

Schedule of SPD Changes

Key:

~~Strikethrough~~ = deleted text

Bold = inserted text

All Maps

- Show the staggered junction north of Broadway (towards Knapwell)

Reason: for context

All Text

- References to 'Spatial Framework Plan' should read 'Spatial Framework Diagram'

Reason: for consistency with the wording used in the Waterbeach SPD and to reflect its purpose as an indicative illustration.

Have your say (page iv)

- Delete the heading and whole section

Reason: updating

1.1 Background (page 3)

- Amend the last three paragraphs to read:
'This ~~draft~~ SPD has been prepared in partnership by Arup and South Cambridgeshire District Council (SCDC), working in collaboration with technical and community stakeholders, and the site promoters.'

'The ~~draft~~ SPD ~~will be~~ **has been** subject to wider public consultation (see Sections 1.4 and 1.7 for further information on the SPD process and engagement) ~~before the SPD is finalised and adopted by the Council.~~'

'~~Once adopted, the~~ **The** SPD ~~will become~~ **is** a significant material consideration in determining any planning applications for the development of the site.'

Reason: updating

Key Issue 5 (page 5)

- Amend heading to read: Relationship with the **existing** employment site.

Reason: in response to representations for clarity

1.4 process and programme (page 6)

- Amend the first paragraph to read:
'Fig 3 sets out the key ~~next steps and indicative programme to progress the SPD to adoption~~ **in the preparation of the SPD.**'
- Amend the last sentence of the second paragraph to read:
'These processes ~~have~~ informed the draft SPD.'
- Amend third paragraph to read:
'In order to comply with legislation, the ~~draft~~ SPD is accompanied by the following documents:'
- Amend the fourth paragraph to read:
'Each of these documents ~~is~~ **was** published for public consultation alongside the draft SPD.'
- Amend the sixth paragraph to read:
'All the comments received on the draft SPD and accompanying documents during the consultation period ~~will be~~ **were** considered by the Council before finalising the SPD (and the accompanying documents).'
- Amend the seventh paragraph to read:
'~~Once adopted by the Council, the SPD, accompanying documents and an Adoption Statement will be published.~~ The adopted SPD ~~becomes~~ **is** a significant material consideration in the determination of planning applications for development.'

Reason: updating to reflect consultation has been undertaken and the SPD adopted.

1.5 Planning consent for development (page 6)

- Amend last sentence of second paragraph to read:
'Applications ~~that fail to~~ should demonstrate a comprehensive approach to development, as set out in this document, ~~will be refused planning permission.~~'

Reason: in response to representations for clarity

Figure 3 Planning policy and consents timeline (page 7)

- Update timescale for the later stages of the planning application process as follows:

~~'2021~~ **2022** Onwards'

Reason: updating

1.6 Planning policy context (page 8)

- Under the heading 'Transport Strategy for Cambridge and South Cambridgeshire' update the second paragraph to read:
'The Greater Cambridge Partnership (GCP) is responsible for delivering the new route between Cambourne and Cambridge; the alignment will serve the new village. ~~Consultation on Phase 2 of the scheme has closed. The SPD has taken forward the option considered "preferred" at this stage, that will give the most sustainable outcome.~~ **The alignment through the new village (shown on the Spatial Framework Diagram) has been agreed in consultation with the GCP and Cambridgeshire County Council.'**
- Under the heading 'Transport Strategy for Cambridge and South Cambridgeshire' delete the last sentence of the third paragraph:
~~'Whilst recent reports have found a 'compelling case' for the scheme, it is not yet confirmed.'~~
- Add a new header and paragraph on Caldecote Village Design Guide Supplementary Planning Document as follows:
'Caldecote Village Design Guide Supplementary Planning Document
The Caldecote Village Design Guide covers the lands immediately east and south east of Bourn Airfield, therefore, any proposal should consider the guide to help achieve wider aspirations of neighbouring settlements. One of the key design priorities outlined is to ensure that the relationship with the new settlement at Bourn Airfield is positive and allows good off-road connections whilst maintaining distinct settlements. The importance of good quality pedestrian and cyclist connections to Bourn Airfield are also important, with proposed connections outlined in the Connections Map (Figure 11, page 15). Furthermore, the need to ensure appropriate edges are provided to preserve the character of Caldecote are set out, which is directly of relevance for any proposals.'

Reason: updating, and in response to representations for context

1.7 Community engagement (page 9)

- Amend the second and third paragraphs to read:

'The draft SPD ~~has been~~ **was** prepared following discussions with public sector stakeholders, local community representatives and landowners, to gather initial concerns, aspirations and ideas, and later to refine initial thinking about the vision, objectives and spatial framework. Further information is included in the Consultation Statement.

