other two just for existing employment sites. Figure 8 - needs to show cycle links to Bourn and Caldecote as well as Cambourne. • Cllr Tumi Hawkins One of main reasons for sustained objections to Bourn Airfield was projected impact of traffic on local roads. Q1 Who is responsible for making case for direct access to A428? Q2 Why was the case not made?
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	<p>Q3 If an attempt was made to make the case, what data was used and what was the outcome? Highways England absolve responsibility to fund a new junction. There is room, though marginal, therefore possibility exists and must not be ruled out. Numerous examples of junctions built with sort of distances here. Investigate option of direct access to A428 further with strategic partners with data made available by Coalition of Parish Councils and StopBAD on traffic calculations. Modelling done by County Highways must be properly investigated and debated.</p> <ul style="list-style-type: none"> • Greater Cambridge Partnership Section 2.4 - although final C2C route through site has not been agreed yet, GCP and South Cambs are collaboratively working with Countryside to support preparation of SPD. GCP also in liaison with Highways England to acquire land parcels at both Eastern and Western ends of development which would enable provision of improved junctions intended to address expected levels of traffic flow. Traffic impact of site is included in C2C modelling assessments but should also be addressed in Transport Assessment for development. • Highways England (1) For A1307, read A1303. (2) Developing plans to dual A428 between Black Cat and Caxton Gibbet. Will submit plans for planning consent to Planning Inspectorate on behalf of Secretary of State for Transport. Before submit, local community and stakeholders formally consulted on scheme and likely significant environmental impacts - consultation summer 2019. (3) Support SPD position for no direct access onto A428. Case for providing direct access onto Strategic Road Network is based on policy, need and deliverability. Policy set out in DfT Circular 02/2013 Strategic Road Network and the Delivery of Sustainable Development. States proposals for new junctions or direct means of access may be identified and developed at plan-making stage where it can be established it is essential for delivery of strategic planned growth. Requires consideration of standard of road - for motorways and routes of near motorway standard development access is limited to use of existing junctions with all-purpose roads. Modifications to existing junctions will be agreed where these do not have an adverse impact on traffic flows and safety. In line with standards contained in Design Manual for Roads and Bridges, for safety and operational reasons, direct connections to slip roads and/or connector roads will not be permitted. For other roads there is a graduated approach. A428 is part of the Cambridge to Oxford expressway. High status, and therefore in line with policy, presumption against a new junction. Position needs to be balanced with strategic need, and whilst Bourn Airfield can be considered a strategic site, its wider strategic importance is more limited. Consequently, case for a new junction is not made. In parallel to development
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	<p>of SPD, developers submitted an outline planning application. Highways England as reviewed transport modelling submitted and is broadly content with its findings which indicate that from a capacity perspective, subject to some modification, local road network has sufficient capacity to accommodate forecast impact from development. Given the local road connects with A428 both east and west of site, evidence shows on capacity grounds there is no need for direct access with A428. In line with current design standards, it is marginal that there is sufficient room for new junction between existing A428 junctions. Even if feasible, where junctions are spaced too closely it creates unnecessary weaving with traffic changing lanes raising greater safety risks and increased congestion, which reduces overall capacity. Conclusion - case for new junction is not made, and so Highways England supports the position set out in SPD. (4)</p> <p>welcome emphasis on providing a well connected community and policies to encourage modal shift and take up of public transport. Opportunities for strategic walking and cycling connections and connections with proposed Cambourne to Cambridge High Quality public corridor will help to contribute to ensuring the Strategic Road Network has sufficient capacity to provide for longer distance movements and connectivity from this and other communities along corridor.</p> <ul style="list-style-type: none"> • Shelford and District Bridleways Group Horse riding should be included in heading 'Active Travel (Cycling and Waling). Connecting existing Cambourne bridleway network with Byway 124/7 Knapwell, Bridleway 27/12 Boxworth and beyond should be a project for Section 106/ CIL funding. Bridleways marked in Figure 8 Access, Movement & Connectivity should be clearly marked as being for pedestrians, cyclists and horse riders. • New development planned with little opportunity for local employment for residents, so most will need to travel to north Cambridge technology site, Addenbrookes, or to M11 for employment towards London. Majority of these only accessible by car and little new provision to enable access to these. Already over used roads of surrounding villages will be put under excessive pressure affecting environment and ecology in a detrimental way. New interchange on A428 much needed to stop these adverse effects to local communities and to enable efficient traffic movement. Other major routes have interchanges very close together so marginal space for an interchange is not a valid objection. • Requests - Ban buses that are not providing timetabled services through Knapwell due to increased, noise, vibration, pollution, 75 tonne weight restriction, and road which is unmaintained and unsuitable width. Enforcement of 7.5 tonne weight limit by HGVs. Traffic travelling southbound from West exit onto Broadway has been identified as damaging to rural and residential character
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	<p>of Bourn, and the Broadway. Road north, including village of Knapwell is equally vulnerable to negative externalities. Periodic closures of A14 give worrying insight into potential impacts of increased traffic on safety of Knapwell residents. Equal priority and precedence be given to manage North bound traffic under a S106 requirement to: - Minimise rat running. – Ongoing monitoring of traffic impacts. - Traffic calming and other measures. Knapwell High Street be added to maps, in particular, staggered junction, currently site of frequent serious accidents. Explicit direction be made under an S106 mandate to mitigate and manage their concerns.</p> <ul style="list-style-type: none"> • Direct access to A428. Improvement to Girton interchange re access to M11 and Cambridge. Dedicated healthcare centre. Relocate schools to less polluted area. Increase the area for local employment. • Developers given unrealistic estimate of number of cars using site. Minimum number of cars with one per household would be 3,500. Majority of households have two cars giving a total of 7,000 cars onto St Neots Road. Would cause considerable congestion on St Neots Road and all local roads. Essential for development to have its own access to A428 providing a link to A428 (the Cambridge to Oxford highway) and with A14, A1, M11 and Cambridge. Girton interchange needs to be expanded to include a link to M11. At present cars have to go down Madingley Hill which can lead to a delay of over one hour. • Proposals to improve public transport along A428 largely ignore impact on and needs of local villages. Does it make sense to push ahead with building houses on such a large scale until infrastructure issues are resolved and infrastructure promised by developers is in place. No strategic case for direct access to A428 - in absence of such access, traffic will flow along St Neots Road towards Cambridge/M11. Insufficient thought given to egress from new village for traffic joining A1198. Growth of housing agglomeration between West Cambourne and Highfield Caldecote provides rationale for a station if northern route for Bedford Cambridge rail link goes ahead. Should be south of A428; any location north of A428 rekindles interest in 'Habourne' and encourages traffic from wider area to rat run through local villages. • Bourn Airfield development needs a connection to A428 directly. Present plan, to operate via Caldecote roundabout is not sufficient and will result in queues at peak times. • Astounding lack of joined up thinking. Railway line (CAMB-BED) is planned to go nowhere near. How can the planning office support this dis-integrated approach when the timing is so close? • Direct access to A428 for the new village. • Historic England Section 2.5 Setting issues for heritage
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assets extend beyond purely visual impact. Wider setting issues such as noise, light etc, will need to be considered for these and other heritage assets in and near the site.

- **Historic England** Section 2.7 Welcome reference to Bourn church, Bourn windmill and other landmarks as well as to Great Common Farmhouse. Maintaining sight lines and key views of such landmark buildings off site can be an important way to enhance the legibility of site. Should be referenced in SPD at end of eighth paragraph on page 18. No reference is made to listed barn north of Grange. Reference should also be made to need to preserve and enhance listed buildings and their settings; through appropriate buffer of open space, landscaping etc.

2.8 Community Facilities and Services

- **Cambourne Town Council** Section 2.8 - Figure 19 misses Upper Cambourne Co-Op from under other retail.
- **Cambourne Town Council** Section 2.8 - pleased to see reference to "a range of facilities and services to complement, not compete with, existing local provision". An important recognition of need for new village not to compete with existing provision in Cambourne. Statement does not go far enough and should give reference to Bourn Airfield forming a distinct village within wider town of Cambourne.
- **Cambourne Town Council** Section 2.8 - Sports and Leisure Facilities - SPD mentions Cambourne Sports and Social Club. This is a business that ceased to trade and the building is called Cambourne Sports Pavilion.
- **Cambourne Town Council** Section 2.8 - concern that Monkfield Medical Practice cannot be extended to take Bourn Airfield development as it is already being extended to take extra dwellings in West Cambourne.
- **Cambourne Town Council** Section 2.8 - Education - check measurements. Cambourne Village College is stated as less than 4.8km from site - it is more like 2.5 km or 3km by footpath.
- **Cambridgeshire County Council** Section 2.8 - Health - statements regarding current provision of Health Facilities, whilst correct may be too specific for SPD. i.e. likely that an offsite facility for "health services" is required, and likely to be at Monkfield Practice, and should be mitigated by development, precise location of such a facility is not known at this stage and further guidance should be sought from Cambridgeshire and Peterborough Clinical Commissioning Group.
- **Cambridgeshire County Council** Section 2.8 – Education - proposals for the provision of education facilities within the new village, i.e. 2 primary schools up to 7 forms of entry and a secondary school (6 forms of entry), meets the County Council's requirements and is therefore supported.
- **Cambridgeshire County Council** Section 2.8 - Sports

	<p>and Leisure Facilities - Support, in principle, for shared and dual use of sports facilities. Should be noted that delivery will largely be dependent on securing agreement with school operator. Whilst Council can seek to influence this it is ultimately out of its control. Until an operator is selected and there is certainty that shared use can be delivered it is advised that LPA maintains a fall-back position to ensure sport and playing field standards are met.</p> <ul style="list-style-type: none"> Healthcare facilities full to capacity in area. Site would require its own to cater for 7,000 people minimum. Location of schools are too near A428 and would be in a high pollution area. Area for local businesses is too small in relation to number of houses. A lot of people would have to travel from site each day. Cambridgeshire County Council Section 2.9 - Fig 21 Key Constraints maps WRC and Safeguarding Area which extends 400 metres. Would be helpful for SPD to note that any proposed development in this Safeguarding Area would be subject to Policy CS31 Cambridgeshire and Peterborough Minerals and Waste Local Plan (or comparable emerging policy). National Trust Site context extends beyond surrounding features identified in SPD. Includes Wimpole Hall Estate, lying approximately 7km to south; closest National Trust property to Bourn. Site context extends beyond local authority's boundaries. Wider decision making framework set out by government for Oxford to Cambridge Arc includes A428/A1303 corridor within which Bourn Airfield sits, providing relevant context for SPD.
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3. Vision and Objectives				
Representations Received	Support: 3	Object: 1	Comment: 8	Total: 12
Main Issues in reps	<p>Support</p> <ul style="list-style-type: none"> Aitchison Developments Ltd Support strategic objectives, particularly the desire to create a vibrant, prosperous and inclusive new village. SPD seeks to secure opportunities for local employment and entrepreneurship. Redevelopment of existing employment site will deliver jobs at heart of new village, well placed to provide access to jobs within reach of homes, Aitchison seeking to deliver successful high-tech business park comprising B1c and B8 uses. Will become asset to local economy, attracting investment and local employers, such that it could itself be identified as a Strategic Employment Location in future. Cambridgeshire Police Sustainable housing and commercial development can be achieved to create safe and secure working, leisure and home environment. 			
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	<p>Developers should, at an early stage, seek advice from Cambridgeshire Police Designing out Crime Officers</p> <ul style="list-style-type: none"> • Cllr Tumi Hawkins Six key objectives are laudable and would result in great placemaking if those principles were followed. Key to successful delivery of this new village is that it must be well planned as stated in objective 6. <p>Object</p> <ul style="list-style-type: none"> • The development must have direct access to the A428 and its own healthcare facilities. Without these, the development will have unacceptable negative impact on the surrounding villages and its future residents. <p>Comment</p> <p>Vision</p> <ul style="list-style-type: none"> • Bourn Parish Council SCDC aspires to be cleaner, greener and zero carbon. Therefore necessary for all elements of new village to integrate with natural environment, be innovatively designed and planned to meet and where possible exceed sustainability policy targets, and to secure net gains in biodiversity. Any adverse environmental impacts will not be supported unless they can be appropriately justified and mitigated. How will Council will reconcile aspirations with 3,500 houses where 70%+ will drive to work. • Countryside Properties (UK) Ltd Vision - While CP supports need to reduce carbon emissions, concerned this may introduce a target for development which is not supported by adopted local policy. Text should re-worded to make reference to a 'low carbon lifestyle' to be consistent with adopted Local Plan. Stating development is moving towards net zero sets an expectation which is beyond Local Plan requirements and principles of development set out in SPD. <p>Strategic Objectives</p> <ul style="list-style-type: none"> • Cambourne Town Council Strategic Objectives – (1) How is this movement sustained once the fixed term bus subsidies have expired? (2) How will you encourage and support independent retailers? (3) How will you support access to fresh and healthy food? How will you provide for the wellbeing of isolated or marginalised residents? Community Development Fund/Worker? (5) How will you provide renewable energy and low emission travel beyond existing standards? (6) If the 'lifetime of the village' is a real objective, will lifetime homes and single storey dwellings be provided to accommodate residents through their life cycle and to provide housing for additional needs? • Countryside Properties (UK) Ltd Strategic Objectives - While fully supportive of delivering development which exceeds Local Plan standards this must be within what is feasible, viable and sound. Delivery of net zero buildings goes well beyond Local Plan requirements and has significant feasibility and viability issues. Recommend
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	<p>Objective 5 be amended: ‘Incorporating low carbon buildings, renewable energy and low emissions travel, aiming to exceed existing Local Plan standards where technically feasible and viable’</p> <ul style="list-style-type: none"> • Shelford and District Bridleways Group Objective 3 should indicate access to the countryside for all users.Historic England Objective 4 should include greater reference to local character, identity and materials. • National Trust Objective 5 - question how creating a cleaner, greener and zero-carbon future for local communities will be evidenced and monitored. Urge elaboration of a specific, measurable approach to monitoring which can be applied to all aspects of development, including traffic generation, utilising appropriate 'carbon accounting' techniques. • Cambridgeshire County Council Support 6 Strategic Objectives, in particular inclusion of strategic objective on "Healthy, Active and Resilient" which encourages walking and cycling. Access to healthy food is welcomed. SPD should consider availability of fast food outlets in vicinity or options to limit A5 uses. Include recommendations and findings of Town and Country Planning Association (TCPA) guidance on "Planning Healthy Weight Environments".
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4. Spatial Framework				
Representations Received	Support: 3	Object: 6	Comment: 16	Total: 25
<p>Main Issues in reps</p> <p>67783 67914 67990 68019 68060 68111 68144 68145 68159 68177 68208 68209 68210 68211 68212 68213 68251 68255 68259 68276</p>	<p>Support</p> <ul style="list-style-type: none"> • Aitchison Developments Ltd Support identification of existing employment site as providing future employment and need for new village to maintain direct access to strategic highway network to/from it. Fix A states primary street must "...provide direct vehicle access to the existing employment site." This is supported. Vital to site's success. Error on Spatial Framework Plan - annotated access as a secondary street and not a primary street. • Natural England Welcome that Spatial Framework Plan proposes a network of multifunctional green and blue spaces, with Strategic Landscape Areas including possible country park to the south, to improve local links and delivery of biodiversity and hydrological benefits. Also supportive of requirements for cycle and footpath links to Cambourne, Highfields, Caldecote and Bourn. • Wildlife Trust Supports spatial framework for Bourn Airfield development. Strategic landscape areas to south identified as a country park will be essential to delivering biodiversity net gain and providing an accessible and strategic natural greenspace for the new residents. <p>Object</p>			

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- **Cambridge Cycle Campaign** (a) one of HQPT stops is far away from homes; route needs to be more central with stops closer to houses (b) primary road runs through most densely populated parts, guaranteeing maximum number of people will suffer from exposure to pollution and road danger caused by cars and village centre will be car dominated because primary road runs through it; swap road alignment with HQPT so village centre and houses are only served by secondary non-through routes; (c) cycling network is too peripheral and doesn't appear to be well-connected to the interior of site; dense grid of closely spaced routes should criss cross site to be pervasive, direct and convenient.
- **Knapwell Parish Meeting** Locating village 'centre' in North West corner provides an inherent Broadway-biased emphasis, which will bias traffic movement to this area of the development, and therefore the Broadway. Should as minimum be relocated to centre, or more preferably to East side to reflect stated intent to 'minimise rat-running through villages' south (Bourn) and North (Knapwell), and bias traffic movements to Highfields exit.
- Movement of bus stop from Childerley roundabout towards Cambourne will be huge blow to Highfields residents. Access to existing stop is dangerous, without any increased traffic accessing site. Existing stop close enough for Highfields residents. Will force many residents to use cars, contrary to aims.
- The development must have direct access to the A428 and its own healthcare facilities. Without these, the development will have unacceptable negative impact on the surrounding villages and its future residents.

