

Appendix D Scrutiny and Overview Committee 21 May 2019 summary comments, officer response and consequential proposed changes

Ref	Comment	Officer response	Proposed change to the SPD / for inclusion in SPD consultation document
1	<p>Vehicular accesses:</p> <ul style="list-style-type: none"> • There should be direct access onto A428 and/or eastbound only access • Capacity issues at the Cambourne & Dry Drayton A428 junctions, including with any Greater Cambridge Partnership (GCP) Cambourne to Cambridge scheme option(s) to locate a Park and Ride served by the Dry Drayton junction • Policy refers to there being “at least 2 access points” • Childerley roundabout safety concerns 	<p>There is no policy requirement in the Local Plan 2018 for a new junction directly onto the A428. Transport modelling was prepared as part of the evidence underpinning the Local Plan and no need was identified for a new junction. Transport was given extensive consideration through the Local Plan process, in general terms and specifically in relation to the Bourn Airfield site. The highway authorities (Highways England and Cambridgeshire County Council) were consulted. The Inspector found the plan sound without the need for a new junction.</p> <p>Highways England has advised that there is no strategic need for a new junction and that with the Cambridge to Oxford Expressway elevating the status of the road there will be a presumption against such a new junction.</p> <p>To demonstrate a strategic need for a new junction it would be necessary to meet all of the following tests (in accordance with Circular 02/2013):</p> <ul style="list-style-type: none"> (i) there is a demonstrable benefit to the national economy; (ii) the junction is essential for the delivery of the development; (iii) there is not be a significant impact on safety or network capacity, and (iv) why a new access could not be formed off the local road network where this is feasible. <p>With the ongoing A14 improvement works, there is currently a significant amount of displaced traffic using the A428 and other local routes to avoid</p>	No change

		<p>the roadworks. Once these improvement works are substantially completed traffic should revert back to the A14 alleviating localised congestion and rat running. This factor was identified during the Local Plan process.</p> <p>The developers of Bourn Airfield will be required to submit a Transport Assessment as part of the planning application to demonstrate and mitigate the transport impacts of the development. If highway capacity were identified as an issue through that process, the developers would be expected to provide financial contributions towards any highway improvements necessary for their proposal to be acceptable in transport terms.</p> <p>The separate process being undertaken by GCP to bring forward the high quality public transport route between Cambourne and Cambridge will also have to go through a detailed process that will include consideration of transport impacts.</p> <p>It is also worth noting that the forthcoming A428 Black Cat to Caxton Gibbet improvement scheme will also deliver improvements to the strategic road network, including the Caxton Gibbet junction, during the build-out of Bourn Airfield. Highways England anticipate construction will commence in 2021/22 and be completed by 2025. An improved Caxton Gibbet junction is likely to draw back displaced traffic currently using the Cambourne junction to avoid queueing traffic.</p> <p>Notwithstanding the matter of wider highway impacts, a new junction would have direct implications to the new village at Bourn Airfield:</p> <ul style="list-style-type: none">• A minimum distance of 2km is necessary between junctions to remove the effect of weaving traffic and ensure traffic flow and road safety. The existing Cambourne and Dry Drayton junctions are approximately 4km apart. Therefore any new junction would have to	
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		<p>be located at the midway point. This would mean a location slightly west of centre along the Bourn Airfield site's frontage with the A428, closer to the Broadway than Highfields Road.</p> <ul style="list-style-type: none">• Without consideration of a potential design for the junction it is not possible to quantify the impacts in detail, or the likely timescales to obtain the necessary powers to deliver such a proposal. However a grade separated junction similar to Cambourne would require significant land and may generate additional noise, air quality and visual impacts. These factors would therefore most likely impact the quantum of development and potentially development viability, given that a new junction could cost in the order of £10 million to deliver. New / reconfigured access roads through the new village to the junction would significantly compromise the Vision for Bourn Airfield (in particular giving priority to non-car modes), impact on the alignment of the HQPT route, the juxtaposition of land uses and place making, and the Council's corporate objectives of being green to the core and providing housing which is truly affordable.• The SPD accords with Local Plan Policy SS/7 by providing two accesses into the site, as shown on the Spatial Framework diagram (page 31) and described in Guiding Principle 1 A well connected place, including Spatial Fix A Main Points of Access and Primary Street (see pages 34-38).• It has been suggested that a new junction onto the A428 would be consistent with Local Plan Policy SS/7, which requires at least two accesses into the site. The policy requirement for at least two accesses is reflecting the principle that a strategic site of this scale should not have a single point of access onto the highway network.• Fix A, bullet 2 outlines that there will be enhancement of the existing	
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		<p>junction between St Neots Road and the planning application will need to address the detailed operational requirements of the two accesses, which may require alterations to the Childerley roundabout.</p> <p>The draft SPD is consistent with the Local Plan policy 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. A new junction onto the A428 would be a substantial additional requirement beyond those included within the detailed Local Plan policy and its impacts on the overall delivery of the new settlement in terms of timing and costs would be so fundamental that it would reasonably have been expected to have been considered through the Local Plan process.</p>	
2	<p>Vehicular traffic movements:</p> <ul style="list-style-type: none"> • Rattrunning through Caldecote & other villages • Queuing traffic into Cambridge • Car generation / modelling • Some traffic headed in the St Neots direction • Net zero carbon / whole picture / solutions 	<p>As outlined in the following section (HQPT / C2C), with the provision of new and improved public transport, cycling and walking infrastructure, the expectation is that there will be a real choice for how to travel in future which will result in some modal shift, including compared with experience at Cambourne.</p> <p>Coupled with the current situation with traffic queuing along certain routes, this may help 'push' some people onto other modes, for example if buses are able to bypass the queues with regular and reliable journeys.</p> <p>Notwithstanding, it is accepted the car is, and will continue to be, the mode of choice for some people and/or for some trips.</p> <p>Once the A14 works are complete, traffic will be drawn back onto the A14 from the surrounding local road network, helping to improve traffic flow particularly around junctions.</p>	

