

BOURN AIRFIELD SUPPLEMENTARY PLANNING DOCUMENT (CONSULTATION DRAFT JUNE 2019)

To: **Economy and Environment Committee**

Meeting Date: **19 September 2019**

From: **Steve Cox, Executive Director, Place and Economy**

Electoral division(s): **Cambourne**

Forward Plan ref: **N/A** *Key decision:* **No**

Purpose: **To consider and approve the County Council's response to the Bourn Airfield Supplementary Planning Document (SPD) consultation draft**

Recommendation: **The Committee is requested to:**

- a) Consider and approve the County Council's response to the consultation draft SPD as set out in section 3 of this paper; and**
- b) Delegate to the Executive Director, Place and Economy in consultation with the Chairman and Vice Chairman of the Committee the authority to make minor changes to the response.**

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1.1 South Cambridgeshire District Council (SCDC) has prepared the draft Bourn Airfield New Village Supplementary Planning Document (SPD) for public consultation. The consultation period ran from 17th June to 29th July 2019. This report seeks the Committee's endorsement of the officer response to the draft Bourn Airfield Supplementary Planning Document, which was submitted to SCDC on the 29th July 2019.

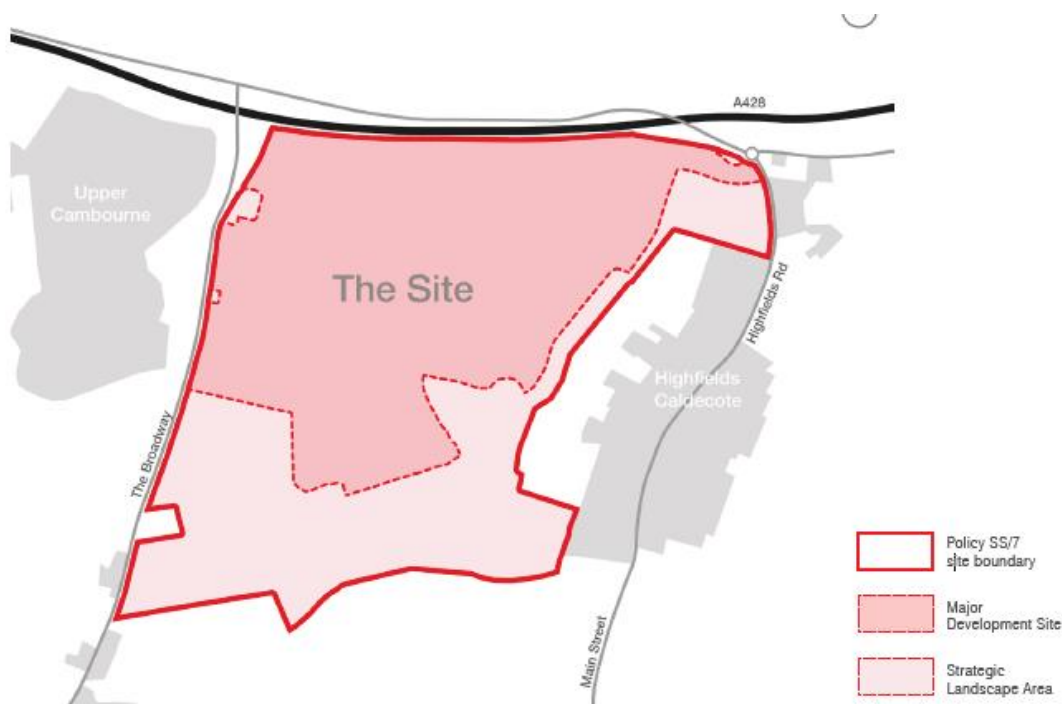
- 1.2 The South Cambridgeshire Local Plan was adopted in September 2018. Policy SS/7 allocates land south of the A428 at Bourn Airfield for a new village of approximately 3,500 dwellings in addition to a range of supporting infrastructure, services and facilities. The Supplementary Planning Document (SPD) is being prepared to guide the implementation of the new village, providing more detail to the adopted policy.
- 1.3 SCDC has published the SPD for consultation seeking comments from stakeholders prior to adoption. The SPD will be a material consideration in the determination of the current and any subsequent planning applications.