Comment

- **Cambourne Town Council** Landscape buffer to Broadway is minimal. Okay to northwest where Cambourne is also close to Broadway, but southwestern parcel close to road should be moved back. Page 52 states that 'consideration of the existing country lane character of Broadway, and the potential value of retaining this' is needed, however, current buffer doesn't look to achieve this.
- **Cambourne Town Council** Concerned regarding route of HQPT. Stops are a long way from lots of houses and village centre is pushed towards Cambourne and will not be central to the new community.
- **Cambridgeshire County Council** Spatial Framework Plan suggests north-south runway as a focus for green corridor. North-east to south-west runway is of greater significance to military use of site (main runway under prevailing weather conditions). Suggest consideration be given to this feature in terms of site's heritage.
- **Cambridgeshire County Council** Spatial Framework Plan - uses in Safeguarding Area surrounding Bourn Water Recycling Centre (WRC) includes strategic

	<p>landscape which is acceptable. Also seems to be an area not defined in key (pale green horizontal hatching). Helpful if this was identified so that a view can be taken as to whether this is compatible with WRC.</p> <ul style="list-style-type: none"> • Cambridgeshire County Council (CCC) Spatial Framework Plan - at earlier stages of SPD preparation CCC Education preferred Option B, which located secondary school and primary school south of spine road. Provided good balance between accessible links within site for pupils and external links for staff. A428 is further away and therefore noise and air quality impacts would be much less severe. Option A in draft SPD. Only acceptable if environmental concerns can be adequately addressed, noting SPD proposes significant landscaping which may be bundled to reduce impacts of A428. • Countryside Properties (UK) Ltd generally support overall content, weight and balance of Executive Summary, including six strategic objectives, and stated main purpose of document (reference to the Spatial Framework on page ii). Support that SPD should establish the broad structure and indicative positions of key components of Spatial Framework. 'Spatial Framework Diagram' is a more accurate description of its form of presentation, should be used throughout SPD instead of 'plan'. Waterbeach SPD describes Spatial Framework as a diagram. Bourn Airfield should use same terminology. • Countryside Properties (UK) Ltd Comparison of SPD Spatial Framework and Countryside's application - areas of difference: (1) HQPT alignment (moved eastwards). Secondary school building will not end vista from Runway Park. (2) Broadway access located within land outside applicant's control. (3) HQPT stop located in proximity to primary network junction, which would be difficult to achieve. (4) Local Centre located away from HQPT stop and would not benefit from footfall. (5) Formal sports provision split within four sites which improves catchment but will result in management issues and reduced changing/parking facilities. (6) Primary road network different alignment which moves the road further away from the Bucket Hill Plantation and County Wildlife site to avoid any adverse impact. (7) Green corridor follows different alignment. More direct pedestrian/cycle routes along it would be beneficial. (8) Additional green link shown. (9) Consistent runway corridor width. (10). Significant additional Country Park Area shown. (11) Country Park area outside applicant's control. (12). Primary school does not create an important event and focal element along primary route. (13) HQPT alignment discounts options running through St Neots roundabout. (14) HQPT stop moved westwards in front of existing DB Group cement manufacturing facility which would create poor gateway experience. (15) Mixed uses such as hotel might benefit from being closer to St. Neots roundabout.
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	<p>Primary road alignment slightly different. (16) Larger formal sports provision more appropriate along A120 corridor. As (5). (17) Pedestrian cycle link through Aitchison employment area lies outside applicant's control. (18) DOS7 green corridor was located along existing ditch and part of drainage strategy. SFP alignment arbitrary. (19) As (5). (20) Additional primary road link. (21). Primary road alignment along woodland edge would impact adversely on Wildlife site. (22) Larger primary school site is shown providing an additional form of entry. (23) Significant additional Country Park Area shown.</p> <ul style="list-style-type: none"> • Countryside Properties (UK) Ltd Country Park - shows areas beyond Countryside's control / landownership of family who currently own and farm the land. Includes land at south of site, shown to be strategic landscape/country park. Given landownership constraints it is not possible for full area shown in SPD, and Local Plan, to be delivered by CP. CP propose amendments to extend Country Park to provide lateral connections within revisions to outline planning application. Will enhance connections to adjoining settlements and existing PRoW network. Further detail set out in appended document. • Countryside Properties (UK) Ltd NW Corner - concerned the Spatial Framework Diagram proposes solely residential use in NW corner adjacent to expressway and Village Centre. Diagram should be revised to include this area as mixed use, and text to include a list of potential uses that would be acceptable, e.g. A1, A2, A3, A4, B1 (a)(b), C1, C2, C3, Da, D2. Such uses will be complementary to Village Centre and provide variety, flexibility and opportunities for community cohesion / interaction. • Countryside Properties (UK) Ltd NE Corner - Spatial Framework Diagram excludes any indicative development within MDS in north-east gateway into site. MDS defined on Local Plan Policies Map Inset I allocates development in this area. Local Plan process tested this proposal and was found sound. No reasons given in SPD to justify no development. SPD should be in conformity with adopted Local Plan. Important to create a sense of arrival into new village by a combination of built form within an appropriate landscape-led setting. Appropriate forms of development in this gateway will create critical mass to enhance viability for HQPT. Should be shown for mixed use to allow for hotel or retail/café to come forward to support HQPT halt. For design flexibility, diagram should be revised to accord with extent of MDS shown on Adopted Policies Map. Design document shows how this could be achieved whilst supporting aim for that space to remain open. • Countryside Properties (UK) Ltd Western Access - Spatial Framework Diagram indicates a road that curves beyond land under CP control and SPD boundary.
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	<p>Explained by Fix A (1). SPD Diagram and words should be revised to provide greater flexibility for delivery - remove words “(subject to availability of third party land)” as they add confusion. CP planning application includes detailed proposals to conform with Policy SS/7, which can be delivered within land under its control or Highway Authority. Without certainty, reference to third party land should be deleted. Potential to consider an alternative design option should be a matter for consideration of planning application and s106 agreement, which could secure an alternative option if land becomes available. SPD should set out principles not detailed prescription. Notwithstanding, design appendix outlines how Countryside have sought to review access proposals in this location to seek to achieve aspirations of SPD but within land under its control.</p> <ul style="list-style-type: none"> • Countryside Properties (UK) Ltd Village centre - located slightly south of CP proposed centre. Understood this is in response to stakeholders’ feedback during drafting SPD, advocating a more centrally located village centre. Support principles of co-location of village centre with runway bus halt and secondary school as set out in SPD. Important for village centre to be delivered west of a central location in order to provide for: early delivery, thus removing the need for transitional and temporary uses, encourage community cohesion with a hub clustered around activity rather than arbitrarily in centre, and enhance commercial viability. Bus halt is a fix, following consultation under a separate process from both SPD and planning application, and location on the Spatial Framework Diagram appears to have moved. CP broadly content with slightly revised indicative location in Framework Diagram, subject to minor amendments proposed in appended design document. • Countryside Properties (UK) Ltd Outdoor Sports - CP understand merits in distribution across site in respect of phasing of delivery, sustainability, accessibility to facilities across site and for variety of uses to be provided. Sound reasons not to distribute the outdoor sports - benefits of clustering in respect of future maintenance, deliver a better quality of pavilion facilities to serve them which enhances potential use for non-sports activities, more efficient land use for residential development. Propose an alternative design solution: <ul style="list-style-type: none"> • Expansion of Broadway Fields for efficiency and improved village edge; • Expansion of northern formal sports pitch provision to form central focus and utilise enhanced facilities; • Eastern edge of development set back from Highfields Caldecote, in a more linear form, to create an increased length with a greater set back between two settlements; • Informal kickabout areas in North East gateway to enhance integration of two communities whilst maintaining separation; • Country Park increased in size with expansion of existing Highfields Caldecote recreation
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	<p>ground. Planning application was designed on basis of dual use, as had been previously agreed through extensive pre-application process. Pending agreement on dual use at secondary school, suggest this be shown hatched to denote that they are an 'either/or' provision.</p> <ul style="list-style-type: none"> • DB Group (Holdings) Ltd Essential that Spatial Framework Plan takes full account of DB Group's existing operations and will not hamper future expansion plans. Requires particular consideration being given to adequate distance separation from noise sources, site and building layout / orientation, provision of acoustic barriers as deemed necessary in accordance with the PPG. • Greater Cambridge Partnership Supportive in principle of proposed route alignment shown, consistent with discussions to date with SCDC and Countryside. Note provision for a segregated route for C2C route that avoids the Bourn roundabout. Consistent with one of three options for C2C currently being progressed, and can be further developed. • Ensure maps (e.g. Figs 20 & 22) are consistent with Caldecote Village Design Guide SPD. In particular locations of connecting pathways and valued views.
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5. Creating the Place Section 1: A Well-Connected Place				
Representations Received	Support: 1	Object: 38	Comment: 34	Total: 73
<p>Main Issues in reps</p> <p>67738 67784 67913 67917 67967 67968 67984 67985 67999 68004 68007 68008 68012 68013 68014 68026 68027 68043 68049 68051 68053 68054 68057</p>	<p>Support</p> <ul style="list-style-type: none"> • Wanted to say how important plans to include Equestrians are, and as riders how much we appreciate inclusion. Lot of horse riders in area, creating proposed bridleways will link up adjacent villages and create much wider network of off-road riding, which allows for much safer hacking. Provision of soft surfaces to ride on, along with places to mount will be hugely beneficial and valued additions to access itself. We look forward to hopefully riding these tracks one day!!!! <p>Object</p> <ul style="list-style-type: none"> • British Horse Society Section 1A - Horse riding should be included in surrounding bridleway network, not just implying these are for pedestrians and cyclists. Section 1B - These should be NMU routes. • Cambridge Cycle Campaign Section 1A Support: 'Site access points from the surrounding road network which are safe and convenient for pedestrians and cyclists'. Oppose: 'A Primary Street which forms the spine of the site for all users...serves the village centre'. Primary road running through middle of site will expose more people to air pollution and road danger. Instead, primary road should run along northern fringe of site, in order to protect people from pollution and road danger caused by excessive motor traffic. Oppose: 'Secondary streets which provide direct access to other areas of the site and are 			