		<p>A lot of focus has been put on movements to Cambridge, but trips are more dispersed. For example, St Neots and Royston are two destinations for people to interconnect to rail. Other major highway schemes, such as the A428 improvement works should help traffic flows to St Neots.</p> <p>The planning application process will be accompanied by a detailed Transport Assessment and is the appropriate place for necessary mitigation and improvement measures to be identified and required, to address both highway issues as well as providing for non-car modes.</p> <p>The SPD also addresses the Council's net zero carbon pledge. In addition to prioritising non-car modes to provide real travel choice, it requires the provision of electric vehicle charging points to enable those that want or need a car to choose electric.</p>	
3	<p>HQPT / Cambourne to Cambridge (C2C)</p> <ul style="list-style-type: none"> • Accessibility within the development to the bus stops • Whether there was realistic potential for modal shift • Delivery & timing of the C2C scheme • Limited destinations served by public transport • Wider bus services 	<p>The alignment of the route through the new village has been given careful consideration by officers, taking into account advice from the Greater Cambridge Partnership (GCP) on the operational requirements of the scheme (and future proofing for the Mayor's CAM proposals), feedback received during the stakeholder, landowner and community workshops and colleagues, including from the Consultancy Team and environmental health.</p> <p>One of the objectives of GCP scheme (and Cambridge Autonomous Metro - CAM) is for the rapid transit of people between Cambridge and Cambourne, and ultimately St Neots in the longer term. To achieve this, GCP has identified an off-road segregated route as best delivering project objectives and aligning with future CAM proposals. This will enable the vehicles to travel at a reasonable speed, unhindered by traffic and thus ensure journey time reliability. Were the route to be located more centrally within the new village, in areas where people are moving around freely (as is the Vision for the new village), this could mean incorporating fencing or hedging to keep people off the route and ensure public safety. Therefore, to avoid the route</p>	No change