1.4 The site is located approximately 11km west of Cambridge City Centre, bounded by the A428 and St Neots Road to the north and Broadway to the west. The site sits beyond the Cambridge Green Belt in close proximity to a number of established settlements within open countryside: Highfields Caldecote immediately to the east, Cambourne to the west, and Bourn to the south-west.

A map of the Bourn Airfield area. The airfield is marked with a large purple circle and labeled 'BOURN AIRFIELD'. It is situated to the west of Cambridge, which is shown as a grey-shaded urban area. The map includes the 'Green Belt' in light green. Major roads are shown as grey lines with labels: A14, A10, A11, A505, A603, A198, and A428. Arrows indicate directions: 'To Peterborough' (northwest), 'To St Neots' (west), 'To Ely' (northeast), and 'To London' (southeast). Other locations marked include Cambourne, Highfields, Caldecote, Bourn Village, Cambridge North, Cambridge, Shelford, Shepreth, Foxton, Meldreth, and Waterbeach.

- 1.5 The site comprises a former World War two airfield, adjoining agricultural land and a partially occupied employment site. Existing uses of the former airfield include facilities for light aircraft, storage of tower cranes and shipping containers, and as the location for Bourn Market which takes place four times a year. The site includes a number of existing private properties with access from the Broadway.
- 1.6 The east-west A428 dual carriageway bounds the northern edge of the site. The existing principal access is via Highfields/Caldecote roundabout in the north-east corner of the site. This access currently serves existing employment uses in the north-east sector of the site.

Figure 2: Site Boundary



Outline Planning Application

- 1.7 An outline planning application has already been submitted by Countryside Properties on behalf of the landowners. The County Council has made comments on this application albeit these are without prejudice to the final policy position adopted in the SPD.
- 1.8 The Economy and Environment Committee received a report at its meeting of 7th February 2019 at which it approved the County Council's response to the planning application. The relevant report (Item 6) and committee minutes (minute 211) can be accessed through this [link](#).

2. MAIN ISSUES

- 2.1 The vision for the new village is:

“Bourn Airfield will be a distinct new South Cambridgeshire village acknowledging its historic past but with its own contemporary identity. A diverse, yet integrated community, with a range of facilities and services to complement, not compete with, existing local provision. Well connected to the wider area by high quality public transport and providing

employment and homes to support the Greater Cambridge economy. The village will have a vibrant and strong heart, supporting healthy, active and inclusive community lifestyles and providing a high quality of life for its residents in a beautiful contemporary landscape setting.

The village will be embedded in a network of multi-functional green infrastructure, which is accessible and sustainable, being integrated with the natural environment. Supporting walking, cycling and public transport as the preferred mode of choice for travel for people within the new village and beyond, and facilitating a move towards net zero carbon lifestyles through an innovative approach to planning, design and construction.”

- 2.2 The Spatial Framework establishes the broad structure for development of the new village along with the indicative positions of key land uses, primary movement, and green and blue infrastructure. The Framework is supported by a series of guiding principles and spatial fixes, which are key to the delivery of a successful place.
- 2.3 The new village will form a street network that integrates movement and place, in an environment that promotes walking and cycling. The delivery of the Cambourne to Cambridge High Quality Public Transport route will provide two stops to the new village. One of the stops will be adjacent to the village centre, where a number of retail, commercial and community uses, in addition the secondary school will be located. These facilities will lead to the Runway Park, reflecting the alignment of the former north-south runway and providing a substantial linear park.
- 2.4 The SPD sets out the expectations in respect of achieving high levels of sustainable construction, but also looking to the overall layout of the new village to provide opportunities for innovation and creative planning. There are exciting opportunities for the new village at Bourn Airfield to incorporate energy generation and efficiency measures that will mean the new village becomes an exemplar development in moving towards net zero carbon lifestyles.
- 2.5 The Infrastructure Delivery Plan identifies the necessary supporting facilities and infrastructure that will be required to ensure the new village is successful and cohesive. These elements include a secondary school and two primary schools, a village centre and additional neighbourhood hub with community facilities. Also, improvements to existing pedestrian, cycle and bridleway routes and the creation of new links in and around the new village. There will be a wide range of green infrastructure, including parks and sports pitches to support a healthy lifestyle for its residents.