<p>68061 68068 68071 68073 68076 68086 68091 68106 68115 68116 68129 68130 68133 68149 68151 68178 68179 68193 68194 68196 68197 68207 68215 68220 68225 68244 68245 68248 68265 68266 68267 68269 68277 68295 68318 68319 68320 68347 68348 68349 68350 68351 68352 68354 68355 68356 68358 68359 68362</p>	<p>designed to accommodate potential bus routes'. Streets designed as bus routes tend to encourage higher speeds and more dangerous manoeuvres by car drivers. Therefore, (a) the dedicated 'high-quality' public transport route should run more centrally through site, (b) secondary streets that may host bus routes should be carefully selected in advance, and (c) bus gates should be used wherever needed to prevent rat-running by car drivers. Add: 'walking and cycling routes, whether they be on-street or off-street, should be the locus of social activity around buildings, therefore building frontages should always face and open up towards any adjacent walking or cycle route.'</p> <ul style="list-style-type: none"> • Cambridge Cycle Campaign Section 1B Add: the cycle parking in new buildings must follow the design specifications laid out in policy T1/3 and either a cycle parking guide SPD when it is published by South Cambridgeshire District Council, or until such time, the guide (and its successors) currently published by Cambridge City Council. • Bourn Parish Council Section 1C – SPD states details for GCP Cambourne to Cambridge scheme are not yet finalised. Also, no detail for the Mayor's metro aspirations. SPD should explain what HQPT will be, passenger numbers, destinations, connectivity with other routes, and how many cars will be taken off road. Very concerned insufficient consideration to public transport connectivity. Suggest GCP finalised before SPD approved. • Bourn Parish Council Section 1C – SPD states small scale parking facilities adjacent to HQPT stops. Concerned will encourage more car use. More detail / explanation needed. • Cambridge Cycle Campaign Section 1C - Oppose: 'small-scale passenger parking facilities could also be provided on the site adjacent to the HQPT stops'. Even small-scale parking harms the surrounding walking and shopping environment. Only blue badge parking and cycle parking would be acceptable here. For all others, the Park and Ride service is available off-site. • Knapwell Parish Meeting Section 1C - One of strategic objectives is stated as the avoidance of coalescence, ensuring Bourn Airfield is a 'distinct new village'. Providing direct transport links to Cambourne and Bourn Broadway from west side of a new development fundamentally undermines this strategic statement. Locating village 'centre' in North West corner fundamentally undermines this strategic statement. • Section 1C - Access to HQPT refers to travel to Cambridge city which really understates where residents will need to travel to. Falls short of delivering connection of public transport to rail, business parks, biomedical centres, retail parks and places that people would otherwise use their cars. Dependence on shift to public transport is to risk that St Neots Road can carry car traffic
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	<p>if shift does not materialise. TRICS rates would suggest traffic numbers pro rata with Cambourne, 30,000 vehicles in/out per day, around 2000 vehicles departing per morning peak. Traffic heading east is 77%, with no connection to A428, will more double traffic heading down St Neots Road, Hardwick. This without traffic from developments in St Neots and Cambourne West. To offer retrospective fixes if monitoring shows roads are inadequate means further long periods of misery while A428 connections are built. Experience of Cambourne shows task ahead. For proof that Public transport even within site is not solution, evidence full carpark that serves Morrisons, Medical centre, Library and other retail outlets.</p> <ul style="list-style-type: none"> • Bourn Parish Council Section 1D - Seriously concerned about traffic generated. Based on Cambourne, will generate 2,695 car journeys. Even with 10-30% shift to public transport, 2,142 cars. In addition, planning application for employment site, with up to 800 parking spaces. Where is comprehensive approach to assessing traffic movement for both planning applications? • Cambridge Cycle Campaign Section 1D - Oppose: 'Parking should be designed in accordance with the guidelines set out in Policy T1/3 and the associated table at Fig 11: Parking Provision, with an aspiration for low car ownership.' Policy T1/3 encourages high car ownership rates and is in direct conflict with aspiration for low car ownership. Principle should be rewritten to allow for lower levels of car parking provision. 'Limiting the number of through-routes' is not strong enough, it should be written as 'There will be no through-routes for vehicles through residential areas' to prevent rat-running.' 'Informal pedestrian crossings' does not give priority to pedestrians. To give priority there must be more formal, Zebra pedestrian crossings. Add: 'Streets should incorporate planted verges adjacent to the carriageway, especially streets with driveways, in order to allow room for dropped kerbs and street furniture while ensuring that footways and/or cycleways can be built unobstructed and without adverse camber.' • Section 1D - plan will necessitate increased traffic and additional busway down St Neots Rd. Line of mature trees will be chopped down. How can you justify that now, when we know how trees affect our health and environment? Trees have been absorbing noise and pollution for decades. Adding MORE traffic, but removing mature trees is irresponsible. Fences are no substitute. • Section 1D - State "private vehicles are the least preferred transport" is to ignore fact that a good proportion of traffic will be heading east, towards M11 and access south. SPD should state what evidence is available to support how traffic can be accommodated by public transport? State that private cars are essential for only "some" people simply wrong. Ignores everyday life.
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	<p>Aspiration of development with no cars ignores fact pretty much all residents will have 1 if not 2 cars and will use them. SPD should state that evidence is required on all figures presented in Travel Plan and Transport Assessment to ensure Developers can be taken to task. Monitoring is insufficient as it provides developer with an open invitation to be economical with Plan on which development is based. Connection to A428 is a MUST and traffic figures based upon Cambourne trip rates and traffic pattern support this. Direct connection up and over A428 will allow Busway to run on north of A428 avoiding destruction of village life in Hardwick.</p> <ul style="list-style-type: none"> • Cambridge Cycle Campaign Fix A Add: 'All the new or reconfigured junctions must be designed with safe and convenient walking and cycling routes.' Oppose: 'The development will create a primary street linking the main access points, which must...serve the village centre'. Terrible mistake to put primary street through village centre, it will create a car-dominated environment and discourage people from walking to and around shops. Village centre should be accessed by car through secondary streets and should never be possible to use village centre as driving through-route. Add: 'The primary street should be routed as far to the north and distant from houses as possible, keeping it close to the existing road infrastructure and keeping pollution, noise and road danger away from residents.' • Guilden Morden Parish Council Fix A - future transport arrangements should include the new Bourn Airfield development. • Hardwick Evangelical Church Fix A - recognise need for new housing. Would like new development to be as good as possible for those who come to live there, and already live in surrounding villages. Potential car journeys generated are forced onto local roads because no direct access to A428 is major concern. You're expecting traffic queues out of village. Please re-visit major omission for all our sakes. • Toft Parish Council Fix A - very concerned about access and egress to site as undoubtedly it will impact traffic through Toft and surrounding villages. • Fix A there should absolutely be no access to Broadway from new settlement given the great detriment the increase of traffic through village would cause. • Fix A - Direct access to A428 essential: some residents will have to catch another bus within city; others will work outside Cambridge in surrounding villages and beyond. Rush hour traffic is major issue in Cambourne, Toft, Hardwick, Comberton and Bourn and new development will further exacerbate. Highways England drastically underestimated amount of traffic usage on these smaller roads including extra traffic from new development. Developers need to finance resolution of these very significant issues.
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	<ul style="list-style-type: none"> • Fix A - Will cause huge increase in traffic down St Neots Rd, Hardwick. Busy at rush times, affecting getting in and out of our properties. Increase in noise and air pollution coming straight past our doors. No chance of leaving windows open either. Will affect our health and ruin our environment. • Fix A - should be direct access onto A428. If traffic comes directly onto Childerley roundabout it will cause congestion on St Neots Road and Highfields Road through Caldecote. HQPT system must be kept completely separate from Childerley roundabout and St Neots Road. No traffic lights, no possibility of cars entering by mistake. • Fix A – Caldecote residents extremely concerned about inevitable massive increase in traffic numbers, vast majority of which will be funnelled onto Caldecote roundabout and narrow local roads. Congestion at peak times resulting in long tail backs in all directions, gridlock in villages such as Hardwick and Madingley Road to Cambridge. Commercial vehicles from Aitchinson development will create further pressure on roundabout which is too small for volume of vehicles. Drivers will become impatient and take risks. Vehicles entering and leaving petrol station will complicate further. Accidents already occurred. Likely to rat run through Caldecote (impact safety and amenity of residents) to access B1046 into Cambridge, M11 via Barton, Addenbrookes or A1198 for Royston and station, in order to avoid hold ups. Little employment, not self-sufficient for jobs. Efforts mitigating impact on Caldecote will be ineffective. Speed cushions and narrowing road with blind bends does not stop vehicles hurtling round bends in middle of road. Little faith in transport surveys conducted by client friendly commercial transport consultants. Suggestion development will be 'well connected ... locally' seems optimistic. Only viable solution is to have direct access onto A428 and rethink of transport provision, ensuring Caldecote receives some bus provision and people are able to access it safely. • Fix A - Development must have direct access to A428 and its own healthcare facilities. Without these, development will have unacceptable negative impact on surrounding villages and its future residents. • Fix A - Number of cars use village as a rat run; been serious road traffic accident, reported thefts from road side and buildings are experiencing cracks due to thundering of lorries. • Fix A - Getting traffic to and away from new development is not being considered thoroughly enough, given current thinking means a huge load is weighted on The Broadway, making Bourn and surrounding villages rat runs that Knapwell and Dry Drayton have become. Exits should lead on to A428; the lives, environment and safety of existing villagers are more important than too many
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	<p>junctions on A428.</p> <ul style="list-style-type: none"> • Fix A Object strongly to access on Broadway given rat-race to Royston and how speed limit is ignored. Road across to Broadway will be an accident hazard. • Fix A - live on the Broadway and traffic already speeds down, through village. BAD states that people will be unable to turn left onto the Broadway. However, residents will be able to go round a roundabout and turn right down the Broadway. Traffic calming is therefore a necessity. • Fix A - Object on grounds that it does not provide sufficient ingress/ egress for residents and does not sufficiently mitigate impact on St Neots Road and surrounding villages. Direct access to A428 is needed. • Fix A "good transport connections will be important in making the new village successful". Agree. Why then is village not connected directly to A428? Why will you make residents travel through lower capacity roads to get out of village? Object for these reasons. Current road layout will inevitably lead to more traffic on minor roads including those through local villages rather than getting best use out of major road A428. Needs changing now before layout is set in stone. • Cambridge Cycle Campaign Fix B Contradiction between 'A shared pedestrian and cycle route' and 'Segregated pedestrian and cycle routes'. Unclear which is meant where. Delete the word 'shared' and instead replace it with 'segregated'. Add: 'Cycle routes along urban streets must be adjacent to a separate, dedicated footway. Away from streets, cycle routes should be built with a separate, dedicated footway unless it can be convincingly demonstrated that pedestrian usage will be sufficiently low to allow sharing. For design and construction, use standards found in manuals such as Designing for Cycle Traffic by John Parkin.' Add: 'Strategic walking and cycling routes must have continuity and priority over motor traffic at side-road crossings and driveways.' Add: 'Routes must be fully accessible to people with disabilities who are using mobility aids such as mobility scooters, adapted cycles and wheelchairs.' • Hardwick Evangelical Church Fix B - if serious about walking, cycling and public transport, make these things easiest and most accessible - put busway and cycle way through middle (currently route of "primary street") and move "village centre" and community building to middle of rather than northeastern corner. Current plan encourages driving locally. • Shelford and District Bridleways Group Fix B - No NMU routes are being considered for woodland. Walking and pedestrian access is implied in wording - any links to the bridleway network need to be NMU. Enhancement needs to be defined - tarmac surfaces on bridleways are not enhancements. Figure 28 does not include routes discussed at meeting with BHS. • Cambridge Cycle Campaign Fix C Oppose: 'combined
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	<p>walking and cycling path with a minimum 3m width'. Segregated combined walking and cycling path must be at least 4.5m wide. 3m much too narrow for segregation, would allow only 1.5m for footway and 1.5m for single direction cycleway, without enough space for a bi-directional cycleway. Add: 'There must be a safe buffer between the busway and the cycleway of at least 2m grass verge.' 'There must be safe and convenient crossing points designed with cycling-friendly curvature such that people walking and cycling approach the crossing in a direction perpendicular to the movement of buses, with clear and very long visibility splays in both directions, and ideally with a 3m-deep refuge island between the bus lanes.' 'No chicanes or guardrails are to be used, because these block visibility, exclude some people with disabilities from using the path, pose an obstacle that will cause injuries, create a dangerous distraction from moving buses, and cause conflict between users of the path.</p> <ul style="list-style-type: none"> • Fix C - creation of massive loads of stress for new residents who will have to commute as no local work. Bus into centre of Cambridge will not answer needs of people working at Science Park, Addenbrookes or outside of Cambridge. • Fix C - laudable that high quality public transport route is provided, although doubts many will undertake trek from southern reaches to use it and will probably drive. Bus stop will be moved further from Caldecote roundabout, and Caldecote residents - already walk one / two miles. Adequate and safely accessible bus service must be provided to serve communities whose freedom of movement will be severely curtailed by effects of congestion. • Fix C - plans include moving bus stop serving Highfields towards Cambourne. Unacceptable and blatant disregard of existing village requirements! Site not directly connected to A428 and proposed access routes are woefully inadequate. Traffic entering and leaving site will use Highfields and Hardwick as rat runs should there be any issue with between Childerley roundabout and A428 and this simple fact appears to have been brushed aside! • Bourn Parish Council Access to Broadway contentious. Compromise position to ensure northbound only. Anxious to see layout of northbound only junction. Third party land needs to be secured before planning permission is granted. More detail needed on St Neots Road / Broadway junction design – roundabout would nullify effectiveness. HQPT, cycle and walking junction needs to be kept free of vehicles in perpetuity. • Hardwick Parish Council disappointing to note SPD endorses much of outline application with particular regard to transport infrastructure, and seems disregarded recommendations from Overview and Scrutiny Committee. Village meeting attended by 60 residents,
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	<p>main topic of debate was transport infrastructure, and particularly provision of an all ways junction onto A428. Traffic figures considerably under estimate traffic movements, when compared to surveys carried out for other developments. No left turn at Broadway, and two lanes for a short distance at Caldecote roundabout for traffic from east, is a poor solution. Proper access needs to happen before building commences, mitigation of problem after this is too late. If Broadway is kept as country road by preventing traffic from settlement turning left, why is St Neots Road is not classified same. Can't be too late to lobby Highways England for junction onto A428. Developers admitted that providing a junction would mean less facilities on settlement, should this be at surrounding villages expense and quality of life or their bottom line?</p> <ul style="list-style-type: none"> • Bourn Parish Council Concerned at use of Childerley roundabout and the Broadway as main access points. Clear that local roads will be severely affected. Already rat runs, will be exacerbated. Robust assessment of new junction onto A428 needed. DfT circular refers to delivery of strategic planned growth – surely 3,000 houses fits criteria. Countless examples of closely spaced junctions. Argument doesn't hold weight. Questions over who should have made the case, what steps did SCDC take to assess case? No opportunity for debate or consultation. • Access for traffic directly onto A428 would allow easy access to/from village without having to drive along old A428. Lack of direct access will create excessive traffic through surrounding villages. Village centre offset to north west meaning residents in south will have a long way to get to amenities and will use their cars. Better to relocate to a more central location so all villagers could easily walk to shops etc. Vehicular access onto Broadway will cause congestion and traffic through Bourn village, even with restricted left turn. Busway only travels along top of village. Better to route it through centre making it easier to access by all residents and not have to drive to reach. • Residents will not just work in central Cambridge. Provision of a single access point to A428 via the St Neots road is totally inadequate for community of this size. Needs direct link to A428. Bus proposal will serve a single point in City requiring further bus rides to get to and from where people actually work. Will lead to rat-running through Bourn Valley villages and traffic calming entire local road network to address is too ridiculous for words. <p>Comment</p> <ul style="list-style-type: none"> • Cambridgeshire County Council Section 1A - inclusion of dementia friendly design principles is welcomed. • Cambridgeshire County Council Section 1A - inclusion of "...street network that integrates movement and place" is welcomed. Greater clarification is needed on commitments to deliver segregated cycle routes and
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	<p>segregated pedestrian routes. SPD is unclear if separate routes will be delivered or if shared surfaces will dominate. Term "alongside streets" needs to be defined/clarified to understand the level of segregated routes which will be expected to be provided. Figure 28 appears to show a gap in provision to South West corner of site, this may be due to lack of residential housing in this area or provision of green space, either way reasoning should be made clear.</p> <ul style="list-style-type: none"> • Cambridgeshire County Council Section 1A Point 1 should read, "This should prevent access onto the Broadway for southbound traffic and also northbound traffic from the Broadway south to prevent rat running through the existing village of Bourn as per policy SS/7". • Countryside Properties (UK) Ltd Section 1A - fully aware of key importance of junction onto the Broadway as an entrance to new village but also in light of its interaction with existing community at Bourn. Key area of focus during pre-application discussions and application process itself with key stakeholders and local community. CP have revisited proposals (shown in design appendix) to respond to aspirations but within land currently available and shown within Local Plan allocation. Through application process CP prepared to consider contingency arrangement only on basis it was fully accepted by SCDC there were no constraints in delivery, pursuant to responses received from CCC. Currently no certainty that land will be transferred. Spatial framework should be based on land included within Local Plan allocation. Existing junction of St Neots Road and the Broadway, CP note that capacity assessments are not showing any improvements are required. • Cambridgeshire County Council Section 1B should make reference to upcoming "South Cambridgeshire Cycle Design Toolkit". • Section 1B - schools should be located in car-free zones, so as to encourage walking, cycling and "park and stride". • Cambridgeshire County Council Section 1D - commitment to provide "seating suitable for all age groups" is welcomed. • Cllr Tumi Hawkins Section 1D states new village will not be served by direct access from A428. This is making new policy, contrary to requirements of an SPD. Must be removed. Ruling out an option at this stage is completely unacceptable. • Countryside Properties (UK) Ltd Section 1D - content with this section. 2nd bullet point may be a commercial point for consideration. However, it does not specify what this is. Note that not having direct access to A428 is reinforced here, consistent with meeting on 10th May 2019. Third paragraph - fully support implementation of electric vehicle charging infrastructure. Practical considerations and constraints must be considered with respect to installation, particularly points on residential
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	<p>streets given such infrastructure will not be responsibility of Countryside to install or manage. Whilst clear and growing demand for electric vehicles, relative percentage of EVs is still small and demand is not present. Recommend policy is updated; 'should include appropriate provision for electric vehicle charging at all car parking locations, including provision of charging points, infrastructure or sockets within private dwellings.'</p> <ul style="list-style-type: none"> • Aitchison Developments Ltd Fix A important to ensure SPD is not too prescriptive and binding such that becomes unnecessary burden at decision making stage, that could ultimately prejudice delivery of this existing employment site. Figure 27 identifies main points of access and primary street but fails to reflect requirement imposed by Fix A for primary street to "serve the village centre and provide direct vehicle access to the existing employment site.". Amend to reflect Fix A and show existing employment site being served by primary street. • Cambourne Town Council Fix A - consideration should be given to direct access to A428. Missed opportunity not to do this. 1st bullet - worried that if third party land may be needed to achieve this option, it raises the question of its deliverability and potential need to consider direct access onto A428. • Cambourne Town Council Fix A - consideration should be given to direct access to A428 to avoid conflict with HQPT at point 1 and 3. • Cambridgeshire County Council Fix A Point 1 should read "This should also prevent northbound traffic from the south accessing the site. To prevent rat running through the existing village of Bourn. It should be made clear that the junction design should restrict these left turn out and right turn in movements even if additional third party land is not able to be secured". • Cllr Tumi Hawkins Fix A western access from Broadway should be configured to give direct access to A428. Existing Childerley Roundabout must not just be enhanced, it must be reconfigured as it is 'planned' main access to site. Will be more dangerous than it already is, if not properly reconfigured. Existing pedestrian crossing too close to roundabout and been near misses with cars coming too fast from Hardwick direction into Highfields Road. Busy junction in morning peak hours already and visibility must be improved. Recommend SPD to require Childerley roundabout Highfields Road/St Neots road to be reconfigured and made safe, not just enhanced. • Fix A - Green areas are being planned between houses and A428 to combat noise and encourage wildlife at Bourn. At Hardwick this barrier and wildlife area will be removed unless traffic uses A428. Essential an exit directly on to A428 is built otherwise noise and pollution from traffic along St. Neots Road will be disastrous. • Fix A Needs to consider measures to mitigate traffic impact on surrounding villages and roads (Policy SS/7
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	<p>8.c.i) - especially traffic heading south.</p> <ul style="list-style-type: none"> • Aitchison Developments Ltd Fix B identifies strategic pedestrian and cycle network cutting through existing employment site to link proposed public transport corridor to north with residential areas to south. Not objected to in principle, and indeed is provided within Development proposals for site, spatial fix needs to be applied flexibly to allow proposed employment layout to make most efficient use of space available. • Cambridgeshire County Council Fix B - Figure 28 - colour difference between traffic free and alongside streets pedestrian/cycle routes is not very clear. Different colours would be clearer. • Cllr Tumi Hawkins Fix B Include access to Highfields Road at top of West Drive. No possibility of access to Furlong Way (impossible to cross village sports field). Leaves access only to Grafton Drive through proposed development granted planning at appeal. Recommend add: Cycling and walking access provision to existing employment site including DB Group and Diageo site. • Fix B - Document in general, needs to clarify relationship with Caldecote Village SPD, and how any differences get resolved. Ideally they should be made consistent. E.g. current draft of Caldecote Village SPD proposes slightly different placement of strategic pedestrian routes vs. Fig 22 and Fig 28. • Cambourne Town Council Fix C - concerned regarding route of HQPT. Stops a long way from a lot of houses and it means the village centre is pushed towards Cambourne. Concerned proposal does not provide an integrated transport network for Bourn Airfield. • Cambridgeshire County Council Fix C - current position on route of rapid transit scheme has come out of numerous discussions with developer team and GCP. Concluded best located in north of site near A428 to best balance various needs of project (catchment, speed, engineering requirements etc.). Longer term, Mayor's innovative mass modes of transit - useful if land could be safeguarded, where practicably possible, to allow future evolution of the project. Ultimately, will need to offer high speed and reliability, should benefit from good catchment. Route as shown appears to meet needs of GCP. • Cllr Tumi Hawkins Fix C Whilst appreciate need for fast public transport, it is doubtful that any bus will be able to reach speeds of 55/60mph within development site. Negates the need to fix the bus route at top of site. Recommend shelter for waiting passengers should be enclosed to protect from inclement weather. Cycle stores be covered to provide protection and security. Use of multi-storey cycling pods be considered. See examples. • Fix C - Bus stop locations must not be to detriment of Caldecote residents. • Barton & District Bridleways Group Access to countryside for all users should be included in this
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	<p>section. Not included in any of the other Strategic Objectives. Under 'Well Connected Places' heading, horse riding should be included. Last bullet point page 35 should be non motorised user routes. 4th bullet point page 39 - NMU routes should be considered for woodland? 5th bullet point page 39 - wording with title as is, only gives walking and pedestrian access to existing bridleway network and word 'path' in this context currently relates only to shared pedestrian and cycle access. Any links to bridleway network need to be NMU. 'Enhancement' also needs to be defined - putting a tarmac surface on a bridleway is not an enhancement.</p> <ul style="list-style-type: none"> • Bourn Parish Council SPD sets out key access and movement principles, alongside a package of critical transport infrastructure, to support a shift from car to sustainable transport modes for journeys internal and external. Need more than platitudes. Need to know assumptions on how many people will use which modes and your targets. How many motorists will leave their cars to use more sustainable modes? What percentage of motorists will switch to more sustainable modes? What numbers will determine whether shift has been success or failure? What mitigation in place to deal with failure to shift sufficient number of motorists from cars? • Countryside Properties (UK) Ltd Chapter 5 agree the broad principles of setting a series of overarching guiding principles and key spatial fixes which are required to deliver on site. Purpose of SPD is to provide guidance in the form of a framework to guide preparation or determination of planning applications. 'Spatial Fixes' identified to reinforce 'Guiding Principles' are currently very specific and prescriptive. Waterbeach SPD sets out separately key Structuring Elements or 'Fixes' and Guiding principles, and style of language is less prescriptive and inflexible. Bourn SPD sets out Guiding Principles and Spatial 'Fixes' which are mixed up throughout Section 5. Revise draft SPD accordingly. Unclear whether diagrams are intended to be treated as Guiding Principles or Spatial Fixes - page layouts should be reordered to avoid any confusion. • Network Rail concern that there doesn't appear to be much consideration of impact on infrastructure in general. Focusing on walking, cycling, in village where a proportion of people living in area are assumed to work locally. Recommend some assessment is made and consideration given to where people would work? Concern that significant numbers will add additional pressure to road and rail network. Significant impact on St Neots and Cambridge stations and would like to know if any consideration has been given as to whether there is enough parking at these stations? Includes references to 'high quality public transport' but unclear what this means. Public transport links to stations rather than private car preferable as to not add pressure on local road network
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	<p>or on passenger parking. Should refer to East West Rail company for further input.</p> <ul style="list-style-type: none"> • There must be no direct access from Bourn airfield into Bourn village and no access onto the Broadway from this new development. • Planning north of London is continuing piecemeal; different planning bodies within transport, housing and employment from Government down, own agendas. Uncoordinated, eventually leading to chaos. Live in Hardwick. Doctor and dentist ten minute drive in Comberton. Bus takes an hour by Citi 4 and number 18. Wishful thinking to expect many new residents to use bus, however swift. Residents will have a multiplicity of destinations inevitably involving impractical journeys using at least two buses. At least five or six thousand cars. No connection planned between A428 and M11 at Girton or direct connection to A428. Six planning objectives yet fail miserably on first aim: "A well-connected place". Traffic should be able to connect with national road network at earliest opportunity. Result will be thousands of cars trying to get onto faster road, meandering about on local minor roads seeking to avoid congestion. Adjacent villages have problems making right turn eastwards, across traffic, to leave for Cambridge. Causes traffic to pile up at village exit. Highways Agency has doubts about transport plans for development.
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5. Creating the Place Section 2: Vibrant, Prosperous and Inclusive				
Representations Received	Support: 0	Object: 6	Comment: 10	Total: 16
<p>Main Issues in reps</p> <p>67950 67966 68020 68036 68038 68047 68108 68146 68180 68198 68217 68221 68247 68321 68322 68357</p>	<p>Support</p> <p>Object</p> <p>Village Centre Location</p> <ul style="list-style-type: none"> • Hardwick Parish Council position of Village Centre needs addressing. Being in NW corner it is nearer Cambourne and will be difficult to reach by walking from the south of development. Better position is as near as possible to actual centre, so shops etc. could be more easily reached by everyone and improve their quality of life. • Proposed village centre is not in centre of development; distanced from East and South houses, thus creating poor village community spirit. <p>Health care provision</p> <ul style="list-style-type: none"> • Hardwick Evangelical Church Lack of health care facility in new development of this size, and expectation that this will be provided for by expanding the provision in Cambourne is short-sighted. Contradicts SDP which states, "It is essential that the new village has its own sense of public life and community: a place where people live, work, learn and socialise, which provides for 			

residents' changing needs throughout their lives, and for residents with different incomes, abilities and needs." Current plan forces most needy out of the development to find help.

- **Toft Parish Council** is very concerned about the lack of Healthcare provision in development.
- Development must have direct access to A428 and its own healthcare facilities. Without these, development will have unacceptable negative impact on the surrounding villages and its future residents.