		<p>becoming a 'barrier' to wider movement within the new village it is proposed that the route largely follow the northern edge of the site.</p> <p>The proposed northern alignment is also close to the A428 where there are likely to be noise and air quality impacts. A public transport corridor is not as sensitive to these impacts as buildings such as residential or schools. Therefore, the northern alignment makes the best use of the available land within the site, avoiding land take from less sensitive areas better suited to residential and other development.</p> <p>A key consideration for people wanting to use the service is where the stops are located. Two stops are proposed to serve the village centre and the business park / mixed use area in the north east of the site. The latter will also be accessible to residents in Highfields Caldecote, some of whom currently use the bus stop on St Neots Road. Whilst the stops will not be within 800m walking distance to serve the whole development area these two locations are where there will be a higher concentration of footfall, due to the mix of land uses and higher density of development (around the village centre). With an extensive network of walking and cycling routes planned throughout the new village, the stops will be accessible to most residents and, with a better quality public transport service, people are usually prepared to travel further than 800m (10 minutes walk) to access it. It is also worth noting that there are expected to be additional local bus services operating within the wider site.</p> <p>Infrastructure will be provided at the stops, including waiting facilities, cycle parking, real time information, similar to stops on the Guided Busway. There is already evidence people are prepared to cycle and interchange with buses, with cycles being parked at the bus stop on St Neots Road. The stops will be located in mixed-use areas allowing people to undertake multi-purpose trips, for example, stopping at the shops or for something to eat on their way through or to pick up on their way home.</p>	
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		<p>Progress is continuing with the C2C scheme. Following public consultation in spring 2019 on phase 2 (on the link west of Madingley Mulch roundabout to Cambourne, and a new Park & Ride facility) a paper will be presented to the Board in the Autumn 2019 for final decision and to apply for powers to build the scheme. Subject the approvals process, it is anticipated that the scheme will be completed by 2024.</p> <p>In addition, the Combined Authority (CA) is preparing a new Local Transport Plan, which includes a range of transport proposals in the A428 corridor. (A report is being presented to the Board on 29 May for approval to consult.) The C2C scheme will be a first phase of the new CAM proposal.</p> <p>There are a number of other GCP and CA projects considering public transport (and cycling routes) along other radial corridors into Cambridge, orbital routes around the City, measures to manage traffic in the City, and the wider bus services across she county. As a package these should significantly improve the non-car mode offer.</p> <p>The new village is being planned comprehensively to provide for the day to day needs of residents without the need to travel longer distances. Priority is being given to non-car modes within the village and beyond to encourage a healthier lifestyle and more social interaction. With the right environment and changing lifestyles it can encourage less car use.</p> <p>A significant improvement in public transport services together with infrastructure for cycling and walking should provide people in the new village and wider area with a real choice for how travel, and lead to some modal shift.</p>	
4	<p>Rail</p> <ul style="list-style-type: none"> • E-W rail proposes 	<p>Cabinet received a report in March to agree the Council's response to the East West Rail Bedford to Cambridge consultation, which can be viewed:</p>	<p>No change</p>

	<p>new stations, which could include Cambourne</p> <ul style="list-style-type: none"> • Potential link to Addenbrookes / Cambridge Biomedical Campus (new station) • Timing & delivery 	<p>http://moderngov/ielistdocuments.aspx?Cid=293&MID=7364#AI76599</p> <p>The report provides further information on the options consultation and timescales. In broad terms, there will be further consideration and consultation relating to the detailed alignment ahead of a formal Development Consent Order process intended for completion in 2023. EWR Co. aims to open the line by the mid-2020s.</p> <p>Some of the route options included a new station at Cambourne and all options included a connection to the West Anglia Main Line to the south of Cambridge, in order to connect to the proposed Cambridge South station serving Addenbrookes and the Cambridge Biomedical campus.</p> <p>The SPD would not prejudice any future connectivity to the new village.</p>	
5	<p>Inspectors Report / 5 year supply issues</p> <ul style="list-style-type: none"> • Gives opportunity to review proposals in relation to infrastructure – para 90 • Requires early review of Local Plan • 5 year housing land supply / housing delivery test issues 	<p>The Local Plan was found sound on the basis of providing substantial new housing in new settlements, served by new HQPT. After considerable discussion around whether the necessary infrastructure can be provided in a timely manner to serve the new development and on the basis of the evidence, the Inspector concluded there is a reasonable prospect that the new settlements will deliver sustainable development to meet identified needs during the plan period. However, recognising that there was still uncertainty around infrastructure delivery, the Inspector (at paragraph 90) states the early Local Plan review will offer the opportunity to consider progress towards ensuring the requirements of policies can be met, particularly in relation to sustainable transport measures. As outlined above, progress is being made on the C2C and other projects to improve the sustainable transport offer consistent with the timings considered at the Local Plan examination. Planning applications have also been received for both Bourn Airfield and Waterbeach new settlements, with resolution to grant permission for the first phase of Waterbeach new town being secured in May 2019, and transport considerations a key consideration for those</p>	No change