3. COUNTY COUNCIL COMMENTS

- 3.1 The Council has fed into the preparation of the draft SPD at officer level, working with the Local Planning Authority, its consultants and the developer and landowner. This has included submission of formal comments and participation at various SPD workshops over the course of the last 12 months.
- 3.2 The Consultation Statement which forms part of the suite of documents prepared by SDCDC provides a record of consultation undertaken during the production of the SPD prior to formal consultation. It is considered that the draft SPD represents a fair reflection of the engagement with the County Council to date.

- 3.3 The Council is generally in support of the proposals in the SPD. Appendix 1 contains the full response prepared by officers and submitted to SCDC with the key issues set out below.

Transport Assessment

- 3.4 The Council's preferred route option for High Quality Public Transport (HQPT) is the corridor along the north of the site near the A428. The mass transit link will need to offer fast and reliable services and should benefit from a good catchment. The route as shown in the draft SPD meets the needs of the Greater Cambridge Partnership (GCP). Land must be safeguarded in the SPD and ultimately the planning application should allow for future development of HQPT.
- 3.5 It should be clear in the SPD that only the most northerly access from Old St Neots Road will provide access into the development site. Other accesses off the Broadway will continue to serve existing employment sites and at no point will these be opened up as general accesses onto the Broadway other than for buses at one agreed location to provide a link with Upper Cambourne.
- 3.6 The SPD states that there will be no direct access onto the A428. Highways England has confirmed that this is acceptable as direct access would not be desirable in policy and engineering terms.

Education

- 3.7 Proposals for the provision of education facilities within the new village, i.e. two primary schools (up to seven forms of entry) and a secondary school (six forms of entry), meets the County Council's requirements and is therefore supported.
- 3.8 Whilst the Council supports integration between schools and communities they serve, for example shared use of sports facilities, it should be noted that this is conditional on access agreements with the school operator.
- 3.9 The Council has expressed concerns in its response to earlier spatial options for the SPD and the current planning application regarding the location of the secondary and primary schools to the north of the main spine road and the potential impact of noise and air quality from the A428. As the SPD is currently presented the Council require that any noise and air quality mitigation necessary to deliver both schools along the A428 boundary is fully evaluated as part of the planning application. Mitigation in the form of landscaping and bunds cannot encroach on land reserved for education purposes.

County Planning Minerals and Waste

- 3.10 The County Council welcomes recognition of the Bourn Water Recycling Centre, and the potential constraint it may pose for re-development of the Airfield which is safeguarded through the adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy 2011 and Site Specific Proposals Plan 2012.
- 3.11 It would be helpful for the SPD to state that any proposed development in this Safeguarding Area would be subject to Policy CS31, or any successor policy, as a new Cambridgeshire and Peterborough Minerals and Waste Local Plan is due to be adopted at the end of 2020, and has a comparable policy emerging.

Historic Environment

- 3.12 The 20th century use of the site as a military airfield is referenced but it is suggested that heritage assets within the site have greater potential to contribute to the character and distinctiveness of the emerging new settlement.
- 3.13 The development proposals will result in the impact of sub surface assets of archaeological interest. This can be managed by an archaeological condition as advised in the Council's response to the planning application consultation.

Local Lead Flood Authority

- 3.14 The Council is supportive of the Sustainable Drainage methods that have been proposed and encourages the applicant to engage with the Lead Local Flood Authority (LLFA) throughout the design and submission stages.