Comment

- **Aitchison Developments Ltd.** In seeking to achieve a vibrant, prosperous and inclusive new village, SPD suggests that redevelopment of vacant and underutilised land within existing employment site could be redeveloped to provide premises for Small and Medium Enterprises (SMEs). Important the site is not restricted in terms of the type/range of employment occupiers, as this will constrain the market. Furthermore, SPD proposes small scale employment uses at Neighbourhood Hub.
- **Cambourne Town Council** There should be separate provision for youth; a facility not incorporated in the allocation for community space.
- **Cambridge Past Present and Future** Concerns about adherence to Policy H10 Affordable Housing provision. SPD states it must be 40% "unless it can be demonstrated that an exception should be made". Unclear how exceptional circumstances criteria will be triggered and what level of measurable evidence is necessary. Council must be more specific about weight of evidence necessary to justify this exception.
- Unclear strategy for the provision of healthcare facilities (e.g. doctors, dentist) for residents.

Village Centre Location

- **Bourn Parish Council** concerned about locating Village Centre in NW corner: (1) motorists attracted to use the Broadway, (2) design argument for locating at end of second (main) runway, (3) people in south and east of site disadvantaged and difficult to access. Propose alternative location to include more residents within 800m.
- **Cambridge Past Present and Future** location in NW corner of development means it will be difficult for all to access. 'Neighbourhood hub' may not have sufficient provision to serve its purpose and it would be better to combine the two in a more central position.
- **Cambridgeshire County Council** Fix D - Village centre in north western corner of site. Transport Assessment Team previously recommended should be more central as some of site is not within 800m walk. Option may not be as sustainable transport wise. Excellent cycle links are essential to try to improve connectivity and discourage

	<p>car use for travel within site.</p> <ul style="list-style-type: none"> • Cllr Tumi Hawkins village centre is shown at northwest corner, not geographical centre as preferred by stakeholder workshops attendees, so it is within 800m walking distance to most of village. Mitigation is to create a secondary neighbourhood hub, which could affect viability of one or both centres. In competition with Cambourne. New village 'sold' to residents as a standalone community with its own facilities. Recommend: 1. Located centrally - Option C. 2. North-South runway can be feature in its own right without tying it to village centre. • Countryside Properties (UK) Ltd Section 2 - generally content but there should be flexibility in terms of providing an average density of 40 dwellings per hectare in order to reflect potential changing circumstances. Could include varying market and economic conditions, ability to have a dual use of secondary school sports pitches and resulting impact on total net development area and quantum of non-residential uses which come forward as development is built out. • Countryside Properties (UK) Ltd Fix D - generally content but opportunity to broaden range of uses to allow a more flexible mix, including other employment-generating uses (B Use Class) and to create a balanced centre. Similarly, range of uses in Neighbourhood Hub could be broadened to accommodate other uses as well as 'modest retail and food and drink premises', provided the range and scale does not undermine the viability of primary centre. • If new community is to be encouraged to walk or cycle, it is essential the "Centre" be more central, to be within easy reach of majority of residents. Will put schools a good distance from pollution generated by vehicles on roads to north of site and reduce car journeys within village. Facilities in Centre needs to include a health centre. Getting an appointment with doctors in local surgeries is extremely difficult. Little scope for them to take on more patients.
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5. Creating the Place Section 3: Locally Distinctive				
Representations Received	Support: 2	Object: 3	Comment: 17	Total: 22
Main Issues in reps	<p>Support</p> <ul style="list-style-type: none"> • Natural England – Fully support open spaces and landscape character requirements in section 3E. Support integration of new village with its landscape, incorporating and enhancing existing features and network of landscaped green, natural and multifunctional open spaces within and surrounding development. Support requirement for strategic landscaping including a county park. Requirements for a network of green corridors and other open spaces within easy walking distance of all 			
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<p>68034 68035 68037 68062 68112 68113 68131 68160 68181 68199 68200 68257 68307 68323 68360</p>	<p>residents is fully endorsed. Quantum and quality of open space is key to delivering numerous environmental services. To achieve benefits and avoid impacts to designated sites we advocate provision of SANGS. Identification of a management body and funding mechanism for long term maintenance will be critical. Quantum of informal open space is not clearly stated but suggests SANGS level (78ha.) is achievable – further detail would confirm this. Greenspace provision will ensure no adverse impact on nearby designated sites already under considerable pressure from visitors and help achieve net biodiversity gain in accordance with NPPF para 170 and DEFRA 25 Year Environment Plan.</p> <ul style="list-style-type: none"> • Wildlife Trust Supports Fix F. Provides an integrated green infrastructure network through and around the development site, that will provide a range of walking and recreational routes on-site that have potential to meet much of demand for recreational routes, without impacting other nearby more sensitive habitats and sites. However, likely to be contingent on delivery of a country park type space within strategic landscape area to south. <p>Object</p> <ul style="list-style-type: none"> • Cambridge Cycle Campaign Fix E: diagram shows highest density of dwellings is clustered around primary street. Appears to maximise exposure of people to road danger, pollution and noise. Oppose this arrangement of primary street and dwellings. • Proposed 3-4 storey buildings are totally unsuitable and out of keeping for a rural village environment. • Development must have direct access to A428 and its own healthcare facilities. Without these, the development will have unacceptable negative impact on the surrounding villages and its future residents. <p>Comment</p> <ul style="list-style-type: none"> • Cllr Tumi Hawkins 3E Open spaces and landscape character, 2nd bullet - Play space should not be placed at eastern edge. Private gardens on West Drive, Highfields Caldecote back onto Eastern boundary. Potential noise and light pollution from lighting on the fields and paths. • Section 3E needs more details of the general character of country park and design approach. Large bland areas of open flat grass should be avoided. Instead space should be broken up/punctuated with native trees, bushes and wildflower meadows in a way which complements natural views. E.g. more like Wimpole Country Estate and not Trumpington Meadows Country Park. • Countryside Properties (UK) Ltd CP content with this section, except under Guiding Principle 3F Integrating inherited assets. In first sentence the words ‘where possible’ should be added, i.e. ‘the site has a number of existing features which should where possible be preserved and/or incorporated into the development in order to protect existing character and contribute to the distinctiveness of the new village’.
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	<ul style="list-style-type: none"> • Bourn Parish Council Fix E – Would like more detail on the nature of high density housing including height and storey limits. • Aitchison Developments Ltd Fix F identifies formal green landscape which creates a legible and direct route through employment site. Not objected to and is provided for within proposals for site. Fix needs to be applied flexibly to allow the proposed employment layout to make most efficient use of space available. • Cllr Tumi Hawkins Fix F Eastern Edge – SPD has not properly addressed issue of strategic landscaping and is missing a substantial part of it. Only 30m of woodland belt and not within site. No woodland to fill existing gap. Contradicts Policy SS/7 and Members’ intentions. Highfields gardens provide 'Countryside separation'. Recommend: (1) 50m woodland belt. (2) Gap filled both within and outside settlement boundary to same depth. (3) footpath within woodland is acceptable, location of playing fields is not, risk of noise and lighting pollution. • Cllr Tumi Hawkins Fix F North East Green Gap - SPD proposing planting that contradicts Draft Caldecote Village Design Guide. Openness must be maintained. No tree planting on southern boundary, enhance existing hedge. No playspace due to proximity of houses, to avoid noise nuisance and light pollution to residents. • DB Group (Holdings) Ltd Fix F Employment Site Edge - Essential the employment site edge takes full account of DB Group's existing operations and will not hamper future expansion plans. Require particular consideration is given to adequate distance separation from noise sources and the provision of acoustic barriers along this edge as deemed necessary (at the developer's expense) following detailed assessment in accordance with PPG. • DB Group (Holdings) Ltd Fix F Employment Site Link - Essential to ensure a safe route can be created which ensures that pedestrians and cyclists are separated from industrial operations vehicular traffic. Important DB Group retains flexibility for unfettered access to its site to enable existing operations, short term future expansion plans and company's continued long-term growth. • Cambridge Past Present and Future Concerns about major open space being N/S axis of the old airfield. Needs further explanation - is it to be 'greened'? Potential for it to be an exemplar of amenity, but SPD needs more precision on how this space is to be handled. • Cambridgeshire County Council Iron Age and Roman archaeological finds in the area. 20th C military aviation heritage. Suggest the historic environment could contribute to Key Issues 1, 3 and 4. E.g. open space and recreation could support heritage trails and interpretation for archaeological and military heritage. • Historic England Relatively little is mentioned on archaeology. Greater reference should be made to this. • Historic England Care should be taken with regard to
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	<p>location of taller buildings and ensuring they do not compete with or dominate listed buildings of other landmark buildings offsite.</p> <ul style="list-style-type: none"> • Historic England Proposals to reflect the former airfield could also be extended to include the use of tools such as street naming to reflect this former use and provide local identity and connection with the past. • Shelford and District Bridleways Group Horse riding is not included in definition of active travel, equestrians are excluded from these opportunities. • Disgrace to the memory of those who died flying from Bourn Airfield with no proper named cenotaph. • Medium and high-density housing should remain away from site perimeter. Large hotel at main entrance would be same as Cambourne and so sites would actually be very similar. To be avoided if an independent identity is a 'real' consideration. Screening of hotel complex from Highfields is important so as not to detract from existing village outlook.
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5. Creating the Place Section 4: Healthy, Active and Resilient				
Representations Received	Support: 2	Object: 4	Comment: 14	Total: 20
<p>Main Issues in reps</p> <p>67965 67992 67993 68003 68010 68015 68063 68128 68147 68148 68201 68223 68226 68227 68268 68306 68324 68325 68326 68327</p>	<p>Support</p> <ul style="list-style-type: none"> • Wildlife Trust supports Guiding Principle 4B Access to Natural Environments. • Support network of green spaces and routes throughout the development for informal recreation. Would like development of open green spaces carried out initially. Proposed bridleways will be asset to immediate and wider equine community, once joined up with existing bridleways, and together with cycling and walkways will make development attractive to prospective residents; green spaces to relax and exercise in will create clear minds, healthy bodies and improve well-being and will avoid need to travel to find informal recreation areas. <p>Object</p> <ul style="list-style-type: none"> • Cambridge Cycle Campaign Guiding Principle 4C: safe routes for children should ensure all schools, parks and village centre reachable on foot or cycle using off-street paths or quiet streets. Oppose 'level carriageways' and 'shared surfaces', unless motor traffic levels are reduced to a bare minimum. • Cambridge Cycle Campaign Fix G: Oppose 'appropriate barriers' and 'soft surfaces' as discriminatory against people using adapted cycles. Only access controls we support are well-spaced bollards. Normal, utility cycle routes cannot have soft surfaces as not all-weather, all-year round surfaces. All routes must be fully accessible. • Allotments must be easily accessible from the MDS. • Existing healthcare facilities in Bourn and Cambourne cannot accommodate the increased demand. this will be detrimental for both new residents and existing patients. 			

	<p>Comment</p> <ul style="list-style-type: none"> • Countryside Properties (UK) Ltd Guiding Principle 4D final bullet should more positively encourage shared use. Clustering sports pitches allows for economies of scale, more efficient use of land, better quality facilities in terms of size of pavilion, changing and other related facilities and efficiencies in terms of maintenance. May reduce total space needed. Final sentence on demonstrating agreement is overly prescriptive. CP set out its outdoor sports proposals on basis that Education Authority were supportive of principle at pre-application stage. Multiple benefits to locating sports pitches adjacent to eastern boundary - additional buffer between communities, access to sports pitches more evenly spread throughout, and increased open space in important ecological corridor. Proposed amendments, including potential for hatched areas to provide certainty in both eventualities, are set out in full in design appendix. • Countryside Properties (UK) Ltd Guiding Principle 4F – first bullet very inflexible, and largely outside the control of the developer, and as such the bullet should be revised to: ‘Should provide opportunities for a range’ • Countryside Properties (UK) Ltd Fix G - these principles have been taken into account and enhanced in the revised proposals shown in the attached document. • Wildlife Trust generally supports Fix G Recreational walking, cycling and horse-riding routes. Appears to be a lack of circular routes connecting back into Bourn Airfield from Caldecote-Highfields or Bourn. Provision of missing links important, otherwise there may be unintended damaging consequences of promoting access, such as an increase in visitor numbers to Hardwick Wood SSSI beyond its carrying capacity. • Countryside Properties (UK) Ltd Fix H - Whilst wording provides flexibility and allows for dual use, CP concerned Fix H could be cited as a reason not to reduce overall playing field land area of 15.5 ha and/or to allow for residential development on two areas shown mid east and mid west for ‘outdoor sports facilities’ on the Spatial Framework. Suggest two outdoor sports sites should be shown in different colour or hatched to denote that they are an either/or depending on dual use agreement. Approach would provide greater certainty for all parties. • Barton and District Bridleways Group Appreciate creation and inclusion of equestrian routes but do not understand need for separate walking and cycling routes where there is a bridleway available to all users? Support Figure 47 Recreational walking, cycling and horse riding. Include a circular Restricted Byway open to carriage drivers - bold and progressive step, much same as hugely popular Cambourne peripheral bridleway. • Barton and District Bridleways Group support references to bridleway creation in woodland settings, although it appears to conflict with comments referred to
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	<p>in other sections.</p> <ul style="list-style-type: none"> • Barton and District Bridleways Group Various reasons to include equestrians – contributes to rural economy, rely on safe network, costs no more, share paths less than 3m, no injuries by horse, inadequate bridleway network, activity for females, mental and physical benefits, vulnerable road user. East of England one of highest equestrian accident rates. SPD helps link fragmented network and enables route from Cambourne to Coton. Support inclusion of equestrians in plans for new/improved accesses. Perimeter track should be Restricted Byway suitable for carriage drivers. • Cambourne Town Council Easily accessible sports pitches enables growth of sports teams that support forming an identity and bring people together, reducing isolation. Outdoor bowls extends age range that gets together. Greater need for formal pitches than informal due to number of teams generated by new development. • Cambourne Town Council Careful thought needed on shared and dual use sports facilities. Use during week by school and weekends by clubs could lead to over-use and leave unplayable. Additional burden on budget of school (maintenance), which income would not cover. Schools would need additional staff to monitor use and booking. New school would have difficulty funding this. • Cambridgeshire County Council SPD should show clear intentions regarding controlling fast food outlets. • Cllr Tumi Hawkins SPD places a small area of fields on eastern edge. Grass pitches for informal recreation is unsuitable in this location as It would cause noise nuisance and light pollution to Highfields Caldecote. • Shelford and District Bridleways Group Concern with the wording of SPD and exclusion of horse riders this creates. • Sport England (1) Support s106 contribution towards indoor provision in Cambourne, enhancement of leisure centre, provision of swimming pool and other expansion proposed. (2) Support limited public access to indoor facilities at school, to help to take pressure off Cambourne. (3) Informal recreation and physical activity - welcome promotion of Sport England's 'Active Design' guidance. (4) Formal pitch provision - could be mixed approach to on-/off-site provision and contributions. (5) All new facilities must meet Sport England's technical guidance.
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5. Creating the Place Section 5: Responsive and Sustainable				
Representations Received	Support: 7	Object: 9	Comment: 6	Total: 22
Main Issues in reps	Support <ul style="list-style-type: none"> • Natural England Section 5A support detail which seeks to ensure protection and enhancement of natural 			

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environment through requirement of a programme of ecological survey and monitoring, restoration of key habitat and corridors and creation of new habitat. We welcome implementation of our suggested amendments to ensure mitigation of impacts to most ecologically sensitive environments within and beyond site boundary.

- **Wildlife Trust** supports guiding principle 5A Biodiversity and Habitats, including the principle of achieving a measurable net gain in biodiversity.
- **Wildlife Trust** supports guiding principles 5B Flood Risk & Resilience; 5C Integrating Sustainable Drainage; and 5D Sustainable Buildings, including commitments to integrating biodiversity into SUDS, inclusion of water efficiency measures and a step change in energy efficiency and renewable energy provision
- **Wildlife Trust** supports Fix I - Protected Biodiversity Areas & Corridors.
- **Cambridgeshire County Council** Supportive of Sustainable Drainage methods proposed. We encourage applicant to engage with Lead Local Flood Authority throughout the design and submission stages.
- **Natural England** Note and welcome requirements relating to protected biodiversity areas and corridors (Page 69), delivering multi-functional SUDS (section 5C) and larger open spaces with naturalistic environments within 400m of everyone's home.

