



**REPORT TO:** Cabinet

2 October 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, consulted upon and a summary of the representations received considered by Scrutiny and Overview Committee on the 10<sup>th</sup> September 2019.
2. Cabinet are requested to consider the summary of representations made on the draft SPD during the public consultation held between 17 June and 29 July 2019, the comments of Scrutiny and Overview Committee and the officers' response to the main issues arising and adopt the SPD with a number of consequential proposed changes.
3. This is a key decision and was first published in the July 2019 Forward Plan.

### **Recommendations**

4. That Cabinet:
  - (a) consider the main issues raised in the public consultation, and the comments of Scrutiny and Overview Committee; agree responses to the representations received and agree consequential proposed changes to the SPD as set out in the Consultation Statement and Schedule of SPD Changes (See Appendices A and B);
  - (b) subject to (a), adopt the amended Bourn Airfield New Village SPD; and
  - (c) delegates to the Joint Director of Planning and Economic Development in liaison with the Deputy Leader, the authority to make any necessary editing changes to the SPD prior to publication including to the figures and spatial framework diagram to ensure consistency with the agreed text of the SPD.

## Reasons for Recommendations

5. Scrutiny and Overview Committee considered a report on the outcome of the public consultation on draft SPD on the 10 September 2019. Committee were also advised of a letter sent from Bourn Parish Council concerning the draft SPD which is attached for information as Appendix C. The comments of the Committee were as follows:
  - The committee considered and commented upon the summary of representations made during the public consultation on the draft SPD, which the committee noted reflected the concerns it had raised during its consideration of the draft SPD in May 2019. The main points discussed were as follows.
  - A letter was received from Bourn Parish Council in advance of the meeting, raising concerns regarding lack of direct access to the A428, the transport modelling in the Local Plan and traffic volumes estimated by the developers.
  - Councillor Tumi Hawkins addressed the committee as the Local Member representing Caldecote. She set out concerns regarding:
    - The current problem with congestion in Caldecote.
    - The lack of direct access to the A428.
    - The treatment of the separation between the new village and Caldecote.
    - That the SPD should not allow any housing in the north east corner of the Major Development Site.
  - The committee expressed concerns that the lack of a junction to access the A428 would lead to rat running through villages and emphasised the need to protect the surrounding villages from this.
  - While there was still concern from committee members that proposals did not include direct access to the A428, the committee acknowledged that this was in line with the policy of the approved Local Plan and with which the SPD must be consistent.
  - Committee members acknowledged the Council's zero carbon policy and highlighted the need for public transport options to be available from the outset for new developments. The use of public transport needed to be made easy and appealing for residents in order for them to use it.
  - The Committee draws Cabinet's attention to the comments set out above.
6. The comments of Scrutiny and Overview Committee reflect many of the comments summarised and assessed in the Consultation Statement (Appendix A) and accordingly no separate response is provided. A short response is provided for completeness in respect of the comments included in the letter from Bourn Parish Council at Appendix C.
7. To ensure that the SPD is changed to take account of the outcome of the recent consultation as appropriate and to ensure that the adopted SPD is available to assist the determination of planning applications for the site.

## Details

## Background

8. 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.

9. 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.
10. The existing employment area on the site is owned by Diageo Holdings (the former Thyssen Krupp site) and an outline planning application has 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.
11. 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.
12. 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 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.
13. In considering the outcome of public consultation on the SPD it is important that the planning status of SPDs and their purpose and place in the planning journey which takes a site from allocation in a Local Plan to development on the ground, is clear. In this regard planning law and national policy states that SPDs must supplement Local Plan policy and whilst they can add further detail and guidance to it they cannot make new policy or allocate sites for development. Were an SPD to seek to do so it would be at risk of legal challenge and may not be accorded weight in planning decision making. The National Planning Policy Framework (NPPF) is clear that applications for planning permission must be decided in accordance with the development plan (our new Local Plan), unless material considerations indicate otherwise. It states in this regard that 'SPDs are capable of being a material consideration in planning decisions but are not part of the development plan'.