Public Health

- 3.15 The SPD has been reviewed against themes set out in the New Housing Developments and the Built Environment Joint Strategic Needs Assessment (JSNA) for Cambridgeshire to identify where potential impacts on health can be addressed through SPD policies.
- 3.16 The six Strategic Objectives are supported. In particular, the inclusion of a strategic objective on "Healthy, Active and Resilient" which encourages walking and cycling, and access to healthy food is welcomed. The SPD should consider the presence of fast food outlets in the vicinity of the site or options to limit such uses within the development site, especially near to schools.
- 3.17 The Planning Application Requirements section should include the need for a Health Impact Assessment to be submitted as part of any site wide outline application in accordance with South Cambridgeshire District Council planning policy.

4. ALIGNMENT WITH CORPORATE PRIORITIES

4.1 A good quality of life for everyone

The SPD will contribute towards planning policy and corporate objectives. Future planning applications coming forward will need to demonstrate how they provide for healthy and independent living in accordance with this policy framework.

4.2 Thriving places for people to live

The SPD will contribute towards planning policy objectives for delivering sustainable development and providing significant employment opportunities and broad benefits to the local economy through long term employment, services and new housing to meet the long term growth requirements for the District Council.

4.3 The best start for Cambridgeshire's children

There are no significant implications for this priority. Any planning application coming forward will need to demonstrate how it provides for all elements of education in accordance with local planning policies.

5. SIGNIFICANT IMPLICATIONS

5.1 Resource Implications

There are no further significant resource implications at this stage.

5.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

5.3 Statutory, Legal and Risk Implications

There are no significant implications within this category.

5.4 Equality and Diversity Implications

There are no significant implications within this category.

5.5 Engagement and Communications Implications

There are no significant implications within this category.

5.6 Localism and Local Member Involvement

There are no significant implications within this category.

5.7 Public Health Implications

There are no significant implications within this category.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by Finance?	N/A
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Fiona McMillan
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Elsa Evans
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Sarah Silk
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Andrew Preston
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Stuart Keeble
Source Documents	Location
Bourn Airfield New Village Supplementary Planning Document (June 2019)	South Cambridgeshire District Council website

Appendix 1: Bourn Airfield New Village Supplementary Planning Document (Consultation Draft June 2019) Cambridgeshire County Council Response – 29th July 2019

1. Introduction

- 1.1 This note sets out the County Council officer comments on the Bourn Airfield Supplementary Planning Document in response to a consultation by South Cambridgeshire District Council. Whilst local County Members have been made aware of the consultation, this response does not include their comments or considerations or those of the Economy and Environment Committee which will endorse this response at its meeting on 19th September.

2. Transport Assessment

2.1 Status of response - **Comment**

Current Position on HQPT

- 2.2 The Council's current position on the route of the rapid transit scheme has come out of numerous discussions with the developer team and the GCP team. This concluded that it would be best located in the north of the site near the A428 as this appears to best balance the various needs of the project (catchment, speed, engineering requirements etc.). In the longer term, the Mayor has referred to innovative mass modes of transit. It would be useful if land could be safeguarded where practicably possible, to allow future evolution of the project.
- 2.3 Ultimately, the mass transit link will need to offer high speed and reliability, and should benefit from a good catchment. The route as shown in the draft SPD appears to meet the needs of the GCP.

Comments on Draft SPD

- 2.4 The below response does not take into account the detailed design requirements of the rapid transit route nor the other service requirements of CCC and therefore this response needs to be assessed in this wider context. Please refer to separate education and GCP responses.
- Access, Movement and Connectivity - Cycle connection improvements need to link to Cambourne, Caldecote and Bourn village properly not just to the Broadway and Highfields Road as there is not suitable cycle infrastructure connecting these villages currently.
 - Figure 8 - Three existing vehicular accesses to the site are shown on the western edge in Figure 8. It should be made very clear in the SPD that only the most northerly access

will access the whole site. The other two are just for the existing employment sites and will remain this way in perpetuity and at no point will be opened up as another access onto the Broadway for all vehicles as a through route or to access the rest of the development site.