Object

- **DB Group (Holdings) Ltd** Section 5G bullet points fail to mention the need for the proposed development to take full account of existing employment development. An additional bullet point should be added which reads as follows: "Planning applications should be accompanied by a Noise Impact Assessment and Air Quality Assessment, and the new village will be required to mitigate the impact of noise and air quality from existing employment uses by virtue of suitable design. For example, a buffer using acoustic screens if appropriate, building layout and orientation and suitably ventilated buildings."
- Nursery, school and college are on or nearby main roads - this means added pollutants for young - in direct conflict with CCC signing UK100 clean energy pledge and protection of young.
- Concerned there will be increased noise from light industry, impacting the neighbourhood and personal wellbeing.
- Use of mass air source heat pumps is not acceptable due to low pitch hum emitted, especially during cold weather. Sound carries at night especially. Noise pollution. Hotel contribute to background noise from air conditioning etc. Serious and careful consideration to problems associated with new technologies is a must! Added to noise from vehicles to industrial site is highly likely to cause undue distress to residents of nearby local villages.
- SPD seeks to minimise skyglow and be minimum

	<p>required to ensure public safety, for crime prevention, living, working and recreational purposes. Require all lighting be of full cut-off design and set goals for maximum acceptable illumination levels. Work with Commission for Dark Skies to ensure site lighting sets and meets sensible thought-out standards.</p> <ul style="list-style-type: none"> • Serious concerns this development will cause flooding; home and garage was flooded in 2013 and concerned about a reoccurrence. • Much has been made of Sustainability and Environmental Issues through preparation of SPD. Cannot be claimed in this Development if it is negated by causing problems for Neighbouring villages. Destroying mature greenery that protects St Neots Road, Hardwick from A428 is hardly example of delivering sustainable development. • Be prepared for a very public fight over the line of trees in St Neots Road!!! I have contacted Extinction Rebellion and am taking further legal and professional advice. • Development must have direct access to A428 and its own healthcare facilities. Without these, development will have unacceptable negative impact on surrounding villages and its future residents. <p>Comment</p> <ul style="list-style-type: none"> • Countryside Properties (UK) Ltd section 5D - support deployment of Solar PV along northern bank. Exact renewable energy generation and carbon reduction is subject to detailed design and carbon emissions factors at time of construction - recommend remove figures. Flexibility required to respond to future changes in technology which should be recognised with addition of bullet point: ‘• Given the construction programme, it is recognised that flexibility will be necessary with the carbon reduction strategy to respond to changes in technology and energy markets.’ Given the long term nature of development it is considered these statements be re-worded as key design considerations rather than specific requirements as future detailed design of development may require alternative strategies as technology changes. Requirement for a sustainable show home in each development parcel goes beyond Policy CC/3. Text should be amended to be consistent with Local Plan. • Countryside Properties (UK) Ltd Section 5E First paragraph - wording inconsistent with Policy CC/3 with regard to reduced emissions not onsite energy, across development as a whole. Recommend reworded to; ‘the new village aspires to be an exemplar and developers should explore, on a site-wide basis, opportunities to incorporate on-site renewable energy low carbon energy generation with a view to exceeding the baseline requirement for a 10% reduction in anticipated carbon emissions through the installation of an integrated system on homes and non-residential buildings or site wide
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	<p>solutions as set out in Policy CC/3'. Paragraph 3 - requires site wide energy solutions including CHP. Decarbonisation of electricity network. Predicted electricity emissions will fall below gas, favouring electricity based heating systems and remove carbon benefit of gas based CHP. Development of heat networks requires a critical mass of heat requirements. Low energy homes, beyond Building Regulations, reduces heat density. Occupational hours of schools mean these buildings are not generally considered in practice to be high energy users. Without gas CHP, currently no proven large scale technologies that are commercially and technically viable replacements. Recommend text amended: 'Site-wide energy solutions and/ or the deployment of energy networks should be considered and implemented where feasible and viable.'</p> <ul style="list-style-type: none"> • Countryside Properties (UK) Ltd Fix I support these key elements of placemaking, which have been adopted in the landscape led illustrative masterplan and green and blue infrastructure strategies. • Cllr Tumi Hawkins Key Issues 2 seeks to ensure existing biodiversity and habitats are retained where possible and opportunities taken to secure enhancements and/or form new habitats to achieve an overall net gain. Green Infrastructure element of SPD is weak and should be strengthened by referring to Building With Nature standards. • Cambridgeshire County Council Require any noise and air quality mitigation required to deliver both schools along A428 boundary is fully evaluated as part of planning application. Mitigation in the form of landscaping and bunds cannot encroach on land reserved for education purposes. • National Trust Commitment to net gain as Guiding Principle helpful, but no specific measurable requirement as a Spatial Fix. SPD should set out further detail in terms of delivery of new priority habitat as integral component of green infrastructure provision, consistent with Government's commitment to mandating measurable biodiversity gain. Also consistent with the objectives of the Cambridgeshire Green Infrastructure Strategy and Developing with Nature Toolkit. Intention to seek minimum 20%. NT shares this ambition. 20% appropriate target for Bourn Airfield. • Healthy air quality for Bourn is being created at the expense of Hardwick.
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5. Creating the Place Section 6: Cohesive, well-planned and well-governed				
Representations Received	Support: 0	Object: 1	Comment: 2	Total: 3
Main Issues in reps	Support Object			

<p>68023 68331 68336</p>	<ul style="list-style-type: none"> The development must have direct access to the A428 and its own healthcare facilities. Without these, the development will have unacceptable negative impact on the surrounding villages and its future residents. <p>Comment</p> <ul style="list-style-type: none"> Countryside Properties (UK) Ltd Section 6C - text acknowledges this is beyond the scope of SPD yet it is included as a Guiding Principle. Requires preparation of Community Development Strategy but does not indicate when it should be provided. Unnecessary detail which repeats Local Plan Policy SC/4: Meeting Community Needs. SPD should be simplified in this respect Countryside Properties (UK) Ltd Section 6D - considers this too prescriptive and suggest that it is shortened. It is suggested that after the word 'should' be qualified by adding the words: 'should explore opportunities for ...'. CP propose the early delivery of village centre, which will reduce the need, if any, to provide transitional or temporary uses.
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6. Delivering the Place				
Representations Received	Support: 3	Object: 7	Comment: 18	Total: 28
<p>Main Issues in reps</p> <p>67916 67997 67998 68025 68048 68064 68096 68152 68153 68154 68155 68161 68189 68204 68205 68206 68228 68253 68256 68270 68271 68288 68291 68292 68332 68333 68334</p>	<p>Support</p> <ul style="list-style-type: none"> Cambourne Town Council Indoor Sports Facilities (Item 31) Support expansion of existing sports centre to provide a more sustainable indoor and swimming facility for both communities. Should be contribution for ongoing maintenance. National Trust Early implementation of accessible open space important to ensure its immediate availability to new residents to avoid pressure on nearby sensitive designated sites. We welcome that phasing requirements detailed on section 6.5 seeks to ensure this. Wildlife Trust Figure 57 Indicative Land Budget - Support inclusion of 89ha country park and strategic green infrastructure. Approximately 36% of SPD area. With other more formal open spaces, total green infrastructure approaches 50%. Quantum provides significant scope to achieve biodiversity net gain through creation of high quality habitats and multi-functional and formal open spaces. Any significant reduction is likely to lead to measurable net losses in biodiversity or require off-site biodiversity offsetting. <p>Object</p> <ul style="list-style-type: none"> The development must have direct access to the A428 and its own healthcare facilities. Without these, the development will have unacceptable negative impact on the surrounding villages and its future residents. <p>Infrastructure Delivery Plan</p> <ul style="list-style-type: none"> Cambridge Cycle Campaign Walking and cycling 			

68335

network within site and connections to nearby villages and Cambridge (Item 1) - non-specific trigger that could result in delivery being delayed too long. Must be delivered before occupation to ensure good habits are developed, and sustainable transport modes are natural and obvious ways to get around from day one.

- **Knapwell Parish Council** Public Transport Infrastructure (Items 5 to 8) ban buses routing through the village before starting their services, due to increased noise, vibration, pollution. Enforce 7.5T weight limit.
- **Knapwell Parish Council** Highway Infrastructure (Items 11 to 15) road north to Knapwell equally vulnerable. A14 traffic. Need for S106 monies for the High Street (similar to Bourn) - minimise rat running, monitoring and traffic calming.
- Highway Infrastructure (Items 10 to 15) Infrastructure dependent on Transport Assessment (TA). Scrutiny of TA needs to be mandated. Countryside's plans do not bear scrutiny. Trip rates and modal shift from cars to buses not experienced anywhere and not evidenced. Traffic levels local roads cannot support. Costs rightly allocated to Developer and CCC. Price of inadequate delivery will be for villages. Must include Village representation throughout, setting triggers, ongoing monitoring, agreement to physical remedial measures and timing of such. Too easy for Developer to under-provide.

Comment

- **Cambridgeshire County Council** SPD identifies the potential to explore the sharing of sports provision with schools by providing community access. This is welcomed, however any reduction should not be at the expenses of other informal or formal green space.
- **Cambridgeshire County Council** Planning Application Requirements section should also include the need for a Health Impact Assessment to be submitted as part of any site wide outline application as per South Cambridgeshire District Council Planning Policy.
- **Cambridgeshire County Council** Section 6.6 – development will need to comply with the Minerals & Waste Plan, including the submission of a Waste Minimisation Audit and Strategy to demonstrate measures to minimise waste, and steps to recover and recycle waste.
- **Cllr Tumi Hawkins** Figure 57: Indicative land Use Budget shows employment area 13.3ha. Figure 21: Key Constraints and Figure 55: Infrastructure Delivery Plan shows only the existing employment site. SPD is not clear if that is the only employment site to be provided. New village should provide more employment sites, as per Local Plan policy.
- **Cllr Tumi Hawkins** – Section 6.5 outlines the principles which will apply and be secured via the planning application process. SPD is specifying off site mitigation

to traffic problems that will be created by the site. Unacceptable. Passes responsibility to Cambridgeshire County Council. As worded, accepts there will be impacts on neighbouring villages. Site can mitigate its own problems with direct A428 access. CCC committee accepted in principle.

- **Countryside Properties (UK) Ltd** Section 6.3 CP are generally content with this.
- **Countryside Properties (UK) Ltd** Section 6.4 – revisions to landscaping on eastern boundary lost 1ha developable area. If dual use of sports pitches agreed could gain 4-8ha. developable area. Dual use essential to provide flexibility in facilitating lower net density or increase in capacity, and broaden house types. Fig 55 – schools should state gross area.
- **Countryside Properties (UK) Ltd** Section 6.6 Concerned SPD has stricter requirements for preparation and submission of planning applications, compared with Waterbeach SPD. Should be a consistent approach.
- **National Trust** Figure 57 Indicative Land Budget - welcome 89ha for a Country Park within the site. Notwithstanding proposed onsite provision, development should take account of interface between new communities and their wider surroundings. Likely increase in off-site recreational visits to adjacent outdoor recreation sites; National Trust's Wimpole Hall Estate. Welcome opportunity to engage with local authority, developers and community representatives to encourage sustainable travel patterns and responsible recreational activity.

Infrastructure Delivery Plan

- **Aitchison Developments Ltd** – Employment space (Item 44) employment space will be delivered through each phase. Overwhelming need it to come forward at the earliest opportunity. Figure 58 Potential early phases plan indicates redevelopment of existing employment site in the early phases of delivery. Supported and reflects development intentions.
- **Barton and District Bridleways Group** – Non Motorised User Infrastructure. Item 1 Improved walking and cycling network - Refers to riding in the text so horse riding should be included in the first column. Item 2 Cycleway Improvement - What provision is being made for equestrians on this route? Item 3 Rights of Way Network - Does not include access for carriage drivers.
- **Cambridgeshire County Council** Foul Water Network (Item 23) – welcome recognition of Bourn WRC as potential constraint. Within 400m safeguarding area there is a presumption against development which would be occupied by people. Require submission of an Odour Assessment.
- **Cambourne Town Council** – Burial Grounds (Item 33) Approximately 300m² of land is too low. The 0.83 ha to be

	<p>provided in the funding column would allow 30 years of burials based on the guidance in Arnold-Baker on Local Council Administration. Generally, you allow for a 30-year supply: 2.058 acres / 0.83ha.</p> <ul style="list-style-type: none"> • Cambourne Town Council Special Educational Needs (Item 38) contributions for Cambourne and Bourn Airfield should be pooled and used to provide a special school in Cambourne or Bourn Airfield to better cater for the local need, more sustainable, and reduce carbon footprint. • Cambourne Town Council Health (Item 41) Question the capacity of Sackville House to take 1000sqm and additional parking. Monkfield Medical Practice already being extended for West Cambourne. Concern whether it can be expanded further for total population 28,800. • Cllr Tumi Hawkins – Health (Item 41) Provision for health is woefully inadequate. Cambourne surgery is already over capacity and takes weeks to get appointments. Extension is not sufficient for additional 9000+ residents. No capacity at other local surgeries for example at Bourn. Recommend: require provision of a standalone doctor's surgery. • Countryside Properties (UK) Ltd Comments on a number of items: Transport Infrastructure - Items 1, 6, 7, 9, 10, 11, 14, 15 & 16 - CP are content with these. (4) Trigger is pre-occupation and not specified which bus stops. (13) This is correct and CP have no issue with this. Waste, Water, Energy and Telecoms - No comments except for item (27) Potential feasibility and viability issues with the deployment of CHP. Recommend is updated: 'which could include a heat network where feasible and viable'. Affordable Housing - CP are content with this. Community Facilities – (31) Does not refer to potential dual use at schools. (36) School site areas are high. Suggest flexibility is added. Need flexibility over need for a 4FE school. (36) 'Provider/partner' - be clearer that it is CCC and/or approved academy operator. (40) Inflexible, especially given rate of change in nursery sector. (41) 'Description' and 'provider' - include more caveats e.g. Subject to NHS/CCG agreement etc. (42) Include caveats relating to market conditions/viability. (44) Refer to existing employment and be more flexible. (45) Correct measure to use when applying it to number of dwellings is "per dwelling" figure, not per household - correct figure to use is 2.7 not 2.8. (45) Developer should not be required to make contribution toward artificial pitch if they are already being provided on-site in-kind. (48) Should this reference a community trust as a potential 'partner/provider'? • Wildlife Trust omits provision for the long-term, sustainable management of the strategic green infrastructure including biodiversity areas, green corridors, and country park within the strategic landscape area. Failure to address would undermine Local Plan policy and many good Fixes and Guiding Principles
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	<ul style="list-style-type: none"> relating to the natural environment within SPD. Country Park is missing from Infrastructure Delivery Plan. Triggers, phasing and funding must be described.
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Supporting Documents

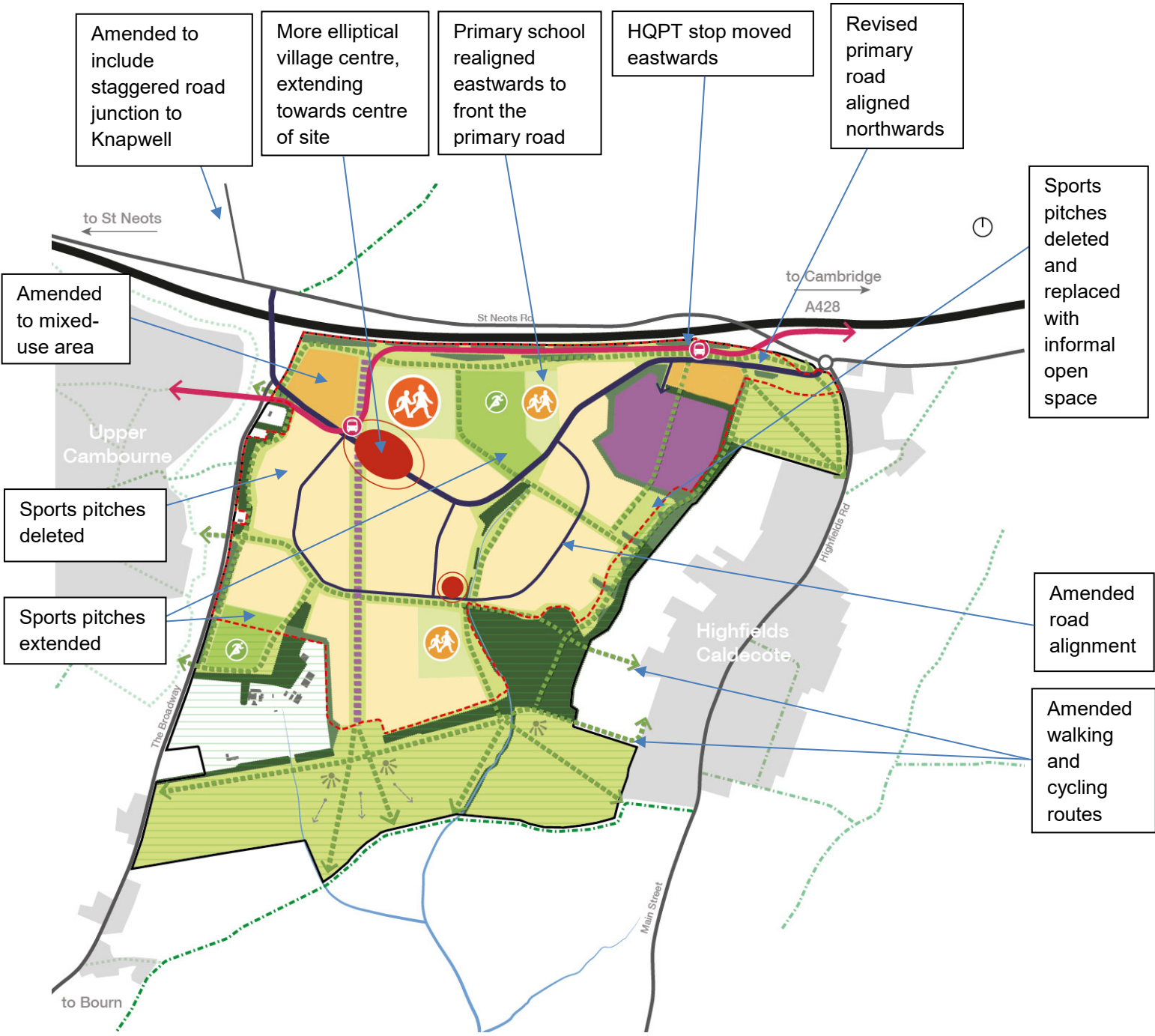
SA / HRA Screening Report				
Representations Received	Support: 1	Object: 3	Comment: 1	Total: 5
Main Issues in reps	<p>Support</p> <ul style="list-style-type: none"> Natural England Welcome amended SA / HRA Screening Report includes more through consideration of potential impacts on Eversden and Wimpole Woods SAC through increased recreational pressure and to SAC barbastelle bats supporting habitat. Generally agree with assessment that SPD unlikely to have any significant effect on SAC, including barbastelle bats and supporting habitat. Agree with conclusions that Plan can be screened out of requirement for SEA and SA. <p>Object</p> <ul style="list-style-type: none"> Knapwell Parish meeting Nature Reserve, Wildlife Trust managed Overhall Grove is a designated SSSI, and recognised Ancient Woodland. Conservation Area. Village contains the RSPB's own national farm. Protected verges due to a range of extremely rare flora, including Sulphur Clover. These are not referenced in the Sustainability and Habitats Appraisal, which requires further investigation. Request explicit reference in SPD to correct this oversight, with recognition that as such, specific measures are put in place to actively manage traffic volume in this sensitive Parish ecosystem. <p>Comment</p> <ul style="list-style-type: none"> Historic England we would concur with your assessment that the document is unlikely to result in any significant environmental effects and will simply provide additional guidance on existing Policies contained within a Adopted Development Plan Document which has already been subject to a Sustainability Appraisal/SEA. As a result, we would advise that it is not necessary to undertake a Strategic Environmental Assessment of this particular SPD. 			