## Results of Consultation

14. The outcomes of the consultation are set out in the Consultation Statement in Appendix A which has been 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.

15. 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). A late submission was received from Caldecote Parish Council on 12 September which is not included in the representations. It raises no new issues.
16. 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 concern:
  - Transport
  - Public transport
  - Village centre
  - Health
  - Schools
  - Employment
  - A Responsive and sustainable place
  - Local character / distinctiveness
  - Delivery
  - Consistency with Waterbeach New Town SPD and Caldecote Village Design Statement (VDS SPD)
  - The Spatial Framework Diagram
17. All district councillors were invited to a member briefing into the representations received on the draft SPD held on the 6<sup>th</sup> September 2019.

## Considerations

18. The SPD is considered to be consistent with Local Plan Policy SS/7 and the evidence supporting the plan and tested through the examination process, subject to the proposed changes that are recommended to be made in response to representations as set out in the Consultation Statement (Appendix A) and brought together in Appendix B; the main ones of which are discussed below. Cabinet is recommended to adopt the amended SPD to provide appropriate further guidance and detail on the implementation of Policy SS/7 for the Bourn Airfield New Village.
19. The Consultation Statement includes a detailed summary of the representations made to the SPD, presents a Council response to each issue and where appropriate includes proposed changes to the SPD to address the main issues raised in the consultation. For convenience Appendix B brings all the proposed changes together in a composite schedule.
20. Having considered the results of consultation, officers' view remains that the SPD is consistent with Local Plan Policy SS/7. 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.

21. The main issues raised are summarised below together with a proposed response which identifies where changes to the SPD are proposed in the Consultation Statement. 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.

## **Summary 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 recommending any changes to include a junction onto A428. Changes to the text at Section 2.4 (Road) are proposed to amend the existing text to explain that the Local Plan process did not identify a need for a new junction to the A428 and to Guiding Principle 1D to delete the paragraph that says “the new village will not be served by direct access from the A428”.
- 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 demonstrated to be needed by Transport Assessments and that appropriate monitoring will also be needed.
- Amendments are proposed to strengthen the wording in respect of the western access to the site in Fix A. These 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 are 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 near Hardwick) 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

### **Summary 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.
- By 2024 the anticipated cumulative number of housing completions on the new village is only around 275 homes (and 1,325 homes by 2031).
- HQPT alignment through the site agreed with GCP and County Council as the most appropriate and future proofs Mayor's Cambridge Autonomous Metro (CAM) 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 are proposed 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 and may impact on its retail offer.
- Suggestion to move to North East corner, further from the Broadway
- Concern whether Neighbourhood hub would be viable

### **Summary 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 is proposed to 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

## **Summary response:**

- To meet the needs of an ever-growing population, where many people are living with long term conditions such as diabetes and heart disease or suffer with mental health issues, the NHS has reorganised the delivery of primary care. From July 2019 groups of GP practices will form 'primary care networks' (PCNs), typically covering populations of 30,000-50,000 providing services together.
- The Bourn Airfield site will generate additional demand for local health care services including primary care. The Cambridgeshire and Peterborough Clinical Commissioning Group (CCG) are responsible for commissioning healthcare services and will take a strategic overview of existing provision across the district to determine how care will be delivered in relation to patient capacity and services within the framework of the local PCN. There are a number of options to consider including on-site, off-site or a mixture of both and will incorporate a digital element.
- 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.

## **Summary 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 / shared use of the 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

## **Summary response:**

- Note the concerns of existing employment providers. Additional text provided concerning the existing employment uses and any mitigation that would be required, e.g. 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 are 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.

### **Summary 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.
- Additional text is proposed to reflect the Council objective to move towards net zero carbon by 2050. Whilst it is clear that this is a matter to be addressed through the next Local Plan, 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.