~~The Council will publish the draft SPD for public consultation between 9am Monday 17 June to 5pm Monday 29 July 2019.~~

The Consultation Statement also provides a summary of the representations received during the public consultation and how the Council has taken them into consideration in finalising the SPD for adoption.'

Reason: updating to reflect consultation has been undertaken and the SPD adopted.

2.1 The site and its location (page 11)

- Add the following text to the end of the first paragraph:
'Knapwell village is situated to the north.'

Reason: in response to representations for context

2.3 Site features and surrounding context (page 12)

- Amend the second paragraph to read:
'An small established employment area is sited within the north-eastern corner of the site accessed via Wellington Way. The operations and processes which take place on the DB Group site include the following:
 - **Sand grading - filtering sand to provide different levels of fineness;**
 - **Production of additives used in concrete mixes - blending of powders from silo storage;**
 - **Warehousing - receipt and dispatch of goods either manufactured or purchased off site for resale.****The blending and grading process undertaken on site generates external noise, particularly in respect of the extraction system used to reduce material spillage and particles in the air. The site is also serviced by an average of 2 incoming and 3 outgoing HGV movements a day.'**

Reason: in response to representations for context

Figure 7 Site features and surrounding context (page 13)

- Add a retail symbol to denote the Co-Op in Upper Cambourne (next to the primary school).

Reason: in response to representations for context

2.4 Access, movement & connectivity (page 14)

- Amend the first heading: Active Travel (Cycling, walking **and horse riding**)

Reason: in response to representations for clarity as this section also addresses horse riders

- Amend the text under the heading 'Public Transport' as follows:
'The local area is served by several bus services, with existing stops in surrounding villages. The Citi 4 bus route provides an express service from Cambourne to Cambridge and the 18 service serves Bourn. A high-quality public transport route linking Cambourne to Cambridge is ~~currently proposed~~ **being planned** with the route ~~potentially~~ passing through the northern part of the site, ~~however, discussions are ongoing and scheme requirements and details are not yet finalised.~~

'There is currently no railway service within this area, the nearest stations being at St Neots and Cambridge North. **The Cambourne to Cambridge high quality public transport route will connect to Cambridge North station, and ultimately serve St Neots station in the longer term.** Consultation closed in spring 2019 in respect of potential route options for the Bedford to Cambridge section of the East West Rail connection between Oxford and Cambridge, two of which could include a station at Cambourne. ~~Due to the timing of this project and the lack of certainty over the final route little consideration can be given to this in this SPD, although there is clearly the potential for much greater public transport connectivity in the future. The SPD therefore would not prejudice any future connectivity proposals to the new village.~~ **If a new station is proposed at Cambourne it would be accessible to Bourn Airfield residents via the high quality public transport service and an extensive network of cycle and walking routes.'**

Reason: updating and for context

- Amend the text under the heading 'Road' to read:
'St Neots Road, Broadway ~~and~~, Highfields Road **and Knapwell High Street** form the main local road network, connecting to neighbouring villages, linking to the A428 **and A14**, and providing potential access points to site. There are multiple existing access points serving existing properties and from the roundabout in the north-eastern corner of the site, via Wellington Way. There is no direct vehicle route between the site and Cambourne, immediately to the west.

The A428 forms the main route into Cambridge and provides connections to the A14/A1 and the M11 via the ~~A1307~~ **A1303**. Junctions providing access to the A428 are located 2km to the east and west of the site. The road was substantially upgraded to a dual carriageway in 2008. Further work is due to take place between Black Cat and Caxton Gibbet to the west of Cambourne. ~~The consultation on detailed design will take place in Summer 2019.~~

The SPD does not explore a direct, grade access to the A428 from the new village ~~as no strategic case for this requirement has been made.~~ **Extensive transport modelling was undertaken to support the preparation of the Local Plan, taking into consideration all planned development. It did not identify a need for a new junction but did identify a need for a**

dedicated high quality public transport route to link with jobs and services in and around Cambridge. 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. The Inspectors examining the Local Plan found this approach 'sound'. Highways England Policy 'Circular 20/2013 The Strategic Road Network and Delivery of Sustainable Development', sets out that a need must be established with no alternative solutions for the development of a new junction. In addition, in line with current design standards, Highways England have outlined there is marginal room for a new junction and junctions which are spaced too closely create unnecessary weaving with traffic changing lanes raising greater safety risks and increased congestion.'