Equalities Impact Assessment				
Representations Received	Support: 0	Object: 2	Comment: 0	Total: 2
Main Issues in reps	<p>Support</p> <p>Object</p> <ul style="list-style-type: none"> Knapwell Parish Meeting Knapwell residents have 			

	<p>responded to previous consultations concerning Bourn Airfield, and Local Plan, to highlight range of concerns but do not see evidence of their voice being acknowledged in consultation summary reports or draft SPD. Obligation B4 not been adequately met by Planning Policy Team and wish to offer opportunity to engage and rectify this prior to publication of the final SPD. Wish to work in partnership with development team to minimise negative external impact on local historic local communities and specifically historic rural and residential nature of Knapwell, which, due to further development of Boxworth services A14 junction will be exposed to high levels of infrastructure damage, community impact and dangers if it is perceived to be the direct route to and from A14 households at Bourn airfield. Heartened to see clear acknowledgement in draft SPD of likely impact of traffic resulting from 3500 homes on character of the Broadway, and to Bourn village - a constructive finding. Frustrated to see that, despite raising concerns in previous consultations, there is no acknowledgement of Knapwell being directly affected by every negative impact that has been highlighted in draft SPD on Bourn, and Broadway.</p> <ul style="list-style-type: none">• States stakeholders have been consulted. Hardwick has not been consulted as a community stakeholder, or invited to workshops, although clearly very affected. Wrong and disrespectful to a neighbour that will be recipient of development's east-bound traffic and from an infrastructure perspective a new busway proposal that will see our village road turned into an urban stretch of 8 lanes of tarmac. Did anyone read our Village Plan that concluded Hardwick wants to "maintain its character with many trees, greenery and tidy streets - a lovely peaceful village home to come back to after a day at work or school". Proposed busway will require removal of all mature trees and greenery which protect us visually from A428 (proposed effect is available from GCP).
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Appendix 2 Emerging Amendments to Spatial Framework Diagram (indicative only)



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Agenda Item 6



South
Cambridgeshire
District Council

Report To: Cabinet 2 October 2019
Lead Cabinet Member(s): Councillor Bridget Smith
Leader of the Council
Lead Officer: Trevor Roff, Interim Director of Finance

SUBJECT: CORPORATE ASSET PLAN

PURPOSE

1. To consider the adoption of a Corporate Asset Plan by the Council for non-Housing Revenue Account assets in pursuance of key Business Plan priorities.
2. This is not a key decision as the report seeks to establish a plan to ensure that efficient and effective arrangements exist for the management of the Council's non-Housing Revenue Account property assets.

RECOMMENDATION

3. **That Cabinet is requested to consider the report and, if satisfied, approve the adoption of the Corporate Asset Plan 2020-2024 attached at Appendix A.**

REASON FOR RECOMMENDATION

4. To ensure that efficient and effective arrangements exist for the management of the Council's property assets; that the implementation of the approved Corporate Asset Plan and supporting Asset Management Action Plan is monitored on a regular basis and that the Corporate Asset Plan continues to directly support the delivery of the Council's key Business Plan objectives.

BACKGROUND INFORMATION

5. The Corporate Asset Plan 2020 – 2024 sets out (i) the Council's vision for its corporate assets, (ii) the approach to asset management, which is driven by the Council's key goals and closely linked to the Investment Strategy and Economic Growth Strategy and (iii) the six key strategic priorities for the Plan, which are to:
 - (i) Manage Council assets strategically as a corporate resource and continue to embed the Corporate Landlord model;
 - (ii) Support and empower local people by providing the right property in the right place, at the right time;
 - (iii) Provide value for money and secure efficiencies for the future;
 - (iv) Support economic growth and regeneration by supporting and responding to local business needs;
 - (v) Work effectively with partners to maximise sharing and delivery opportunities; and
 - (vi) Reduce the environmental impact of the property estate through initiatives such as energy reduction/efficiency.

6. The purpose and aims of the Corporate Asset Plan are to support the redesign and delivery of service priorities and providing a fit for purpose portfolio that will be:
 - (i) Able to support and contribute to service delivery;
 - (ii) Commercially effective to obtain a financial return;
 - (iii) Accessible for customers and staff;
 - (iv) Well-designed;
 - (v) Efficient financially and environmentally;
 - (vi) Flexible and fully optimised; and
 - (vii) Well-maintained.
7. The Corporate Asset Plan has been prepared having regard to guidance provided jointly by the Chartered Institute of Public Finance & Accountancy (CIPFA) and the Royal Institution of Chartered Surveyors to ensure that the Council has in place arrangements to deliver value for money and the effective management of its property assets. The Corporate Asset Plan is a high-level strategic document that is underpinned by the priorities set out in the Councils Business Plan 2019-2024.
8. The proposed Corporate Asset Plan is reproduced at **Appendix A** to the report.
9. The supporting Asset Management Action Plan for the financial year 2020/2021 is attached, for information, at **Appendix B** and sets out the proposed activity under each of the six priority areas identified in section 5 above. This will be continually monitored by the established Investment Selection Team, which has day to day oversight of asset management issues, and which is currently reviewing the extent, condition and value of its corporate estate. Reports will be submitted to Cabinet, as necessary, for the approval of specific projects.

OPTIONS

10. The option of not adopting the Corporate Asset Plan is not considered to be appropriate. It seeks to establish a plan to ensure the efficient and effective management of the Council's non-Housing Revenue Account property assets and it is consistent with the aims and priorities identified in the approved Business Plan.

IMPLICATIONS

11. In the writing of this report, taking into account the financial, legal, staffing, risk management, equality and diversity, climate change, community safety and any other key issues, the following implications have been considered:

Policy

12. The Corporate Asset Plan is one of the key resource management strategies of the Council and sets out the Council's priorities in respect of the management of its operational and non-operational property, including an overarching property strategy.
13. Following guidelines issued by the Ministry for Housing, Communities and Local Government (MHCLG), Councils are expected to review, on an ongoing basis, the retention and management of their property assets and to seek continuous improvement. For this reason, the Corporate Asset Plan and supporting Asset Management Action Plan will be regularly reviewed in order to monitor the progress made in respect of the management of land and property assets.

14. The established Investment Selection Team (IST), identified in the approved Investment Strategy, will provide the regular opportunity to oversee the management of the Council's property assets and to address operational property requirements together with Capital investment priorities. All asset management matters affecting the Council's property are considered by the IST forum which links closely to other key strategic officer groups within the Council. This forum will regularly review action plan progress against the approved Corporate Asset Plan.

Legal

15. There are no specific legal issues in the report, but the Corporate Asset Plan recognises the requirement upon the Council to comply with its statutory obligations as an owner of property.
16. There is a requirement for the Council to maintain and publish an Asset Register in accordance with the Local Government Transparency Code 2015 although the form that register takes is for the Council to decide. It is generally accepted that to maintain such a register using spreadsheets is not now appropriate because of the complexities around Capital Accounting introduced in 2007 and that a proper database system is a necessity. The Council is currently reviewing its corporate arrangements to ensure that the Asset Register holds the relevant information on all Council assets such as address, valuation, size, type of property and reference numbers (including links to the asset information held on the GIS system).

Financial

17. The Corporate Asset Plan outlines the revenue implications and funding requirements for the provision of premises to deliver services to the public and the means of ensuring the Council continues to receive revenue income and capital receipts from the corporate estate. Property is regarded as a key corporate resource for which the Leader of the Council has specific portfolio responsibility.
18. More specifically, the Corporate Asset Plan sets out the strategic framework for the management of the Council's current and future land and property interests to ensure that these will be used to help deliver the Council's Business Plan objectives. The Plan establishes the six priority areas (identified at Section 5) that will guide the allocation of both financial and staff resources in respect to the management of the Council's property portfolio.

Risk

19. By adopting a strategy for the effective management of its property the Council is in a position to ensure that:
 - (i) The provision of property for service delivery is sufficient for the approved service level and that properties are fit for purpose;
 - (ii) The Council continues to receive the required level of income to support the revenue budget;
 - (iii) Properties are regularly assessed in terms of hold/dispose/invest opportunities and those identified for disposal can provide capital receipts to support the approved capital programme.

20. It is also relevant that the identified risks are mitigated in a variety of ways for the Council's property assets:
- (i) A programme of condition surveys will be completed in order to identify current and future repairs. These surveys will inform the annual planned maintenance programme;
 - (ii) Capital programme bids are submitted for a range of works to property to cover health and safety, ongoing maintenance and service enhancement;
 - (iii) Workspace inspections are carried out twice yearly on all operational property;
 - (iv) Biennial assessments of legionella system risks in all of the Council's operational property are commissioned and regular monitoring is undertaken by Building Managers;
 - (v) Annual inspections of identified asbestos in the Council's premises are undertaken.
21. There is a commitment to ensure compliance with the requirement to publish an Asset Register in accordance with the Local Government Transparency Code 2015.

Environmental

22. A key priority for the Corporate Asset Plan is to reduce the environmental impact of the Council's property assets and to identify opportunities to invest to save to meet the Council's 2050 zero-carbon pledge.

Equality Analysis

23. In preparing this report, due consideration has been given to the Council's statutory Equality Duty to eliminate unlawful discrimination, advance equality of opportunity and foster good relations, as set out in Section 149(1) of the Equality Act 2010.
24. It is considered that the activity has no relevance to the Council's statutory equality duty to eliminate unlawful discrimination, advance equality of opportunity and foster good relations. An equality analysis, therefore, is not needed.

Effect on Council Priority Areas

25. The Corporate Asset Plan supports the key priority in the approved Business Plan, "Growing Local Businesses and Economies".

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.

The following documents are relevant to this report:

- Business Plan 2019 - 2014 – Report to Council: 21 February 2019
- An Organisation for a Sustainable Future – Report to Cabinet: 1 May 2019
- Link to the Local Government Transparency Code 2015 which details the requirements for the publication of an asset register, with paragraphs 35 – 37 dealing with local Authority land and paragraph 37 setting out what must be published: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/408386/150227_PUBLICATION_Final_LGTC_2015.pdf

APPENDICES

- A Corporate Asset Plan
- B Asset Management Action Plan: October 2019

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CORPORATE ASSET PLAN

ASSET MANAGEMENT ACTION PLAN
NON HOUSING REVENUE ACCOUNT (HRA)

PRIORITY 1: MANAGE COUNCIL ASSETS STRATEGICALLY AS A CORPORATE RESOURCE AND CONTINUE TO EMBED THE CORPORATE LANDLORD MODEL

Ref.	Action	Lead Responsibility	Target/Review Date
1.1	Complete programme of condition surveys for all corporate and community buildings.	HCDI	Ongoing
1.2	Develop 5-year planned maintenance programme for corporate and community buildings based on condition surveys and identified service priorities.	HCDI	Ongoing
1.3	Continue to support and develop the established Investment Selection Team (IST) to ensure a corporate and robust approach to property-related investment decisions and clear corporate decision making on all property matters.	HCDI	Ongoing
1.4	Review the staffing structure within the Commercial Development & Investment Team to ensure that the workforce is aligned to key service priorities.	CEX	Spring 2020
1.5	Complete programme of workplace inspections, biennial assessments of legionella system risks and inspections of identified asbestos in Council premises.	FM	Ongoing

PRIORITY 2: SUPPORT AND EMPOWER LOCAL PEOPLE BY PROVIDING THE RIGHT PROPERTY IN THE RIGHT PLACE, AT THE RIGHT TIME

Ref.	Action	Lead Responsibility	Target/Review Date
2.1	Specify, procure and manage the construction contract for new community building at Northstowe (Phase 1).	HCDI/HNB	Autumn 2021
2.2	Specify, procure and manage the new construction contract for the new Civic Hub at Northstowe (Phase 2), incorporating medical provision and community space.	HCDI/HNB	Autumn 2022
2.3	Work with stakeholders to support the regeneration of a local centre at Cottenham to provide affordable housing, medical facilities and employment opportunities.	HCDI	Winter 2021
2.4	Update/Develop the Community Asset Transfer Policy to ensure that it reflects best practice and the revised senior management structure (when determined).	DHLP	Spring 2020

PRIORITY 3: PROVIDE VALUE FOR MONEY AND SECURE EFFICIENCIES FOR THE FUTURE FROM THE PROPERTY PORTFOLIO

Ref.	Action	Lead Responsibility	Target/Review Date
3.1	To support the implementation of Agile working to reduce office requirement within South Cambridgeshire Hall.	HRM	Ongoing
3.2	To establish meaningful set of KPIs and continue to measure performance and efficiency of property assets.	CPM	Ongoing
3.3	To actively challenge service area use of property assets in order to ensure that utilisation of property assets is maximised.	HCDI	Ongoing
3.4	To continue to monitor and coordinate the property disposals programme to ensure that capital receipts targets are met.	HCDI	Ongoing
3.5	To organise/complete annual programme of asset valuations.	HCDI	Ongoing
3.6	To review each asset within the investment portfolio alongside annual asset valuations to ensure that performance is maximised, and under-performance is addressed. To consider in terms of hold/dispose/invest.	HCDI	Annual

PRIORITY 4: SUPPORT ECONOMIC GROWTH AND REGENERATION BY SUPPORTING AND RESPONDING TO LOCAL BUSINESS NEEDS

Ref.	Action	Lead Responsibility	Target/Review Date
4.1	To identify and implement development opportunities from allocated resources	HCDI	Ongoing
4.2	The promotion and appraisal of investment potential of a Local Centre and Enterprise Zone at Northstowe comprising a mix of retail, commercial and community facilities consistent with Business Plan priorities. This would ensure a holistic approach to local needs, investment economies of scale and enhanced public realm.	HCDI	Ongoing
4.3	To appraise and determine the optimum regeneration scheme for the proposed local centre at Cottenham, targeted to include affordable housing, medical facilities and employment opportunities (see 2.3 above).	HCDI	Ongoing
4.4	The appraisal, design and potential provision of a new business incubator space on the ground floor of South Cambridgeshire Hall in line with Business Plan economic development and business support objectives, principles of asset management rationalisation and the realisation of income generation ambitions.	HCDI/FM	Ongoing

PRIORITY 5: WORK EFFECTIVELY WITH PARTNERS TO MAXIMISE SHARING AND DELIVERY OPPORTUNITIES

Ref.	Action	Lead Responsibility	Target/Review Date
5.1	To work with the Council's established Housing Company, Ermine Street Housing, to increase the stock of private rented accommodation.	HCDI	Ongoing
5.2	To continue to identify the pipeline of sites for the potential development of HRA Council Housing, or for delivery by Ermine Street Housing, or as potential Investment Partnership opportunities in line with the approved Investment Strategy.	HCDI/HNB	Ongoing
5.3	To develop strategic partnerships (including potential joint venture opportunities) to increase the capacity of the Council to deliver against Council investment objectives and achieve value for money.	HCDI	Ongoing
5.4	To aggressively pursue grant opportunities to enable investment in the Council property assets.	HCDI	Ongoing

PRIORITY 6: REDUCE THE ENVIRONMENTAL IMPACT OF THE PROPERTY ESTATE THROUGH INITIATIVES SUCH AS ENERGY REDUCTION/EFFICIENCIES

Ref.	Action	Lead Responsibility	Target/Review Date
6.1	To continue to support the delivery of the Council's Carbon Action Programme through investment opportunities that will help to reduce CO ₂ emissions.	HCDI/CPM	Ongoing
6.2	To undertake green energy investment at South Cambridgeshire Hall, in line with the 2019-2024 Business Plan priority 'Being Green to our Core', comprising the following specific energy efficiency and renewable generation initiatives: <ul style="list-style-type: none"> • Solar Canopies in the carpark; • Ground Source Heat Pump; • Upgrade of internal lighting to LED; • Replacement of existing Building Management System (currently unsupported); • Installation of Electric Vehicle Charging Points; • Air Handling Unit fan upgrade; • Chiller modifications/enhancements. 	HCDI/CPM/FM	March 2021

6.3	To review the Energy Performance Certificates (EPCs) for the Investment portfolio to identify properties falling below the Minimum Energy Efficiency Standards. Implement investment programme to bring those properties above the threshold.	HCDI	Ongoing
6.4	To review the energy performance of operational estate to identify opportunities for improving performance and opportunities for introduction of renewable energy sources.	HCDI	Ongoing

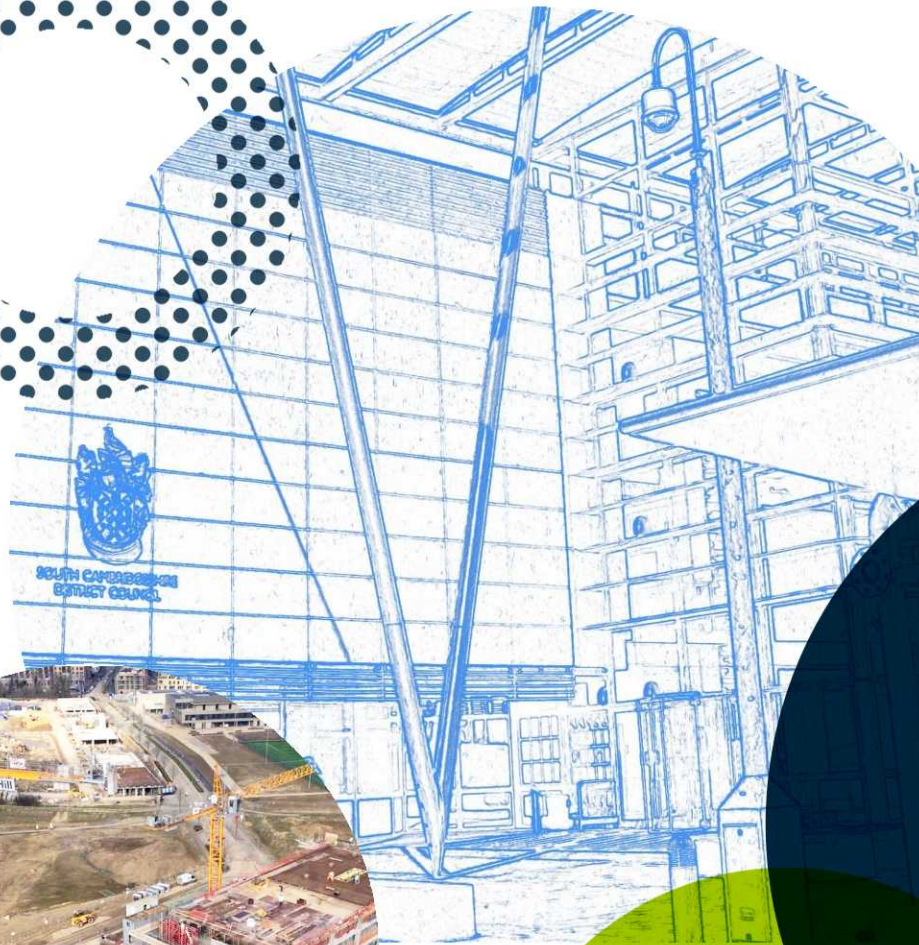
KEY

CEX: Chief Executive
HCDI: Head of Commercial Development & Investment
DHLP: Deputy Head of Legal Practice
HNB: Head of New Build
CPM: Corporate Programme Manager
HRM: Human Resources Manager
FM: Facilities Manager

DATE OF CURRENT VERSION: October 2019



South
Cambridgeshire
District Council



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**SOUTH CAMBRIDGESHIRE
DISTRICT COUNCIL**

CORPORATE ASSET PLAN

2020-2024

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FOREWORD

Like all public services, South Cambridgeshire District Council faces significant economic challenges in uncertain times, so it is imperative that land and property assets are used to support our Business Plan ambition for the District to be a place to grow. The proactive management of resources – including our land and property – is essential and this Corporate Asset Plan clearly sets out how this will be achieved.