## Summary 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 or SPD text.
- Following a review of sport pitch provision referred to in the Schools section above, it is proposed to consolidate the sports pitches in the north and in the south west of the site, with these areas proposed to be enlarged. Dual / shared use of school pitches is encouraged but is subject to agreement with the school providers. Given the current uncertainty and, in order to provide certainty in either eventuality, some land is shown as hatched. This is to denote that if it proves possible to secure dual / shared use of school sports pitch provision, these areas would not be required to meet formal sports pitch standards opening the potential for alternative residential use. Sports pitches are not needed on the western and eastern boundaries. On the eastern boundary, delete the pitches and replace with a reshaped rectangular area of additional strategic landscaping running north-south closer to the employment area and more elongated along the boundary. The western pitches revert to residential use. 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

## **Summary response:**

- Discussions are ongoing with stakeholders and service providers. Some amendments are proposed to provide updating and further clarity.

## **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.

## **Summary response:**

- Additional text is provided in section 1.6 Planning Policy Context to outline the relationship between the Bourn Airfield and Caldecote VDG SPDs.
- Officers have ensured that the SPD and the Caldecote VDG SPD are consistent, e.g. in the alignment of walking and cycling connections.
- Officers have reviewed the SPD to ensure an appropriate level of consistency with the approach included in the Waterbeach SPD. Some amendments have been proposed.

## **Spatial Framework Diagram - Summary response:**

Proposed refinements to the Spatial Framework Diagram in response to issues raised in representations are outlined below (the proposed changes are illustrated on the annotated Spatial Framework Diagram in Appendix B):

### **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

- Extend the area of the northern sports pitches to include additional land to the south, up to the primary street.
- Enlarge the sports pitches in the south western corner to include additional land to the north.
- Show the extensions to the northern and south western corner pitches as hatched for potential sports pitches or residential (dependent upon whether it is possible to secure dual / shared use of school sports pitch provision).
- Delete the pitches on the eastern boundary and replace with a reshaped rectangular area of additional strategic landscaping along the eastern boundary.
- Delete the western pitches and show as residential use.

## 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

22. The SPD as proposed to be changed in response to consultation is consistent with Policy SS/7 of the Local Plan 2018 which it supplements and adds further detail and guidance to. The guidance it provides will help to ensure that the new village will be a vibrant and sustainable new community that is a good neighbour to nearby villages and to Cambourne. The adoption of the SPD will assist the Council when it makes planning decisions in future concerning the new village.
23. Subject to approval by Cabinet, the Consultation Statement will be published on the Council's website.
24. If the SPD is adopted, officers will prepare an adoption statement and carry out various other actions laid down by regulation including actions to publicise the adoption of the SPD and make it available for reference.
25. 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

1. Members may decide to:
  - Approve the Consultation Statement including the proposed changes to the SPD;

- Approve the Consultation Statement including the proposed changes to the SPD with amendments;
- Not approve the Consultation Statement including the proposed changes to the SPD;
- Not delegate to the Joint Director of Planning and Economic Development in liaison with the Deputy Leader, the authority to make any editing changes prior to publication including to the figures and spatial framework diagram to ensure consistency with the agreed text of the SPD.

## **Implications**

26. 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**

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

## **Equality and Diversity**

28. 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**

29. 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**

30. 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**

31. 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**

32. 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**

33. 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/>
  - Report to the 10<sup>th</sup> September Scrutiny and Overview Committee concerning the draft Bourn Airfield New Village SPD - <http://moderngov.ie/ListDocuments.aspx?CId=417&MIId=7551&Ver=4>

## Appendices

- Appendix A Consultation Statement (summary of main issues and changes to the SPD).
- Appendix B Schedule of SPD changes (text and figures)
- Appendix C Letter from Bourn Parish Council received 10<sup>th</sup> September 2019 referenced at the Scrutiny and Overview Committee at its meeting on the 10<sup>th</sup> September 2019 and an officer assessment.

## Report Authors:

David Roberts - Principal Planning Policy Officer  
Telephone: (01223 713348)

Email: [David.roberts@scambs.gov.uk](mailto:David.roberts@scambs.gov.uk)

Claire Spencer – Senior Planning Policy Officer

Telephone: (01223 713418)

Email: [Claire.spencer@scambs.gov.uk](mailto:Claire.spencer@scambs.gov.uk)