		<p>planning applications.</p> <p>Notwithstanding, work on a new Greater Cambridge Local Plan is at the very early stages, and will take several years to complete (anticipate Submission to Secretary of State for independent Examination (Reg 22) in Summer 2022 and adoption in Summer 2023 (subject to the Examination process)). Until the new Greater Cambridge Local Plan is adopted the current plan is the Development Plan for the district.</p> <p>The Local Plan (together with Cambridge Local Plan in view of the joint housing trajectory endorsed by the Inspector) forms the basis for the Council to demonstrate that it has a five year housing land supply. The Council must also be able to demonstrate that it accords with the new housing delivery test (now being phased in through national planning policy). It is important that the Council delivers housing sites allocated within the plan to meet these requirements. Failure to do so would open the Council to speculative planning applications for development in the villages.</p>	
6	<p>Separation:</p> <ul style="list-style-type: none"> • Eastern boundary with Highfield /Caldecote • Eastern boundary should all be woodland and exclude private gardens to accord with Local Plan Policy SS/7 6b • Western boundary with Cambourne 	<p>Officers advised Scrutiny and Overview Committee, that following a query by a local Member, they had reviewed the draft SPD to ensure it accords with Local Plan Policy SS/7 6b with regards to the landscape buffer provided to the eastern edge of the site and consider amendments to the text and spatial framework diagram are required to provide clarity and ensure consistency.</p> <p>It is proposed to amend the introductory text to Fix F to refer to green edges being provided in accordance with Policy SS/7 6b.</p> <p>Amendments are also proposed to Fix F section 3 relating to the eastern boundary to include the same wording as in Policy SS/7 6b to ensure no ambiguity. Additional text is also proposed to be clear that an extended strategic landscape area is to be created alongside the new and enhanced</p>	<p>Add text to Fix F Introductory section as follows:</p> <p><u>“Green edges will be provided in accordance with Policy SS/7 as follows:”</u></p> <p>Amend the text of Fix F, 3 Eastern Edge to read:</p> <p><u>“Eastern Edge - Provision of a buffer defined by the edge including land within the</u></p>

		<p>woodland, providing further landscape setting to the new village, and ensuring separation from Highfields Caldecote to the east.</p> <p>The last sentence of Fix F section 3 is to be moved to Fix B on page 55, to aid the reader and make clear that this is in reference to the provision of an additional buffer is directly related to the Bucket Hill Plantation County Wildlife Site.</p> <p>The Spatial Framework Diagram shows an extension to the woodland belt along the entire length of the eastern boundary from the edge of the employment site to the Bucket Hill plantation, which is approximately 30m in depth. The local member interpreted Policy SS/7 6b to mean that the strategic landscaping on the eastern boundary would all comprise woodland. However, that was not intended and not necessary to provide effective separation. The Policy says “The strategic landscaping along the eastern boundary of the Strategic Site south of the existing employment area will include a substantial and continuous woodland belt, including land within the Major Development Site”. Officers interpret the policy to refer to the strategic landscaping including land within the Major Development Site, and that the strategic landscaping will include a continuous woodland belt. To avoid any confusion, additional text is proposed to be added to the end of the paragraph to make it clear that the eastern boundary includes strategic landscaping alongside the enhanced woodland belt providing further landscape setting to the new village, and ensuring separation from Highfields Caldecote to the east. An amendment to the Spatial Framework Diagram is also proposed to show strategic landscaping within the Major Development Site area for consistency with the policy.</p> <p>The use of gardens as part of the separation between the new village and Highfields/Caldecote is reasonable given that the gardens lie outside the village framework of Highfields/Caldecote and their length outside the village framework boundary to the Parish boundary is usually between 240 and 270</p>	<p>Major Development Site, to include new and enhanced woodland planting to create a continuous woodland buffer of at least 30m in width to fully screen views between the village and adjacent properties.</p> <p>Provision of an additional 15m buffer from the edge of the existing woodland and Bucket Hill Plantation County Wildlife Site. An additional strategic landscape area is to be created alongside the new and enhanced woodland, providing further landscape setting to the new village, and ensuring separation from Highfields Caldecote to the east.”</p> <p>Relocate existing final sentence to ‘B’ Woodland and Bucket Hill Plantation (page 55). <u>“Provision of an additional 15m buffer from the edge of the existing woodland and Bucket Hill Plantation County Wildlife Site.”</u></p>
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		<p>metres. The width of the strategic landscaping within the Bourn Airfield site beyond the Parish boundary which includes the 30 metre woodland belt being usually another 90 metres in width. These considerations were all placed before the Local Plan Inspectors at the examination hearing into the Bourn Airfield development both by local residents concerned about reliance on local gardens as part of the separation and by officers defending the provisions of the Local Plan. The Inspectors Report which found the plan to be sound with an allocation at Bourn Airfield, including a Modification to the eastern boundary, did not require any further changes to Policy SS/7 in regard to this issue.</p> <p>Members raised concern about the western boundary and the apparent coming together of the built up areas of Cambourne and Bourn Airfield based upon the Spatial Framework Diagram. In this regard it should be noted that the Spatial Framework Diagram (page 31) incorrectly shows the built up area of Cambourne. It includes an area where there is open land, a farm and a single house on the Broadway, which should not be included as they are not part of Cambourne or within its development framework boundary. The map on the SPD front cover shows the correct extent of Cambourne. The Spatial Framework diagram is proposed to be amended accordingly.</p>	<p>Amend treatment of the eastern boundary strategic landscaping to better accord with Local Plan policy SS/7 section 6b.</p> <p>Amend built boundary of Cambourne to follow Local Plan Development Framework Boundary</p>
7	<p>Health –</p> <ul style="list-style-type: none"> • Capacity issues within existing GP surgeries / proposed super surgery? • Social prescribing & CCG proposals • Should refer to Dementia friendly design 	<p>The NHS, as part of their long term plan have encouraged all GP practices to join together to form 'primary care networks' (PCNs) - groups of GP practices, typically covering populations of 30-50,000 providing services together.</p> <p>These Networks will be expected to take a proactive approach to managing population health, assessing the needs of their local population to identify people who would benefit from targeted pro-active support. With a strong emphasis on developing digital services so that within the next five years all patients will have the opportunity to access GP consultations via telephone or online. This will appeal to patients who are generally healthy and require</p>	<p>Amend the SPD to include reference to dementia friendly design, as follows:</p> <p>Add a new bullet point in section 2D inclusive access to read:</p> <p><u>“The incorporation of ‘dementia-friendly’ design principles designed to ease</u></p>