Alongside other corporate plans and strategies, the Corporate Asset Plan (CAP) sets out 6 clear priorities to ensure that the Council acts as a responsible landlord, landowner and partner dedicated to ensuring public services are delivered efficiently and effectively. There is a commitment to working with our partners to exploit opportunities to share premises and reduce costs to the tax payer, and this Plan provides the necessary framework for delivering effective asset and estate management.

Of key importance is how the CAP assists our Economic Growth Strategy to realise economic development and regeneration opportunities, thereby creating wealth and place-shaping opportunities throughout the District.

As a responsible landlord the Council is committed to reducing the environmental impact of its estate and the Plan shows how we will be building on carbon-reduction investment opportunities to ensure our commercial premises and council buildings continue to meet stringent environmental legislation.

Overall our aim is to provide value for money services at the right time, from the right property, in the right location and this Plan and its associated action plan will ensure that we continue to focus on excellent service delivery to the District's residents, visitors and businesses in the District, contributing towards South Cambridgeshire becoming the place to grow.



Bridget Smith

Bridget Smith

Leader of the Council

Our vision is to:

“ Create an efficient, fit for purpose and sustainable estate to deliver better-integrated public services across South Cambridgeshire District, to support business and enable economic growth. In short, we will ensure that our property assets actively contribute towards the Council’s ambition of South Cambridgeshire becoming the place to grow. ”



OUR APPROACH

‘Strategic Property Asset Management is the process which aligns business and property asset strategies, ensuring the optimisation of an organisation’s property assets in a way which best supports its key business goals and objectives’

RICS Public Sector Asset Management Guidelines 2nd Edition

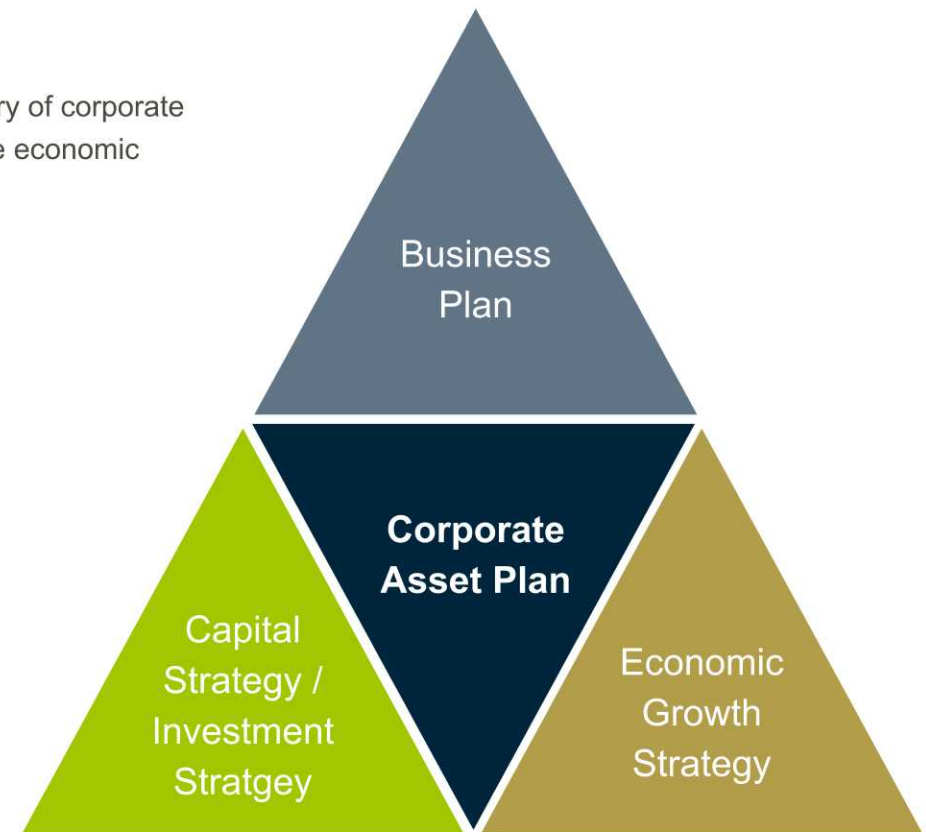
The use and management of the authority’s assets can play a key role in the delivery of corporate and local priorities, as well as shape and influence the quality of life and sustainable economic growth for local people and businesses.

Our Corporate Asset Plan (CAP) priorities are driven by the Council’s key goals set out in the Business Plan 2019-24, which are:

To help business to grow

- Being Green to our core
- Building homes that are truly affordable
- Putting our customers at the centre of everything we do.

The CAP will work alongside other Council plans and strategies to deliver these goals, in particular the Economic Growth Strategy 2020-2024, the Housing Revenue Account Asset Management Plan and the Investment Strategy.



OUR PRIORITIES



Manage our assets strategically as a corporate resource and continue to embed the Corporate Landlord model



Support and empower local people by providing the right property, in the right place, at the right time



Provide value for money and secure efficiencies for the future



Support economic growth and regeneration by supporting and responding to local business needs



Work effectively with partners to maximise sharing and delivery opportunities



Reduce the environmental impact of our estate through initiatives such as energy reduction/efficiencies

PURPOSE AND AIMS

Purpose

The overriding objective of the CAP is to ensure that the Council's use of property assets will support the redesign and delivery of service priorities. The CAP provides an overarching document, underpinned by an action plan and a number of property related policies and strategies that together will work to ensure the vision becomes reality.

Our Aims

The CAP and associated plans, strategies and policies set out the ways in which the Council will improve the quality and flexibility of the portfolio.

Property is a key resource and there is a real commitment to ensure that it is fit for purpose.

Our portfolio will be:

Able to support and contribute to service delivery

Commercially effective to realise a financial return

Accessible for customers and staff

- Well-designed
- Efficient financially and environmentally
- Flexible and fully optimised
- Well-maintained

We will achieve this by:

- Working with services and partners to understand their needs
- Improving, releasing, adapting or replacing properties to meet our evolving needs
- Challenging services and partners to demonstrate their needs, adopt modern and flexible working practices and meet the corporate accommodation standards
- Ensuring our actions are consistent with council policy and governance arrangements

OUR ASSETS

An expanding commercial property portfolio to support business needs



140 Cambridge Science Park

Page 90



Over **30ha**
of Woodland,
parks and
amenity land



Milton Country Park Visitor Centre



Council Building: Completed in 2004

Well maintained operational property includes two smaller “hub” offices in local villages



£2.1m

funding allocation to support renewable projects

OUR ASSETS



over £150,000



Annual maintenance spend on buildings used for service delivery

Target planned to reactive maintenance ratio:

75%

25%



A commitment to increase commercial rental income

Target

100%

occupancy in commercial property



Investment in Local Centres



2050

zero-carbon pledge

reduce CO₂ emissions on corporate estate



180

Smaller parcels of land complete the land and building assets

OUR PRIORITIES

Aims

Manage our assets strategically as a corporate resource

Support and empower local people

Provide value for money and secure efficiencies

Objectives

To plan and manage property as a strategic resource for the benefit of the people of South Cambridgeshire.

To provide the right property, fit for purpose, in the right place, to meet current service needs and plan for the future.

To manage and maintain property effectively and efficiently together with optimising commercial opportunities.

Strategies

- Consolidate the Corporate Landlord model
- Continue to develop sound and effective corporate asset management planning
- Clear corporate decision making on all property matters
- Property budgets managed centrally to prioritise investment needs
- Property is integrated with other resources
- Ensure that property information is accurate, current, comprehensible and readily available
- Capital projects are managed effectively and efficiently to support Council goals
- Forward planning is targeted at delivering the Council's ambitions

- Ensure property is suitable and sufficient for service delivery
- Ensure that property is flexible and is planned to respond to future needs
- Ensure that property is secure, safe to use and fulfills statutory requirements
- Proactively work with services to understand their longer term requirements in order to plan for the future
- Work with Parish Councils and community organisations to build capacity and optimise the use of assets where beneficial to do so
- Where appropriate, to support the transfer of assets in line with the Community Asset Transfer Policy

- Ensure that property is suitably managed within budget constraints
- Continuously challenge the use of assets including disposals where appropriate
- Seek efficiencies in occupancy and utilisation particularly through the introduction of Agile Working
- Challenge the cost of property activities to help drive performance management
- Proactively manage and enhance the Council's investment portfolio in order to maximise income
- Regularly monitor the performance of the Council's assets through KPIs
- Identify surplus assets available for development or re-investment

OUR PRIORITIES

Support economic growth and regeneration

Work effectively with partners to maximise sharing and delivery opportunities

Reduce environmental impact

To use land and buildings to stimulate growth and development together with supporting local business needs and encouraging new business into the area.

To promote joint working in order to achieve service delivery benefits and secure efficiencies.

To reduce the environmental impact of our estate and contribute towards meeting the objectives of South Cambridgeshire's Carbon Reduction Targets.

- Use key assets to support the delivery of the Economic Growth Strategy. Use investment to create local employment and training opportunities and actively promote the use of apprenticeships
- Manage the commercial portfolio, effectively balancing regeneration needs, job creation and income generation
- Identify and deliver new development from allocated resources
- Support the delivery of programmes to bring forward the creation and regeneration of key local centres and edge of local centre sites
- Release land for housing development to contribute towards meeting housing targets within the District

- Work with other agencies to promote co-location and joint service delivery
- Work with the Council's housing company to bring forward viable housing developments
- Actively seek to share our own buildings with key partners and if possible provide incubator space for new businesses in Council premises.
- Seek out joint venture and partnership arrangements to enhance our capacity to deliver
- Support our communities and partners engaged in delivering services on our behalf
- Develop strategic partnering to create a mixed economy of in-house and external provision to ensure value for money

- Ensure that property is as sustainable as possible in design, construction, operation and maintenance
- Reduce energy and water consumption and CO₂ emissions
- Using renewable energy solutions where viable
- Minimise waste
- Actively support and meet the targets set out in Council's Carbon Management Action Plan
- Implement policies to ensure environmental aspects are covered in all projects and maintenance programmes
- Proactively invest in our commercial estate to ensure that it meets the Minimum Energy Efficiency Standards and remains lettable

**For further information or
to contact us, please visit:**



www.scambs.gov.uk



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@SouthCambs

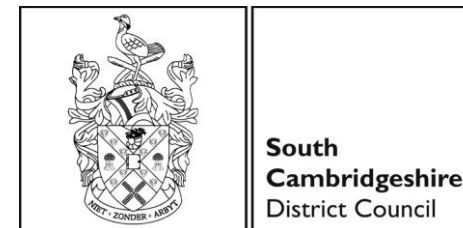
Scrutiny and Overview Committee Work Programme 2019/20

Meeting date	Potential Agenda item (subject to prioritisation by Chairman and Vice Chairman)
Every meeting	Selected Key Decision items prior to Cabinet Selected Non-Key Decision items prior to Cabinet Work programme Feedback from task and finish groups
September 2019	Items scheduled for October Cabinet Decision: <ul style="list-style-type: none"> • Investment Strategy • Revenue Budget Trends (Key) • 2018/19 Provisional Outturn reports (Key) for: <ul style="list-style-type: none"> ○ General Fund Budget, ○ Capital Budget, ○ Housing Revenue Account (Key)
October 2019	Items scheduled for November Cabinet decision: <ul style="list-style-type: none"> • Investment Partnerships Members agreements (Key) • Economic Growth Strategy (Key) • Shared Services Update (Key) • Medium Term Financial Strategy (Key) • Reserves and Provisions (Key) • Treasury Management Annual Report (Key) • Fees and Charges (Key) • Greater Cambridge Local Plan Issues and Options (Key) • Greater Cambridge Economic Action Plan (Key)
November 2019	Items scheduled for December Cabinet Decision: <ul style="list-style-type: none"> • Q2 Performance Report (Non-Key) • Revenue Budget Trends (Q2) (Key)

	<ul style="list-style-type: none"> • Irrecoverable Debt (Key)
December 2019	<p>Items scheduled for January Cabinet Decision:</p> <ul style="list-style-type: none"> • Community Lifelines (Non-Key) • Council Tax Arrangements 2020/2021: Schedule of Precept Dates (Key), Proposed Council Tax Base (Key), Proposed Council Tax Reduction Scheme (Key) • Collection Fund – Estimated Council Tax Surplus (Key) • Capital Strategy (Key) • North East Cambridge Area Action Plan – Draft Plan for Consultation (Key) • NECAAP draft plan
January 2020	<p>Items scheduled for February Cabinet Decision:</p> <ul style="list-style-type: none"> • General Fund Budget 2020/21 (Key) • HRA Budget 2020/2021 (Key) • Treasury Management Arrangements (Key) • Asset Management Plan (Key)
February 2020	<p>Items scheduled for March Cabinet Decision:</p> <ul style="list-style-type: none"> • Revenue Budget Trends (Key) • Q3 Performance Report (Non-Key) • Resident Involvement Strategy (Key)
March 2020	<p>Items scheduled for April Cabinet Decision:</p> <ul style="list-style-type: none"> • Consultation on draft Biodiversity Supplementary Planning Document (SPD) (Non-Key)

NOTICE OF KEY AND NON KEY DECISIONS

To be taken under the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 from September 2019



Notice is hereby given of:

- Key decisions that will be taken by Cabinet, individual Portfolio Holders or Officers
- Confidential or exempt executive decisions that will be taken in a meeting from which the public will be excluded (for whole or part)

A Key Decision is a decision, which is likely:

(1) (a) to result in the authority 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

(b) to be significant in terms of its effects on communities living or working in an area comprising two or more wards

(2) On 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).

A notice / agenda, together with reports and supporting documents for each meeting will be published at least five working days before the date of the meeting. In order to enquire about the availability of documents and subject to any restriction on their disclosure, copies may be requested from Democratic Services, South Cambridgeshire District Council, South Cambridgeshire Hall, Cambourne Business Park, Cambourne, Cambridge, CB23 6EA. Agenda and documents may be accessed electronically at www.scambs.gov.uk

Formal notice is hereby given under the above Regulations that, where indicated (in column 4), part of the meetings listed in this notice may be held in private because the agenda and reports for the meeting will contain confidential or exempt information under Part 1 of Schedule 12A to the Local Government (Access to Information) Act 1985 (as amended) and that the public interest in withholding the information outweighs the public interest in disclosing it. See overleaf for the relevant paragraphs.

*If you have any queries relating to this Notice, please contact
Victoria Wallace on 01954 713026 or by e-mailing Victoria.Wallace@scambs.gov.uk*

**Paragraphs of Part 1 of Schedule 12A to the Local Government (Access to Information) Act 1985 (as amended)
(Reason for a report to be considered in private)**

1. Information relating to any individual
2. Information which is likely to reveal the identity of an individual
3. Information relating to the financial or business affairs of any particular person (including the authority holding that information)
4. Information relating to any consultations or negotiations, or contemplated consultations or negotiations, in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under, the authority
5. Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings
6. Information which reveals that the authority proposes:
 - (a) to give under any enactment a notice under or by virtue of which requirements are imposed on a person; or
 - (b) to make an Order or Direction under any enactment
7. Information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime

The Decision Makers referred to in this document are as follows:

Cabinet

Councillor Bridget Smith

Councillor Aidan Van der Weyer

Councillor Neil Gough

Councillor Bill Handley

Councillor Tumi Hawkins

Councillor Hazel Smith

Councillor Philippa Hart

Councillor John Williams

Leader of the Council

Deputy Leader (Statutory)

Deputy Leader (Non-Statutory)

Environmental Services and Licensing

Planning

Housing

Customer Services and Business Improvement

Finance

Key and non-key decisions expected to be made from September 2019

Decision to be made	Description of Decision	Decision Maker	Date of Meeting	Reason for Report to be considered in Private	Portfolio Holder and Contact Officer	Documents submitted to the decision maker
Motions referred from Council Non-Key	To note that four Motions have been referred from Council to Cabinet and to determine next steps	Cabinet	04 September 2019		Cabinet Kathrin John, Democratic Services Team Leader	Report (publication expected 27 August 2019)
Quarterly Performance Report (Quarter 1) Non-Key		Cabinet	04 September 2019		Lead Cabinet member for Finance	Report (publication expected 27 August 2019)
Local Transport Plan Non-Key	To agree the Council's response to the Local Transport Plan consultation prepared by the Combined Authority.	Cabinet	04 September 2019		Deputy Leader of the Council Joint Director for Planning and Economic Development	Report (publication expected 27 August 2019)
Options around maternity, premature birth and neo-natal leave Key	To recommend the introduction of a premature birth and neo-natal policy for the council. This would be applied to all employees, supporting them if they have a child	Cabinet	04 September 2019		Interim Corporate Director	Report (publication expected 27 August 2019)

Key and non-key decisions expected to be made from September 2019

Decision to be made	Description of Decision	Decision Maker	Date of Meeting	Reason for Report to be considered in Private	Portfolio Holder and Contact Officer	Documents submitted to the decision maker
	born prematurely which requires and extended stay in hospital.					
Investment Strategy Key Page 100	To consider amendments to the Investment Strategy	Cabinet Council	02 October September 2019 28 November 2019		Lead Cabinet Member for Finance Trevor Roff, Interim Director of Finance David Ousby, Head of Commercial Development & Investment	Report (publication expected 24 September 2019) Report (publication expected 20 November 2019)
Potential Property Investment Decision Key		Cabinet	02 October 2019	Part or all of the report may be exempt by virtue of paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972	Leader of the Council Trevor Roff, Interim Director of Finance	
Councillor appointment to A505 Royston and Granta Park Strategic Growth and Transport Study Steering		Cabinet	02 October 2019		Leader of the Council David Roberts Principal Planning Policy Officer	Report (publication expected 24 September 2019)