- Figure 8 - This also needs to show cycle links to Bourn and Caldecote as well as Cambourne.
- Page 34 bullet point 1 should read, *“This should prevent access onto the Broadway for southbound traffic and also northbound traffic from the Broadway south to prevent rat running through the existing village of Bourn as per policy SS/7”*.
- Page 38 Point 1 should read *“This should also prevent northbound traffic from the south accessing the site. To prevent rat running through the existing village of Bourn. It should be made clear that the junction design should restrict these left turn out and right turn in movements even if additional third party land is not able to be secured”*.
- Page 39 Figure 28 - The colour difference between the traffic free and the alongside streets pedestrian/cycle routes is not very clear. Different colours would be clearer.
- Page 44 - The village centre is proposed in the north western corner of the site. The Transport Assessment Team previously recommended the village centre should be more central as some of the site is not within an 800 metre walk, meaning that this option may not be as sustainable transport wise. Excellent cycle links are essential to try to improve the connectivity and discourage car use for travel within the site.

2.5 The SPD states that no access is required directly onto the A428. The County Council queried this with the developer and the developer made subsequent enquires with Highways England. Our understanding is that Highways England do not require this and have stated that a new access would not be desirable in policy or engineering terms.

3. Education

3.1 Status of response - **Comment**

3.2 The proposals for the provision of education facilities within the new village, i.e. 2 primary schools up to 7 forms of entry and a secondary school (6 forms of entry), meets the County Council's requirements and is therefore supported.

Shared Use of Sports Facilities

- 3.3 The County Council has historically supported integration of education facilities into the communities that they serve. In that respect there is support, in principle, for the shared and dual use of sports facilities however it is recognised in the SPD that this will be subject to the developer securing the necessary agreements to deliver the school facilities to the community.
- 3.4 It should be noted however that whilst the Council supports the principle, actual delivery will largely be dependent on securing agreement with the school operator. Whilst the Council can seek to influence this it is ultimately out of its control. Therefore until an operator is selected and there is certainty that shared use can be delivered it is advised that the LPA maintains a fall-back position to ensure that its sport and playing field standards are met.

Spatial Options

- 3.5 At the earlier stages of the SPD preparation the County Council responded from an education perspective to the three spatial options for Bourn Airfield SPD. Whilst Option A was ultimately adopted by the draft SPD, the County Council's preference in terms of education was Option B which brought the spine road further into the site with the effect of re-locating the secondary school and primary school south of the spine road. The Council's response stated *"This option (B) seems to provide a good balance between accessible links within the site for pupils and external links for staff. The A428 is further away and therefore the noise and air quality impacts would be much less severe than Option A. This option responds better to the issues raised by the Council's earlier submission to the planning application consultation"*.
- 3.6 In respect to Option A, the Council's concerns relating to noise and air quality impacts from the adjacent A428 dual carriageway remain and therefore is not the optimum location for schools within the development. Option A could only be considered acceptable if the environmental concerns could be adequately addressed.
- 3.7 It is acknowledged that Option A is the preferred option for the SPD and the reason for this is set out in the Consultation Statement. This states *"area there will be significant landscaping which may be bunded to reduce the visual, noise and air quality impacts of the A428. Advice from air quality and noise experts within the Council have suggested the impacts of the road could be mitigated by the detailed orientation and design of the buildings, in addition to the delivery of a significant landscape belt"*.
- 3.8 The Council will require that any noise and air quality mitigation required to deliver both schools along the A428 boundary is fully evaluated as part of the planning application.

Mitigation in the form of landscaping and bunds cannot encroach on land reserved for education purposes.