Reason: factual correction and in response to representations for context

Figure 8 Access, movement & connectivity (page 15)

- Amend the map labels to refer to:
'Potential pedestrian, cycle **and horse riding** access'

Reason: in response to representations for clarity

2.5 Landscape, ecology & Water (page 16)

- Amend the seventh paragraph to read:
'There are seven Sites of Special Scientific Interest within 5km of the site boundary (**including Overhall Grove SSSI and Ancient Woodland at Knapwell**), one of which is also designated as a Special Area of Conservation (SAC).'

Reason: in response to representations for context

2.7 Townscape & Built Environment (page 18)

- Add the following text to this section:

'The site contains two Grade II listed barns dating from the C18th which form part of The Grange Farm buildings. The main house at The Grange dates from the C19th, and whilst it is of distinctive historic character, it is not listed or directly associated with the listed barns.

The existing runway and other elements associated form part of the legacy of the RAF Bourn Airfield, which is associated with the Battle of Britain. However, the site is undesignated, and few structures associated with the airfield remain. There are two extant gaps in the hedgerows on the edges of the site to the south and the west which were used to guide pilots to the runways during WWII. It will therefore be important to consider the relationship of the existing historic context when considering site lines within and from outside the site to facilitate good legibility and wayfinding.

The surrounding area has a mixed townscape character with several villages located nearby. In particular, Conservation Areas are located in Bourn village to the south and Knapwell village to the north. Bourn is a historic rural settlement with a distinctive and attractive townscape character. This includes traditional cottage houses built from a range of materials and includes distinctive thatched roofs.

Key buildings in the surrounding area include the church of St Helena & St Mary at Bourn, Bourn Windmill, and numerous notable large houses. Any proposal must ensure sensitive heritage assets are considered and mitigation is provided where necessary to avoid any significant affects.'

Reason: in response to representations for context

2.8 Community facilities and services (page 20)

- Under the heading 'Education' – amend the measurement for Cambourne Village College to read: 'Cambourne Village College is ~~less than 4.8km~~ **approximately 5.6km by road and 3.5km by bicycle**, from the site and Comberton Village College about 8km'.

Reason: factual correction

- Under the heading 'Sports and leisure facilities' – replace reference to 'Cambourne Sports and Social Club' with 'Cambourne Sports Pavilion'.

Reason: factual correction

Figure 19 Surrounding facilities and services (page 21)

- Add retail symbol to denote the Co-Op in Upper Cambourne (next to the school)

Reason: in response to representations for context

Figure 20 Key opportunities (page 22)

- Amend the existing mature woodland to show the County Wildlife Site, and add County Wildlife Site to the key (consistent with Figure 21)
- Remove the green 'strategic landscape area' notation from Grange Farm and properties adjacent to the Broadway and show as white land (consistent with the Spatial Framework Diagram)

Reason: presentation corrections

Figure 21 Key Constraints (page 23)

- Remove the green 'strategic landscape area' notation from Grange Farm and properties adjacent to the Broadway and show as white land (consistent with the Spatial Framework Diagram)

Reason: presentation correction

Objectives 3 and 4 (page 27)

- Reorder Objectives 3 and 4 within Section 5.1 (page 33) and Chapter 5 of the SPD text.

Reason: presentation correction - shown in the wrong order within the body of the SPD

4 Spatial Framework (page 31)

Refinements to the Spatial Framework Diagram include (see annotated diagram at the end of the schedule). Note that this will be refined before publication:

North West Corner:

- Show mixed use area in North West corner (orange)

North East Corner:

- Amend the alignment of the road slightly northwards, closer to the A428.
- Move the eastern HQPT stop slightly eastwards.
- Realign the walking / cycling routes from the existing employment site and 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.

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 secondary road alignment on the eastern side so that it does not

pass so close to the Bucket Hill Plantation.

Walking and Cycling routes:

- Ensure consistency with Caldecote Village Design Guide SPD on routes connecting to Caldecote.

Wider context:

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

Formatting:

- Remove the stripes from the south western open space and white land.

(With consequential updating to other Figures within the SPD to reflect these amendments)

Reason: in response to representations

5.1 Overview (page 33)

- Add a new paragraph to read:
'The Figures contained in this section are indicative and the exact alignment of routes and the precise location of buildings and land uses will be determined through the planning application process.'

Reason: in response to representations for clarity

1A A street network that integrates movement and place (page 34)

- Amend first bullet point to read:
'A realigned junction at the north western access point which prioritises vehicles entering the site. ~~The, and~~ prevents access onto the Broadway for southbound traffic directly from the new village, as per Policy SS/7.'