		<p>"one-off" or short term interventions, or who work and don't want to take time off to attend their practice for a routine appointment. Face to face appointments will still be available to people with long term chronic or complex health conditions or people who simply prefer to see a GP.</p> <p>Alongside the PCN, multidisciplinary teams including GPs, pharmacists, district nurses and other allied health professionals will provide "wrap-around" care to patients within their network. The NHS have provided funding for a "Social Prescriber" for each network, to work with people who would benefit from non-medical interventions e.g. physical activity, bereavement counselling or community clubs to address issues such as isolation and loneliness.</p> <p>The deadline for GP practices to confirm which Primary Care Network they will form, and which GP partners they will work was 15 May. These must be agreed by the Cambridgeshire and Peterborough Clinical Commissioning Group (CCG) at the end of May.</p> <p>The Monkfield Medical practice, whose boundary would include Bourn Airfield population (subject to confirmation by the CCG), may be joining a group of St Neots practices which will cover a population group from St Neots along the south side of the A428. However, this is yet to be confirmed.</p> <p>The County Council are in the process of writing their next 5 year Health and Wellbeing Strategy, to be published in August 2019. This is being written in partnership with the NHS Sustainability and Transformation Plan (STP); which means that public health will determine "what" the health issues are and the STP will determine "how" they will be addressed.</p> <p>Going forwards we foresee that we will work in a similar way but in a more local place-based way with each local PCN. We would determine the</p>	<p><u>decision-making; reduce agitation and distress; encourage independence and social interaction; promote safety; and enabling activities of daily living."</u></p>
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		<p>population health from the local Joint Strategic Needs Assessment (JSNA) and other data sources and work to determine the "what" and the Primary Care Network would determine the "how".</p> <p>The District Council's Health and Wellbeing Strategy will align itself to the County's Strategy whilst highlighting its local priorities; this will not be published until the Autumn 2019. However, headlines will include dementia, isolation and loneliness, digital inclusion, active travel, community transport schemes and homes which meet Life Time standards. In addition, the Health and Wellbeing Strategy will state the Council's vision to apply the Healthy New Town Principles to all new developments.</p> <p>Given the current uncertainties relating to health, the Infrastructure Delivery Plan (item 42, page 81) provides flexibility for how health services may be provided, included through a potential expansion of Sackville House in Cambourne. The NHS and CCG will be consulted on the draft SPD and may further clarity may be provided prior to adoption of the SPD.</p> <p>The SPD is predicated on being a Healthy, active and resilient (Strategic Objective 3, page 27). Therefore, it broadly accords with the emerging Health and Wellbeing Strategies. However, it is noted that there is no specific reference to dementia friendly design, although the SPD is clear that it will need to address the needs of people of all ages and abilities (chapter 2, starting on page 41). This can be incorporated.</p> <p>Whilst not an issue for the SPD, 'Countryside Properties are not signed up to the Healthy New Towns Network, it is something the Council could encourage.</p>	
8	<p>Village centre:</p> <ul style="list-style-type: none"> • Location should be more central within 	<p>The Spatial Framework plan in the SPD (page 31) provides an indicative layout for the new village, and shows the village centre towards the north west of the site. The accompanying text (Fix D Village centre and</p>	<p>No change in relation to the location of the village centre.</p>