4. County Planning Mineral and Waste

4.1 Status of response - Comment

4.2 The County Council welcomes the recognition of the presence of the Bourn Water Recycling Centre (WRC), and the potential constraint it may pose for the proposed re-development of the Airfield. The WRC is safeguarded through the adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy 2011, and associated Site Specific Proposals Plan 2012, through Policies CS31 and SSPW7E respectively. Policy CS31 states:

“Waste Water Treatment Works Safeguarding Areas will be identified around existing (and allocated) waste water treatment works to prevent the encroachment of sensitive development which would give rise to future amenity issues and impose additional constraints on the operation of the waste water treatment works.

Waste Water Treatment Works Safeguarding Areas will be identified in the Site Specific Proposals Plan and defined on the Proposals Map, extending 400 metres around existing and proposed works, with a capacity exceeding 2000 population equivalent. The Waste Planning Authority must be consulted on any planning proposal within a Safeguarding Area except:

a. householder applications (minor development works relating to existing property)

b. advertisements

Within the Safeguarding Areas there is a presumption against allowing development, which would be occupied by people. This would include new buildings or changes of use of buildings to residential, industrial, commercial, sport and recreational uses.

Where new development is proposed within the Safeguarding Areas involving buildings which would normally be occupied, the application must be accompanied by an odour assessment report. The assessment must consider existing odour emissions of the waste water treatment works at different times of the year and in a range of different weather conditions.

Planning permission will only be granted when it has been demonstrated that the proposed development would not be adversely affected by the continued operation of the existing waste water treatment works.”

- 4.3 The SPD's Fig 21 Key Constraints maps the WRC and the Safeguarding Area which extends 400 metres around the works. It would be helpful for the SPD to note that any proposed development in this Safeguarding Area would be subject to Policy CS31 referred to above (or any successor policy as the new Cambridgeshire and Peterborough Minerals and Waste Local Plan is due to be adopted at the end of 2020, and has a comparable policy emerging).
- 4.4 Section 4.2 sets out the Spatial Framework and indicative uses. The uses in the Safeguarding Area which surrounds the Bourn Water Recycling Centre (WRC) includes strategic landscape which is acceptable. However, there also seems to be an area that is not defined in the key (pale green horizontal hatching), it would be helpful if this was identified so that a view can be taken as to whether this is compatible with the WRC.
- 4.5 Section 6.6 sets out the requirements for planning applications. The site is an airfield with a considerable amount of runway and hard surfacing which may require removal and recycling and as it is a strategic site the development should comply with Policy CS28 of the adopted Cambridgeshire and Peterborough Mineral and Waste Core Strategy. This will require the site wide planning application to include the submission of a Waste Management Audit and Strategy which will set out the anticipated nature and volumes of waste arising (demolition and construction). It must also set out the detailed measures to be put in place to minimise the waste arising; together with the steps that will be taken to segregate, source, store, recover and recycle that waste. Consistent with Policy CS28 provision should also be made for a temporary recycling facility to be in place throughout the construction phases of development. Specifying this requirement at this stage will allow any developer to reflect this in their proposal, and their detailed phasing plans.

5. Historic Environment Team

5.1 Status of response – Comment

- 5.2 An archaeological trial trench evaluation and geophysical survey was undertaken in the proposed development under S/2953/15/E2 & S/3440/18/OL. These identified that the application area was intensively settled and cultivated in the Iron Age and Roman period. The 20th century military aviation heritage is also of significance.

- 5.3 The development proposals will result in the impact of sub surface assets of archaeological interest. This can be managed by an archaeological condition as previously advised for planning application S/3440/18/OL.
- 5.4 We note that the 20th century use of the site as a military airfield is referenced but consider that heritage assets within the site have greater potential to contribute to the character and distinctiveness of the emerging new settlement.
- 5.5 Section 1.3 sets out the key delivery issues to be addressed by the SPD. We would in particular suggest that the historic environment could contribute to the following identified key issues:
1. Delivering a strong community with its own identity
 3. Settlement pattern
 4. Supporting a shift towards sustainable access and movement
- 5.6 As well as considerations such as open space and recreation these issues could be supported by heritage trails and interpretation referring both the archaeological and military heritage.
- 5.7 In the Spatial Framework Plan (4.2 of the SPD) it suggests the north-south runway as a focus for the green corridor. The north-east to south-west runway is of greater significance to the military use of the site as this would have been the main runway under prevailing weather conditions. We suggest that consideration should be given to this feature in terms of the site's heritage.