Key and non-key decisions expected to be made from September 2019

Decision to be made	Description of Decision	Decision Maker	Date of Meeting	Reason for Report to be considered in Private	Portfolio Holder and Contact Officer	Documents submitted to the decision maker
Group Non Key						
Corporate Asset Plan 2020-24 Key	To consider the adoption of a Corporate Asset Plan for non-Housing Revenue Account Assets	Cabinet	02 October 2019		Leader of the Council Interim Director of Finance	Report (publication expected 24 September 2019)
Service Transformation: Savings Proposals Key	To consider savings proposals for the next four year period for consultation.	Cabinet Cabinet	02 October 2019 06 November 2019		Lead Cabinet member for Finance Trevor Roff, Interim Director of Finance	Report (publication expected 24 September 2019) Report (publication expected 29 October 2019)
Housing Revenue Account (HRA) Provisional Outturn 2018/19 Key	To receive the HRA Outturn for the financial year 2018/19.	Cabinet	02 October 2019		Lead Cabinet member for Finance Peter Maddock, Head of Finance	Report (publication expected 24 September 2019)
Bourn Airfield draft Supplementary Planning Document (SPD) Key	Consideration of the outcome of public consultation and possible modifications and SPD adoption	Cabinet	02 October 2019		Deputy Leader of the Council David Roberts, Principal Planning Officer	Report (publication expected 24 September 2019)

Key and non-key decisions expected to be made from September 2019

Decision to be made	Description of Decision	Decision Maker	Date of Meeting	Reason for Report to be considered in Private	Portfolio Holder and Contact Officer	Documents submitted to the decision maker
General Fund Budget Provisional Outturn 2018/19 Key	To receive the General Fund Budget Outturn for the financial year 2018/19.	Cabinet	02 October 2019		Lead Cabinet member for Finance Peter Maddock, Head of Finance	Report (publication expected 24 September 2019)
Capital Budget Provisional Outturn 2018/2019 Key	To receive the Capital Budget Outturn for the financial year 2018/19.	Cabinet	02 October 2019		Lead Cabinet member for Finance Peter Maddock, Head of Finance	Report (publication expected 24 September 2019)
Revenue Budget Monitoring Key	To consider the latest trends in respect of the 2019/20 revenue budget (Q2) and emerging budget issues.	Cabinet	06 November 2019		Lead Cabinet member for Finance Trevor Roff, Interim Director of Finance	Report (publication expected 24 September 2019)
Economic Growth Strategy Key	To consider and adopt the Economic Growth Strategy 2020-2024	Cabinet	06 November 2019		Leader of Council Stephen Kelly, Joint Director of Planning & Economic Development	Report (publication expected 29 October 2019)
Investment	To consider	Cabinet	06 November 2019	Part or all of the	Leader of Council	Report (publication

Key and non-key decisions expected to be made from September 2019

Decision to be made	Description of Decision	Decision Maker	Date of Meeting	Reason for Report to be considered in Private	Portfolio Holder and Contact Officer	Documents submitted to the decision maker
Partnerships - Members Agreements Key	membership agreements with framework suppliers.			report may be exempt by virtue of paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972	Trevor Roff, Interim Director of Finance David Ousby, Head of Commercial Development & Investment	expected 29 October 2019)
Greater Cambridge Local Plan Issues and Options Key	To agree to consult on the Greater Cambridge Local Plan Issues & Options consultation report, including its contents and issue for public consultation. The consultation will mark the first formal stage in developing the local plan.	Cabinet	06 November 2019		Lead Cabinet Member for Planning Stephen Kelly, Joint Director of Planning and Economic Development	Report (publication expected 29 October 2019)
Greater Cambridge Economic Action Plan -Key		Cabinet	06 November 2019		Deputy Leader of the Council Caroline Hunt, Planning Policy Manager	Report (publication expected 29 October 2019)

Key and non-key decisions expected to be made from September 2019

Decision to be made	Description of Decision	Decision Maker	Date of Meeting	Reason for Report to be considered in Private	Portfolio Holder and Contact Officer	Documents submitted to the decision maker
Capital Programme Update and New Bids Key	To consider the performance of the Council's Capital Programme during 2018/19 and to consider new capital scheme bids	Cabinet	06 November 2019		Lead Cabinet member for Finance Trevor Roff, Interim Director of Finance	Report (publication expected 29 October 2019)
Medium Term Financial Strategy Key	To consider the Council's Medium Term Financial Strategy.	Cabinet Cabinet	06 November 2019 05 February 2020		Lead Cabinet member for Finance Trevor Roff, Interim Director of Finance	Report (publication expected 29 October 2019) Report (publication expected 28 January 2020)
Reserves and Provisions Key	To review the level of Reserves and Provisions.	Cabinet	06 November 2019		Lead Cabinet member for Finance Trevor Roff, Interim Director of Finance	Report (publication expected 29 October 2019)
Treasury Management Annual Report Key	To receive the annual report on Treasury Management for 2018/19.	Cabinet	06 November 2019		Lead Cabinet member for Finance Trevor Roff, Interim Director of Finance	Report (publication expected 29 October 2019)
Fees and Charges Key	To consider the Council's non-regulatory fees and	Cabinet	06 November 2019		Lead Cabinet member for Finance	Report (publication expected 29 October 2019)

Key and non-key decisions expected to be made from September 2019

Decision to be made	Description of Decision	Decision Maker	Date of Meeting	Reason for Report to be considered in Private	Portfolio Holder and Contact Officer	Documents submitted to the decision maker
	charges from January to April 2020.				Trevor Roff, Interim Director of Finance	
Potential Property Investment Decision Key		Cabinet	06 November 2019	Part or all of the report may be exempt by virtue of paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972	Leader of the Council Trevor Roff, Interim Director of Finance	
Quarterly Performance Report (Quarter 2) Non-Key		Cabinet	04 December 2019		Lead Cabinet member for Customer Service and Business Improvement, Lead Cabinet member for Finance	Report (publication expected 26 November 2019)
Revenue Budget Trends (Quarter 2) Key	To consider the latest trends in respect of the 2019/20 revenue budget (Q2) and emerging budget issues.	Cabinet	04 December 2019		Lead Cabinet member for Finance Trevor Roff, Interim Director of Finance	Report (publication expected 26 November 2019)

Key and non-key decisions expected to be made from September 2019

Decision to be made	Description of Decision	Decision Maker	Date of Meeting	Reason for Report to be considered in Private	Portfolio Holder and Contact Officer	Documents submitted to the decision maker
Potential Property Investment Decision Key		Cabinet	04 December 2019	Part or all of the report may be exempt by virtue of paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972	Leader of the Council Trevor Roff, Interim Director of Finance	
Community Lifelines Non-Key	To seek approval to proceed with a joint model for the community lifeline service. Work is underway with County and City Councils to establish whether it would be beneficial to combine the South Cambs and City Lifeline services with the County Council's, to enable a single point of access for these services.	Cabinet	08 January 2020	Part or all of the report may be exempt by virtue of paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972	Lead Cabinet Member for Housing Susan Carter, Head of Housing Advice and Options	Report (publication expected 23 December 2019)
North East Cambridge Area Action Plan – Draft	To approve the draft Plan report for public consultation.	Cabinet	08 January 2019		Deputy Leader of the Council	Report (publication expected 23 December 2019)

Key and non-key decisions expected to be made from September 2019

Decision to be made	Description of Decision	Decision Maker	Date of Meeting	Reason for Report to be considered in Private	Portfolio Holder and Contact Officer	Documents submitted to the decision maker
Plan for consultation Key	This is a joint AAP with Cambridge City Council for North East Cambridge. The issues and options consultation took place in Sprint 2019. The draft plan report will outline the Councils' proposed planning policy framework for the development of the area.				Julian Sykes, Urban Extensions Project Manager	
Council Tax Arrangements 2020/2021: Schedule of Precept Dates Key	To determine precept dates for all precepting bodies.	Executive Director			Lead Cabinet member for Finance Trevor Roff, Interim Director of Finance	Report
Council Tax Arrangements 2020/2021: Proposed Council Tax base Key	To set out the proposed Tax base for the financial year 2020/2021 in accordance with the requirements of the Local Government Finance Act 1992.	Cabinet	08 January 2020		Lead Cabinet member for Finance Trevor Roff, Interim Director of Finance	Report (publication expected 23 December 2019)

Key and non-key decisions expected to be made from September 2019

Decision to be made	Description of Decision	Decision Maker	Date of Meeting	Reason for Report to be considered in Private	Portfolio Holder and Contact Officer	Documents submitted to the decision maker
Council Tax Arrangements 2020/2021: Proposed Council Tax Reduction Scheme Key	To consider revisions to the Council Tax Reduction Scheme.	Cabinet	08 January 2020		Lead Cabinet member for Finance Trevor Roff, Interim Director of Finance	Report (publication expected 23 December 2019)
Collection Fund - Estimated Council Tax Surplus Key	To determine the estimated Collection Fund surplus as at 31 March 2020.	Cabinet	08 January 2020		Lead Cabinet member for Finance Trevor Roff, Interim Director of Finance	Report (publication expected 23 December 2019)
Capital Strategy Key	To undertake the annual review of the Council's Capital Strategy.	Cabinet	08 January 2020		Lead Cabinet member for Finance Trevor Roff, Interim Director of Finance	Report (publication expected 23 December 2019)
Potential Property Investment Decision Key		Cabinet	08 January 2020	Part or all of the report may be exempt by virtue of paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972	Leader of the Council Trevor Roff, Interim Director of Finance	

Key and non-key decisions expected to be made from September 2019

Decision to be made	Description of Decision	Decision Maker	Date of Meeting	Reason for Report to be considered in Private	Portfolio Holder and Contact Officer	Documents submitted to the decision maker
Capital Investment Programme Key	To determine, for recommendation to Council, the Council's Capital Programme for 2020/2021, 2021/2022 and 2022/2023 together with the Council's proposed Prudential Indicators.	Cabinet	05 February 2020		Lead Cabinet member for Finance Trevor Roff, Interim Director of Finance	Report (publication expected 28 January 2020)
General Fund Budget 2020/2021 Key	To consider the General Fund Budget for 2020/2021 and to recommend the Budget to Council.	Cabinet	05 February 2020		Lead Cabinet member for Finance Trevor Roff, Interim Director of Finance	Report (publication expected 28 January 2020)
Housing Revenue Account (HRA) Budget 2020/2021 Key	To consider the Housing Revenue Account Budget for 2020/2021 and to recommend the Budget to Council.	Cabinet	05 February 2020		Lead Cabinet member for Finance Trevor Roff, Interim Director of Finance	Report (publication expected 28 January 2020)
Treasury Management Arrangements Key	To review Treasury Management Operations, Treasury Management	Cabinet	05 February 2020		Lead Cabinet member for Finance Trevor Roff, Interim Director of Finance	Report (publication expected 28 January 2020)

Key and non-key decisions expected to be made from September 2019

Decision to be made	Description of Decision	Decision Maker	Date of Meeting	Reason for Report to be considered in Private	Portfolio Holder and Contact Officer	Documents submitted to the decision maker
	Strategy and Treasury Management Practices.					
Potential Property Investment Decision Key Page 110		Cabinet	05 February 2020	Part or all of the report may be exempt by virtue of paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972	Leader of the Council Trevor Roff, Interim Director of Finance	
Shared Services: Update Key	To consider an extension of the original Shared Services Agreement for Legal, Building Control and ICT services beyond the expiry date of 30 September 2020.	Cabinet	04 March 2020		Lead Cabinet member for Customer Service and Business Improvement Trevor Roff, Interim Director of Finance	Report (publication expected 29 October 2019)
Revenue Budget Monitoring Key	To consider the latest trends in respect of the 2019/2020 revenue budget (Q3) and	Cabinet	04 March 2020		Lead Cabinet member for Finance Trevor Roff, Interim Director of Finance	Report (publication expected 25 February 2020)

Key and non-key decisions expected to be made from September 2019

Decision to be made	Description of Decision	Decision Maker	Date of Meeting	Reason for Report to be considered in Private	Portfolio Holder and Contact Officer	Documents submitted to the decision maker
	emerging budget issues.					
Quarterly Performance Report (Quarter 3) Non-Key		Cabinet	04 March 2020		Lead Cabinet member for Customer Service and Business Improvement, Lead Cabinet member for Finance	Report (publication expected 25 February 2020)
Resident Involvement Strategy Key	To approve the final Resident Involvement Strategy.	Lead Cabinet member for Housing	04 March 2020		Lead Cabinet member for Housing Peter Moston, Resident Involvement Team Leader	Report (publication expected 25 February 2020)
Review of barriers to procurement from SMEs Non-Key	To review the outcomes of the work undertaken as a result of Cabinet's approval of recommendations from the Scrutiny task and finish group which reviewed the	Cabinet	04 March 2020		Johanna Davies, Economic Development Officer	Report (publication expected 25 February 2020)

Key and non-key decisions expected to be made from September 2019

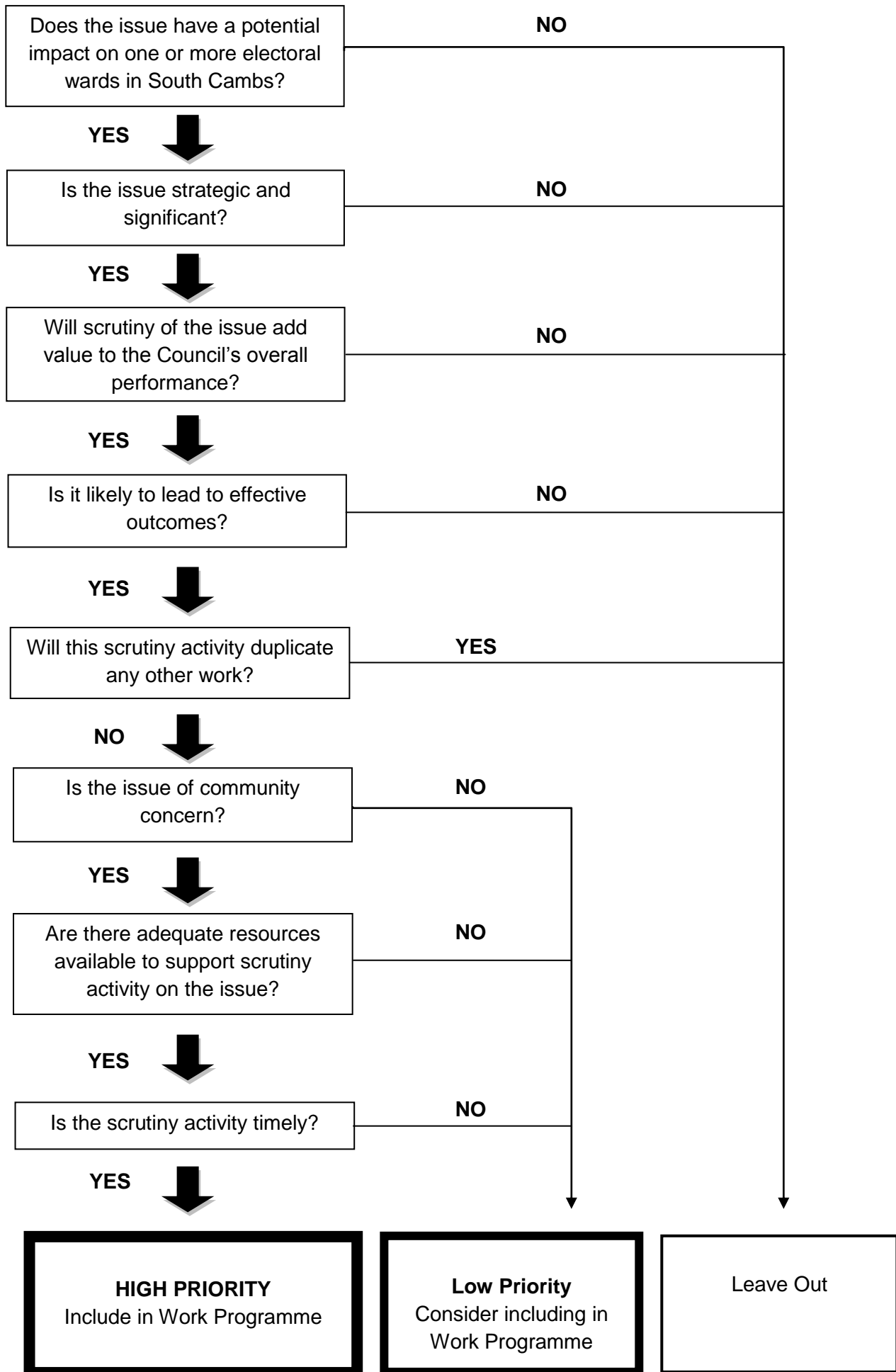
Decision to be made	Description of Decision	Decision Maker	Date of Meeting	Reason for Report to be considered in Private	Portfolio Holder and Contact Officer	Documents submitted to the decision maker
	barriers to procurement from SMEs.					
Potential Property Investment Decision Key		Cabinet	04 March 2020	Part or all of the report may be exempt by virtue of paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972	Leader of the Council Trevor Roff, Interim Director of Finance	
Potential Property Investment Decision Key		Cabinet	01 April 2020	Part or all of the report may be exempt by virtue of paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972	Leader of the Council Trevor Roff, Interim Director of Finance	Report (publication expected 24 March 2020)
Consultation on draft Biodiversity Supplementary Planning Document		Cabinet	01 April 2020		Deputy Leader of the Council Caroline Hunt, Planning Policy Manager	Report (publication expected 24 March 2020)
Potential Property Investment		Cabinet	06 May 2020	Part or all of the report may be	Leader of the Council	

Key and non-key decisions expected to be made from September 2019

Decision to be made	Description of Decision	Decision Maker	Date of Meeting	Reason for Report to be considered in Private	Portfolio Holder and Contact Officer	Documents submitted to the decision maker
Decision Key				exempt by virtue of paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972	Trevor Roff, Interim Director of Finance	
Refreshed New Build Strategy Key	To approve a refreshed New Build Strategy.	Cabinet	Date to be confirmed		Lead Cabinet Member for Housing Mike Hill, Interim Director of Housing	Report (publication date tbc)

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Scrutiny Work Programme Prioritisation Tool



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