Reason: to correct typographical error

1C Access to high quality public transport facilities (page 36)

- Amend the second sentence of the second paragraph to read:
~~'Whilst the final scheme has not yet been determined, considerations has been given to segregate the HQPT from road traffic and/or sections of on road routing, to ensure journey times are quicker than driving, to help encourage use. The HQPT alignment has been agreed with the GCP and Cambridgeshire County Council to ensure it can be appropriately segregated to ensure public safety and reliable and quicker journey times when compared to driving in order to encourage use. It also future proofs the Mayor's Cambridge Autonomous Metro (CAM) metro proposals.'~~
'The HQPT alignment has been agreed with the GCP and Cambridgeshire County Council to ensure it can be appropriately segregated to ensure public safety and reliable and quicker journey times when compared to driving in order to encourage use. It also future proofs the Mayor's Cambridge Autonomous Metro (CAM) metro proposals.'

Reason: updating

- Amend last paragraph to read:
'Phasing should ensure that public transport provision is incorporated from ~~the early stages of development~~ **first occupation.**'

Reason: for consistency with the Infrastructure Delivery Plan

1D Managing private and service vehicles (page 37)

- Delete the last paragraph:
'~~The new village will not be served by direct access from the A428.~~'
- Add a new paragraph:
'**The developers will monitor traffic impacts on village routes and, where necessary, take appropriate action to mitigate any traffic impacts with traffic calming and other measures.**'

Reason: in response to representations for context

Fix A Main points of access and primary street (page 38)

- Amend note 1 to read:
'A western access from the Broadway which reconfigures the existing highway to provide priority to the primary street entering the site and ensure there will be no direct vehicular access for southbound traffic from the new village (~~subject to availability of third party land~~). **The detailed design should explore the use of physical islands to prevent traffic movements to the south.**
- Amend note 3 to read:
'Enhancement to the existing junction of St Neots Road and the Broadway, **incorporating physical measures to restrict the ability of northbound traffic to make a U turn at the junction to head south on the Broadway towards Bourn village.**'

Reason: in response to representations for clarity

Fix B Strategic walking and cycling connections (page 39)

- Amend the Fix B heading to read:
'Strategic walking ~~and~~, cycling **and horse riding** connections'
- Separate the first bullet into two bullets as follows:
 - 'A shared pedestrian and cycle route along both sides of the primary street and secondary streets, except where a parallel traffic-free route is provided directly alongside.'
 - 'Segregated pedestrian and cycle routes should also be included to ensure an inclusive design and safety for blind and partially sighted people.'

- Add a new bullet:
'Routes must be fully accessible to people with disabilities who are using mobility aids such as mobility scooters, adapted cycles and wheelchairs.'

Reason: in response to representations for clarity

Figure 28 Strategic walking and cycling connections (page 39)

- Amend the Key to refer to bridleways / horse riding routes.
- Ensure routes to Caldecote are consistent with Caldecote Village Design Guide SPD.
- Revise the colours used to denote the different types of routes (particularly for 'traffic free' and 'alongside streets' routes) to improve visual presentation.

Reason: in response to representations for clarity

Fix C Cambourne to Cambridge High Quality Public Transport route and stops (page 40)

- Amend sixth bullet point to read:
'Provide a stop adjacent to **serve** the existing employment site.'

Reason: consequential update following the relocation of the stop further to the east.

2A Mixed Use Neighbourhoods (page 41)

- Add a new bullet point to read:
'A mixed use area to the north west of the Village Centre to include residential and residential compatible uses such as specialist care accommodation, residential care home, nursing home, hotel, and small scale offices, which is carefully integrated with the Village Centre and HQPT stop and primary street.'

Reason: in response to representations, to maximise opportunities for a wider mix of uses closer to the High Quality Public Transport stop and Village Centre.

2B Amount of housing and range of housing types and tenures (page 42)

- Amend second bullet to read:
'A range of house types, tenures and sizes to meet the needs of different groups in the community in accordance with ~~Policies~~ **Policy S/2** and the criteria set out in Policy H/9, ranging from single bedroom flats through to large family houses.'