6. Local Lead Flood Authority

- 6.1 Status of response – **Support**
- 6.2 We are supportive of the Sustainable Drainage methods that have been proposed and we encourage the applicant to engage with the Lead Local Flood Authority (LLFA) throughout the design and submission stages.

7. Public Health

- 7.1 Status of response – **Comment**
- 7.2 The SPD has been compared to the New Housing Developments and the Built Environment Joint Strategic Needs Assessment (JSNA) for Cambridgeshire.

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

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

7.4 The SPD has therefore been reviewed against these themes to ensure the SPD has identified where potential impacts on health can be addressed through the SPD policies.

7.5 Specific comments on the SPD are set out below. For ease of reference the comments on the SPD reflect the chapter headings and structure of the SPD

1. Introduction

7.6 The reference to the proposed GCP Cambourne to Cambridge route is welcomed, but at this stage the SPD needs to show commitment to a solution rather than "whilst recent reports have found a compelling case for the scheme, it is not yet confirmed", therefore what is the proposed solution to single car occupancy trips to Cambridge from Cambourne/Bourn Airfield?

2. Site Context

7.7 The commitment to explore the opportunities to create stronger linkages with Cambourne via the PROW network is welcomed, but there needs to be greater detail on which routes are suitable, which routes will need to be upgraded and any proposals to reclassify the designation of a PROW e.g. BOAT, Bridleway, Cycleway, Foot path etc. in order to ensure current provision is not adversely affected.

7.8 The Statements on Page 21 regarding the current provision of Health Facilities, whilst correct may be too specific for the SPD. I.e. it is likely that an offsite facility for "health services" is

required, and is likely to be at the Monkfield Practice, and should be mitigated by the development, the precise location of such a facility is not known at this stage and further guidance should be sought from the Cambridgeshire and Peterborough Clinical Commissioning Group.

3. Vision and Objectives

- 7.9 The 6 Strategic Objectives are supported, in particular the inclusion of a strategic objective on “Healthy, Active and Resilient” which encourages walking and cycling, and access to healthy food is welcomed. In addition the SPD should consider the availability of fast food outlets in the vicinity of the site or options to limit A5 uses within the development site. I would therefore recommend that the recommendations and findings of the Town and Country Planning Association (TCPA) guidance on “Planning Healthy Weight Environments” are carried forward and are included within the Bourn Airfield SPD.

4. Spatial Framework

- 7.10 No comments

5. Creating the Place

- 7.11 The inclusion of “...street network that integrates movement and place” is welcomed, greater clarification is needed on the commitments to deliver segregated cycle routes and segregated pedestrian routes at present the SPD is unclear if separate routes will be delivered or if shared surfaces will dominate. The term “alongside streets” needs to be defined/clarified to understand the level of segregated routes which will be expected to be provided. The plan on page 39 showing the “strategic walking and cycling connections” appears to show a gap in provision to the South West corner of the site, this may be due to lack of residential housing in this area or provision of green space, either way the reasoning behind this gap should be made clear.
- 7.12 This section of the SPD should make reference to the upcoming “South Cambridgeshire Cycle Design Toolkit”.
- 7.13 The commitment to provide “seating suitable for all age groups” is welcomed.
- 7.14 The SPD should show clear intentions regarding the approach to controlling fast food outlets.
- 7.15 The inclusion of dementia friendly design principles is welcomed.

6. Delivering the Place

- 7.16 The SPD identifies the potential to explore the sharing of sports provision with schools by providing community access. This is welcomed, however any reduction should not be at the expenses of other informal or formal green space.
- 7.17 The Planning Application Requirements section should also include the need for a Health Impact Assessment to be submitted as part of any site wide outline application as per South Cambridgeshire District Council Planning Policy.