	<p>the site</p> <ul style="list-style-type: none"> • Triggers for the timely delivery of uses early in the development • The range of shops & uses – including the potential for displacement / competing services 	<p>neighbourhood centre, page 44) outlines that the location should be as close to the centre of the site as possible, ideally within 800m walking distance of most of the site. It also explains the juxtaposition of land uses in relation to the village centre, runway park, HQPT stop and primary access road in order to create a vibrant community heart to the new village. Given that certain elements are in a fixed location, i.e. the runway park and the existing bus gate into Cambourne, this has led to a location which is not central to the whole site. Nonetheless, the majority of development is within 800m, and the highest footfall will be closer to the village centre where development will be to a higher density than the edges of the site. Many villages in South Cambridgeshire do not have village centre in the spatial centre of the village such as Sawston, Histon and Impington, Cambourne and Bar Hill. A second, smaller, neighbourhood centre is proposed in the south west of the site to provide additional services and facilities to remoter parts of the site.</p> <p>Section 6.5 Development Phasing and Infrastructure Delivery (page 87) includes delivery of the village centre and other facilities to support the community at each stage of its development including provision of temporary facilities serving initial phases. This is also reflected in the IDP, items 44 and 45 (page 81). Fig 58 Potential early phases plan (page 87) includes the village centre, and potentially the mixed use area to the north west, in the initial / early phase. Further clarity could be added to the IDP to include specific reference to the village centre being in the first phase.</p> <p>The introductory text to section 2.8 community facilities and services (page 20) makes it clear that the new village should provide contemporary facilities to serve its residents rather than competing and should help support the wider existing offer.</p> <p>Whilst the SPD plans for a mix of uses including retail and small businesses the detail will be worked through in the planning application. The take up of</p>	<p>Amend the Infrastructure Delivery Plan Village centre trigger wording as follows:</p> <p>Add to the triggers for items 44 and 45 the following text: <u>“Village centre within first phase.”</u></p>
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		units is dependent on third parties. The market is changing, moving away from the traditional 'high street retail' approach and the SPD recognises this with its emphasis on social and community facilities and links to public transport and open spaces as reasons for residents to use the village centre as well as for its shopping. The Council's Economic Development officer / team can provide guidance on the types of units that should be provided and consider what other measures can be used to incentivise businesses to the new village.	
9	<p>Open space</p> <ul style="list-style-type: none"> • Dual use pitches – can school pitches be required to be shared use? • SUDS – should not be included within open space calculations. 	<p>The SPD Spatial Framework diagram (page 31) identifies enough sports pitches to meet the full policy requirement. However, it is acknowledged there may be scope for the school sports pitches to be shared use with the community, consistent with existing village colleges. (See section 4D Outdoor and indoor sports provision, page 59). Whilst the Local Education Authority are supportive of shared use provision, it cannot be required without the agreement of the school provider. Were shared use of pitches to be accepted moving forwards, the SPD outlines (in Section 6.4 Development Quantum, page 85) that this would reduce the requirement for sports provision by 4-8ha. providing flexibility in the land use budget for increased areas of other open / green space / landscaping or to increase the net developable area.</p> <p>The SPD provides a quantum of open space and SUDS to ensure the development will accord with policy (Policies SC/7 Outdoor Play Space, Informal Open Space and New Developments and CC/8 Sustainable Drainage Systems). It is common for the two be provided in tandem. For example Cambourne includes SUDS within areas of informal open space which can be used for recreation. Figure 57 Indicative land use budget (page 86) demonstrates there is considerable land provided to meet the formal and informal open space requirements.</p>	No change
10	Density / building heights	The SPD is predicated on a design-led approach. The use of the term 'urban character' in relation to the village centre is to differentiate it from the	Remove reference to 'urban character' from the first