Reason: to correct typographical error

Fix D Village Centre and Neighbourhood hub (page 44)

- Amend the fourth sub-title under '1 The Village Centre' to read: 'Retail Facilities **and other uses**',
- Add to end of the first paragraph under the 'Retail and other uses' heading: '**Other uses subject to scale, grain and compatibility with a village / neighbourhood centre location.**'
- Under 'Built Environment and Public Realm' heading, amend and reorder the text to read as follows:

'A fine grain of buildings and uses will contributing to the sense of activity and variety **and help to create a relationship between the mix of uses and character. This should include flats and other uses above active ground floor uses to ensure animation of the public realm, including the northern end of the Runway Park.**

Buildings typically 4 storeys in height, providing a sense of urban enclosure around streets and public spaces, with scope for 5 storey landmark buildings in key locations, **which should be of high quality design.**

Larger footprint units should be 'wrapped' with finer grain uses to create active frontages to avoid creating inactive edges unwelcoming spaces within the public realm.'

Reason: in response to representations for clarity

Figure 32 Location of village centre and neighbourhood hub (page 44)

- Revise the shape of the Village Centre notation to be more elliptical, towards the centre of the site.

Reason: consequential amendment to reflect the revision to the Spatial Framework Diagram.

3B Built character (page 48)

- Amend the ninth bullet point to read: 'Include gateway features at key site entrances, potentially including a landmark hotel building ~~at the eastern gateway to~~ **within the eastern** mixed-use area.'

Reason: in response to representations for clarity

3C Scale, Height and Massing (page 49)

- Amend fifth bullet to read:
'The mixed-use areas in the north east **and north west** of the site could include a hotel of up to 4 storeys, where this is designed to form a distinctive landmark ~~gateway~~ feature.'

Reason: in response to representations for clarity

3D Streets and Public Realm (page 50)

- Amend the last bullet to read:
'Avoiding following a standardised approach to highway design, ~~following the approach set out in Manual for Streets.~~'

Reason: for clarity

3E Open spaces and landscape character (page 51)

- Amend the second bullet to read:
'**The strategic** ~~Strategic landscaping of the village's edges~~ **landscape areas (shown on Fig 43) will help** create a landscape setting for the village, mitigate the impact of the new village on surrounding landscape areas and limit the sense of coalescence with adjacent settlements. ~~There is potential to include play space that is compatible with the countryside edge. Edge treatments are set out in Fix G and described in Policy SS/7 (6).~~'

Reason: for consistency with Fix F

3F Integrating inherited assets (page 52)

- Add the following text to the start of this section:
'The site contains various heritage assets that can be utilised to create a sense of place for future residents and visitors. The potential to create a parkland within the footprints of the existing runway corridors, exploiting views created by the breaks in surrounding tree lines particularly to the south should be explored and any archaeological assets should be retained within open space where possible to enhance the character of green spaces.'

The arrangement and height of buildings and streets should seek to maximise the extensive views available of the countryside to the south and not dominate any strategic historical sightlines or landmark buildings in the surrounding area.'

- Amend the first sentence to read:
'The site has a number of existing features which should **where possible** be preserved and/or incorporated into the development...'

- Amend third bullet to read:
'Introduction of memorial/interpretive features ~~and~~, public art **and heritage trails** to recognise and link the development to its past use.'

Reason: in response to representations for clarity

Fix F Green edges and corridors (page 54)

- Amend '3 Eastern Edge' to read:
'[3 Eastern Edge](#) - Provision of a buffer including land within the 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. An additional strategic landscape area **with naturalistic and park landscape elements** 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.'
- Amend the '5 Employment Site Edge' text to read:
'[5 Employment site edge](#) - Provision of a new or enhanced hedgerow planting buffer between the existing employment site and proposed surrounding development, **which may incorporate noise bunding**, except where opportunities exist to create urban frontage onto surrounding streets.'

Reason: in response to representations for clarity

Fig 43 Green edges and corridors (page 54)

- Show the land adjacent to the number '3' as strategic landscape (formerly sports pitches).

Reason: consequential amendments to reflect revisions to Spatial Framework Diagram

4B Access to natural environments (page 57)

- Amend third bullet to read:
'Protect and enhance sensitive ecological assets, in particular Bucket Hill Plantation Grassland CWS. Access and routes through woodland ~~by~~ should be carefully designed minimise impact of public access.'

Reason: to correct typographical error

4D Outdoor and indoor sports provision (page 59)

- Amend the third paragraph to read:
'**It is common practice in South Cambridgeshire for there to be dual use of secondary school sports pitches. The Council and the Local Education Authority (LEA) would encourage this at Bourn Airfield.**

Shared and dual use of sports facilities at schools, including pitches and changing rooms, ~~may be possible. This should be explored with the Local Education Authority (LEA)~~ **school provider**. Where this is proposed, the applicants will be required to demonstrate that such agreements with the LEA can be delivered.'

Reason: in response to representations for clarity

4F Access to healthy food (page 60)

- Amend the first bullet to read:
'~~Ensure provision of~~ **Should provide opportunities for a range...**'

Reason: in response to representations for clarity

- Amend the last sentence of third bullet to read:
'Space for allotments and neighbourhood spaces for community growing must be included ~~to provided~~ in accordance with the standards set out in Policy SC/7 (0.4ha per 1,000 people).'

Reason: to correct typographical error

Fix G Recreational walking, cycling and horse riding routes (page 61)

- Amend the third bullet point to read:
'Routes should be constructed to a multi-user standard **for all users** and include appropriate ~~barriers~~ **access controls**, soft surfaces, mounting blocks, sight lines and safe road crossing designs.'

Reason: in response to representations for clarity

Fix H Provision for outdoor sports (page 62)

- Amend the first and second paragraphs to read:
'**To meet full requirements Policy SC/7 approximately** ~~Approximately~~ 15.5ha of outdoor sports facilities should be provided and broadly at the locations shown on the ~~Spatial Framework plan~~ **Figure 48**.

The Council and the Local Education Authority (LEA) would encourage dual / shared use of sports pitches with schools at Bourn Airfield. Formal sports provision ~~does not~~ **can** include additional sports fields and facilities provided with the secondary and primary schools **where agreed with future school provider(s)** ~~Opportunities for shared use of school sports facilities could be considered subject to discussion with future providers.~~

If dual / shared use of the school pitches is agreed with the school provider(s) the hatched areas may, subject to an assessment of local need, be used for alternative uses, including residential.'

- Delete the last sentence of first bullet (Area 1):
~~Opportunities to share facilities with the adjacent schools should be explored.~~
- Delete text at second bullet (Area 2):
~~'A park type environment integrated with surrounding landscapes, providing a range of grass pitches and potential for tennis Courts and other recreational sports.'~~
- Amend third bullet (Area 3):
~~'Smaller scale areas of fields located to the western edge of the site with grass pitches primarily for informal recreation. **Formal outdoor sports provision to the south western edge of the site, which could include provision for cricket.**'~~
- Delete text at fourth bullet (Area 4):
~~'Smaller scale areas of fields located to the eastern edge of the site with grass pitches primarily for informal recreation.'~~

Reason: in response to representations for clarity

Fig 48 provision for outdoor sports (page 62)

- Revise the outdoor sports areas 1 and 3 (with land not needed in the event of dual use shown as hatched) consistent with the revisions to Fix H and the Spatial Framework Diagram.
- Remove areas 2 and 4.

Reason: consequential amendments to reflect revisions to Spatial Framework Diagram

5 Responsive and Sustainable (page 63)

- Add a new paragraph at the start of this section:
'In November 2018 South Cambs committed to supporting the transition to zero carbon by 2050. Whilst this is clearly 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.'

Reason: to reflect the Council's objectives

5D sustainable buildings (page 66)

- Amend the fourth bullet point of 5D to read:
~~'Incorporation of a solar photovoltaic array on the North Bank which has the potential to generate 750 MWh/year and reduce emissions by 400 tonnes CO2 a year.'~~

- Amend the following paragraph to read:
~~'Each~~ **Where a developer is proposing to provide a show home, should construct a sustainable showhome will also be provided in each development parcel location to demonstrate environmentally sustainable options to be made available for purchasers to incorporate in their homes, if desired, in addition to the measures required by Policy CC/3.'**

Reason: in response to representations for clarity

5E Site wide energy strategy (page 67)

- Amend the first paragraph of section 5E to read:
~~'Policy SS/7 requires that the new village will incorporate and deliver opportunities to exceed sustainable design and construction standards set out in the Local Plan. 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 solutions as set out in Policy CC/3~~The new village aspires to be an exemplar and developers should explore, on a site-wide basis, opportunities to incorporate on-site renewable and low carbon energy generation with a view to exceeding the baseline requirement for 10% on-site renewable energy as set out in Policy CC/3. Solutions could include solar photo voltaic arrays in suitable locations and solar panels above car parking and within Runway Park.'
- Amend the final paragraph of section 5E to read:
'Site-wide energy solutions and/ or the deployment of energy networks should be considered and implemented where feasible and viable. Site-wide energy solutions including Combined Heat and Power (CHP) Heat networks, for example, may be viable in higher density parts of the site, or where uses are mixed in a way that allows heating infrastructure to be shared or utilised at different times of day. This should particularly be explored in relation to large energy users such as schools.'