	A member questioned whether there was a mismatch with an 'urban' character within a village.	wider development. The village centre will be the focal point of the development, focussed around a village square. In order to provide the right building proportions to provide a sense of enclosure the building heights will be slightly higher than surrounding development. This sense of enclosure could be adequately described in the first bullet of Section 3C Scale, Height, Massing without referring to urban character.	bullet in section 3C Scale, Height, Massing (page 49).
11	Community development workers	<p>A contribution is required towards community development workers and children and families adult service requests – see Infrastructure Delivery Plan item 36, page 80. (Note – further amendments are proposed to include a description and trigger. See Appendix B – Recommended proposed changes to the draft Bourn Airfield SPD and Consultation Statement, ref no 32.</p> <p>The SPD could be more explicit about their role within the text in section 2C Social Infrastructure and Neighbourhood Hub, on page 43.</p>	<p>Add reference to community development workers in section 2C Social Infrastructure and Neighbourhood Hub in a new paragraph as follows:</p> <p><u>“Community development workers will have an important role in providing the necessary support to the new residents as they move into the new development, helping to foster community relations.”</u></p>
12	Foul water treatment & potable water supply	<p>Considered through LP preparation and examination. No objections from Anglian Water or Cambridge Water. Matter for planning application.</p> <p>The Environment Agency did not raise issues about the supply of potable water to the new town in relation to the Local Plan. They will be consulted on the SPD and will submit appropriate comments in relation to the provisions of the SPD.</p> <p>Cambridge Water are responsible for the provision of potable water and are</p>	No change.

		obligated to meet demand arising from the development with the developers meeting the cost.	
13	Other points: Post box Heights of seating	<p>The SPD does not make reference to post boxes, but could list post box in the list of 'Social and Community Facilities that should be provided at the Village Centre and Neighbourhood Hub (page 45) in Fix D.</p> <p>Section 2 in the SPD (page 41) seeks to create a community which provides for residents' changing needs throughout their lives and for residents of different abilities and needs. However it does not refer to the provision of seating, which could be provided throughout the development, including in areas of public realm, at HQPT stops, along green corridors.</p>	<p>Add post box to the list of 'Social and Community Facilities that should be provided at the Village Centre and Neighbourhood Hub (page 45) in Fix D.</p> <p>Add seating to section 1B environment that promotes walking & cycling – third bullet, page 35 to read: “Generously-sized and high quality spaces for pedestrians, <u>including seating suitable for all age groups</u>, in key locations such as the local centre, at public transport stops, and close to community facilities, <u>and across the pedestrian and footpath network.</u>”</p>
14	Governance	<p>The future governance of the new village is not a matter to be determined through the SPD. A separate democratic process exists to address these matters.</p> <p>Section 6C Management and Governance of community assets (page 70) makes it clear that this is beyond the scope of the SPD, but includes a range of measures.</p>	No change.

		Section 6.7 Delivery options (page 89) also refers to the need for a site wide strategy for future community management and governance.	
15	There is a need for space for teenagers / ensure all ages are accommodated.	<p>Agree important. Section 2 in the SPD (page 41) seeks to create a community which provides for residents' changing needs throughout their lives (lifetime neighbourhoods), and for residents of different incomes, abilities and needs.</p> <p>Section 2A lists the types of facilities which should be provided to achieve this principle. There is no specific reference to the needs of teenagers.</p>	<p>Section 2A, amend the fifth bullet point to read:</p> <p>“A range of community facilities, including <u>spaces for teenagers</u>, schools and early years child care.”</p>
16	Broadband should be provided prior to occupation	<p>Agree important. The SPD includes reference to the need for Digital connectivity including high-speed broadband and 5G data connectivity (see section 2A Mixed use neighbourhoods on page 41)</p> <p>The Infrastructure Delivery Plan Item 26 Telecoms/Broadband requires ultrafast fibre broadband to each dwelling and commercial unit. The trigger is prior to occupation. (page 78)</p>	No change.