Reason: in response to representations for clarity

5G Noise, light and air quality (page 68)

- Add an additional bullet point:
'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.'

Reason: in response to representations for clarity

Figure 53 Protected biodiversity areas and corridors (page 69)

- Remove the 'retained strategic landscape area' notation from Grange Farm and show as white land.

Reason: presentation correction

6D Transitional and temporary uses (page 71)

- Amend the second paragraph to read:
'The development should ~~provide~~ **explore opportunities for...**'

Reason: in response to representations for clarity

Figure 55 Infrastructure Delivery Plan (page 74)

- Item 1:
 - Amend the text within 'Infrastructure Scheme' column to read: 'Improved cycle, ~~and~~ walking **and riding** network.'
 - Amend the text within the 'Triggers' column, so that it reads '~~Triggers to be agreed via S106 discussions~~ **Prior to occupation. To be identified through the Transport Assessment process.**
- Item 13 – amend the text within the 'Description' column to read: 'Applicant to monitor traffic impacts on village routes, **including Bourn, Highfields Caldecote, Knapwell, and Hardwick** on an ongoing basis.'
- Item 14 – amend the text within the 'Description' column to read: 'Traffic calming and other measures to be implemented in surrounding villages, **including Bourn, Highfields Caldecote, Knapwell, and Hardwick** if required. Monitoring strategy will reflect this need.'
- Add an additional row in the IDP for the provision refuse collection vehicles as follows:
 - Infrastructure Scheme – Refuse Collection Vehicles
 - Description – Contribution towards refuse collection vehicles
 - Provider / partner – Waste Collection Authority
 - Triggers – Triggers to be agreed through the S106 process
 - On/Off site – N/A
 - Land Holding – N/A
 - Funding – S106
 - Mechanism – S106 contributions
- Item 19 – amend the text within the 'Description' column to read: 'Contribution to St Neots Household Waste Recycling Centre (HWRC). ~~This depends upon whether 5 S106 agreements have already been pooled towards this facility. If only 4 S106 agreements have been signed to date~~

Appendix B

~~then a financial contribution would be sought.'~~

- Item 29 – amend the text within the 'Description' column to read:
'Provision of **two** multi-purpose community buildings. **One of these would include changing rooms and a 2 court sports hall and performance space.** These could **also** include services such as a library (see below), information and advice services, health services, adult learning services and **an office and room for a children's centre.**
- Item 31 – Amend the text within the 'Description' column to read:
'Contributions to sports hall, swimming pool and indoor bowls in line with the Playing Pitch Strategy (2016) and Indoor Sports Facility Strategy (2016). Provision of the swimming pool is likely to be in Cambourne. Sports hall could be co-located with the community building or at a larger facility in Cambourne, **and/or there is potential for the dual / shared use of school sports hall(s).**'
- Item 33 - amend the text within the 'Description' column to read:
'Requirement of Policy SC/4 of the South Cambridgeshire ~~District~~ **Local** Plan (2018). Approximately ~~300m²~~ **0.83ha** of land is likely to be required.'
- Item 36 and Item 37 – amend the text within the 'Provider/partner' column to read:
'**CCC and/or approved academy operator.**'
- Item 40 – amend the text in the 'Description' column to read:
'**Opportunity for unit** ~~Unit~~ to be provided for commercial rent within the development for full day-care provision of pre-school accommodation.'
- Item 41 – Delete the last sentence in the 'Description' column:
~~'Potential extension of Sackville House, Cambourne.'~~
- Item 44 - amend the text within the 'Triggers' column to read:
'Delivered through each phase. **Likely to be in the early phases.**'
- Item 45:
 - Amend text within the 'Infrastructure Scheme' column to include additional wording at the end:
'**and sports pavilions**'
 - Amend the 'Description' column: to read:
'South Cambridgeshire Local Plan (2018) requires 1.6ha of outdoor sport space per 1,000 people. Therefore, assuming a population of 9,800 residents (3,500 dwellings x 2.8 people per household) there is a requirement for 15.68ha (**subject to the possible dual use of school sports space**). ~~There will also be~~ **This could include** a contribution for artificial grass pitches.'
- Add an additional row to the IDP for the provision of Strategic Landscaping as follows:

Infrastructure Scheme – Strategic Landscaping
 Description – Provision of strategic landscaping, including a country park, runway park and other areas.
 Provider / partner – Developer
 Triggers – Delivered through each phase
 On/Off site – On
 Land Holding – Taylor family / Countryside
 Funding – Direct
 Mechanism – Developers to provide. Also contribution for ongoing maintenance and governance.

- Item 48:
 - Amend the text within ‘Infrastructure Scheme’ column to read: ‘Maintenance of public open space, play areas, sports pitches, and water attenuation features, **strategic open spaces and landscape areas, and the country park**’
 - Amend the text within ‘Provider/partner’ column to read: ‘SCDC / CCC / Developer / **Community trust**’

Reason: in response to representations for clarity and updating

6.3 Approaches to delivery (page 84)

- Amend the last sentence of the paragraph under the heading ‘Housing Delivery Rates’ to read: ‘The **Greater Cambridge** housing trajectory ~~contained within the South Cambridgeshire District Council Annual Monitoring Report, December 2017~~ **(September 2019)** suggests that c.~~4360~~ **1,325** homes will be provided by 2031 and therefore c.~~2150~~ **2,175** homes beyond the plan period as per the following table:’

Reason: updating to reflect the latest published housing trajectory

Figure 56 South Cambridgeshire Housing Delivery Trajectory (page 85)

- Amend the title of Figure 56 to read: ‘Greater Cambridge Housing Trajectory’ (also consequential update to Appendix 5)
- Amend the ‘number of homes’ figures as follows:

2021-2025 = ~~460~~ **425 (425)**
 2025-2031 = ~~900~~ **900 (1,325)**
 2031 – Beyond plan period = ~~2,150~~ **2,175 (3,500)**

Reason: updating to reflect the latest published housing trajectory

6.4 Development quantum (page 85)

- Amend the second paragraph to read:

~~'In accordance with Local Plan Policy SS/7, the spatial framework identifies capacity for a development approximately 3,500, based on a net residential area of 86.5ha and an average net density of 40dpha (approximately 3,460 dwellings). This area includes all residential plots, associated streets (excluding the primary street), incidental landscaped spaces and residential car parking areas. The village centre and neighbourhood hub will incorporate residential development and are included within this net area.~~
In accordance with Local Plan Policy SS/7, the spatial framework identifies capacity for a development approximately 3,500. In addition to approximately 81.15ha identified for residential development (also including the village centre and neighbourhood hub), a further 8.35ha is identified for mixed-use development including residential. Further flexibility may arise in the event that dual / shared use of school sports pitches is agreed (see below).'

- Amend the third paragraph to read:
 'The development identifies recreational open space based on this capacity, with an estimated population of 9,800 using an average of 2.8 residents per dwelling. Local Plan Policy SC/7 requires 1.6ha of recreational space for outdoor sports, resulting in a requirement of 15.68ha.
before consideration of potential for dual / shared use with schools.'
- Amend fourth paragraph to read:
 'Additional requirements for formal and informal play space are not specified by the Spatial Framework ~~plan~~ **Diagram**, and will be accommodated within the remaining open spaces across the site including the runway park, green edges, green corridors and country park areas.'
- Amend the sixth paragraph to read:
'The Council and Local Education Authority would encourage dual / shared use of sports pitches with schools ~~The SPD identifies the potential to explore the sharing of sports provision with schools, by providing community access to playing fields, subject to agreement with the LEA and school delivery partners. This would potentially reduce the requirement for sports provision by 4-8ha. In this instance, the indicative land budget should be recalculated with the following considerations:~~
 - Potential to reduce the amount of outdoor sports provision within the development, subject to assessment of local need **(in accordance with Fix H).'**

Reason: in response to representations for clarity

Figure 57 Indicative land use budget (page 86)

- Amend the Net Area (ha) for 'Residential' from '86.5' to '**81.15**'
- Amend the 'Mixed Use' entry in the 'Land Use' column to read: '**Mixed Uses (including residential)**'

- Amend the Net Area (ha) for 'Mixed Use' from '3.2' to '**8.35**'
- Amend the 'Outdoor Sports' entry in the 'Land Use' column to read:
'Outdoor Sports (~~3.5ha provided outside of MDS~~)'

Reason: consequential updating and correction

6.6 Planning application requirements (page 88)

- Add two new bullets to the list of documents required to be submitted with the site wide outline planning application:
 - **Health Impact Assessment**
 - **Waste Minimisation Audit and Strategy**
- Add sentence to the end of the paragraph under the heading 'Development Briefs':
'It would be expected that Development Briefs could be produced as part of Design Codes.'

Reason: in response to representations for clarity

Amendments to Spatial Framework Diagram (indicative only)

