



19 February 2021

Report to: South Cambridgeshire District Council Planning Committee

Lead Officer: Joint Director of Planning and Economic Development

S/3440/18/OL – Bourn (Bourn Airfield)

Parishes: Bourn, Highfields Caldecote

Proposal:

Outline Planning Application (with all matters reserved except for access), for a new mixed use village comprising residential development of approximately 3500 dwellings; mixed uses comprising employment, retail, leisure, residential institutions; education, community facilities, open space including parks, ecological areas and woodlands, landscaping; engineering for foul and sustainable drainage systems; footpaths, cycle ways, public transport infrastructure; associated access and infrastructure. This application is subject to an Environmental Impact Assessment.

Site address:

Bourn Airfield, Bourn, Cambridgeshire

Applicant:

Countryside Properties and the Taylor Family

Recommendation:

Approve, subject to Section 106 agreement

Key material considerations:

Principle of development
Amount, use, indicative layout, and scale parameters

Access and transport
Housing delivery
Social and community infrastructure
Education
Environmental considerations
Financial obligations / section 106
Other material planning considerations
Planning balance

Committee Site Visit:

n/a

Departure Application:

No

Presenting Officer:

Mike Huntington, Principal Planner

Application brought to Committee because:

Large scale development of strategic importance.

Date by which decision due:

19th February 2021 (by agreement)

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Executive Summary

1. This proposal, as amended, seeks permission for the development of approximately 3,500 dwellings with associated other uses, drainage and other infrastructure, groundworks, landscaping, and highway works.
2. The proposal is part of the strategic allocation for a new village as set out in Policy SS/7 of the adopted South Cambridgeshire Local Plan 2018.

3. The Council has produced a Supplementary Planning Document to guide comprehensive development of the strategic site. This has involved engagement with key members, the local community, land promoters, technical consultees, and other stakeholders.
4. The SPD was approved by SCDC's Cabinet in September 2019.
5. The submitted scheme, as amended, is closely aligned with the vision and key principles for the delivery of the new village as set out in the SPD.
6. The submitted parameter plans include key spatial elements, such as the location of the schools, village centre and movement corridors that adhere to the SPD's spatial framework. Alongside this, the proposed schedule and the sequencing of infrastructure set out in this application is based on the indicative infrastructure delivery programme in the SPD. Further refinement of this list has been possible through consultation feedback on the outline application.
7. Where the application does differ from guidance contained in the SPD, this is justified and is still in accordance with the broad objectives of Policy SS/7.
8. The development would deliver a significant number of new homes, in a sustainable location, and to assist in maintaining a long-term supply in future years. The development is expected to provide up to 250 homes each year and will also provide 40% of the development as affordable homes to meet local housing needs.
9. The development would also deliver a wide range of community facilities in the form of a new secondary school, two primary schools, community centres and playing fields.
10. The development will require a strategic transport intervention, the C2C or equivalent strategic scheme.
11. There will be an initial development of no more than 500 dwellings, supported by a multi modal mitigation package of other transport interventions.
12. The development may only proceed beyond the hold at 500 dwellings if one of two scenarios are met – either with development proceeding once the strategic transport intervention has been delivered, or a new transport assessment is prepared by the developer for the development of a subsequent interim phase.
13. This will be supported by a financial contribution to the strategic transport solution of £20 million.

14. The impact of the development on surrounding roads will be monitored by a network of ANPR cameras, and if the monitoring shows that there is an impact on those roads, then proposals will be implemented to mitigate.
15. There will be ongoing real time monitoring of trips to and from the development and at key locations along the transport corridor
16. This will be secured and controlled through appropriate planning conditions and a s106 agreement.
17. As such it is considered that the proposal comprises sustainable development having regard to paragraph 11 of the National Planning Policy Framework (NPPF). Approval is therefore recommended subject to necessary safeguarding conditions and the prior signing of a section 106 agreement.

Site Description

18. The application site area is approximately 210 hectares in size and is located adjacent to and between Cambourne and Highfields Caldecote, approximately 9 kilometres west of Cambridge.
19. The site is currently used for a variety of uses. It was formerly an RAF base, and the three concrete runways still exist. One of the runways is still used by occasional light aircraft. Other uses on the site include the storage of containers, HGVs, and tower cranes. Part of the runways are used for regular Bank Holiday markets.
20. The majority of the site falls within the definition of Previously Developed Land (PDL), as set in the NPPF.
21. Approximately 12 hectares of land towards the north eastern part of the site is within third party land ownership as employment land, with most of this part of the site formerly being used as a factory. This former factory site has been cleared and only the extensive concrete base, the significant landscape bund along the south eastern boundary, and areas of tree planting remain. This site benefits from an extant planning permission for the construction of commercial buildings and is subject to another separate outline planning application that was submitted in 2020 and was approved at Planning Committee in January 2021. A smaller 2.5 hectares part of this employment area is in use by David Ball Group Ltd for the manufacturing of specialist low-carbon concrete. Some of the trees within this employment area are protected by a tree protection order.
22. The site is broadly flat, mostly within the range of 54-71metres above ordnance datum (AOD). The land starts to fall away along the south western boundary of the site. The site is enclosed to the west by mature tree belts and the linear New Barns Plantation to the south is a strong feature separating the airfield from arable land in the southern parts of the

site. There is a gap in the centre of the plantation at the southern end of the north-south runway. The eastern boundary between the airfield and Highfields Caldecote is well vegetated and includes Bucket Hill Plantation and a strong mature tree belt along most of the eastern boundary. This effectively screens the airfield from Highfields Caldecote.

- 23. The Bourn sewage treatment works is located close to the boundary of south western part of the site.
- 24. Existing access points are via the Highfields Caldecote roundabout in the north east corner of the site and also via the Broadway to the west of the site.

Relevant Planning History

- 25. S/1712/12/FL – Change of use to B2 with ancillary B1(a), B1(b) and B8 use -approved (this is the current DB Group site)
- 26. S/1020/13/FL – Thyssen Krupp Tallent Ltd - Proposed Demolition and Replacement Buildings to Provide Class B1 B2 & B8 Uses – approved (this is the former Gestamp factory site)
- 27. S/2953/15/E2 – EIA scoping report – report issued
- 28. 20/02568/FUL – Former Gestamp factory site – 26,757 square metres of commercial floorspace – approved

Site Constraints

- 29. There are no designated heritage assets within the site. Scheduled Monuments are located at –
- 30. Moulton Hill Barrow (1.8 kilometres to the south)
- 31. Bourn Windmill (2.2 kilometres to the south)
- 32. Bourn Hall (2.7 kilometres to the south)
- 33. Caxton Moats (3.7 kilometres to the west)
- 34. Pastures Moat (4.1 kilometres to the west) and
- 35. Overhall Grove moated site (3.3 kilometres to the north)
- 36. Bourn village conservation area is located just over 2 kilometres to the south of the site.
- 37. The nearest listed buildings are located at –

38. Great Common Farmhouse – late 16th or early 17th century (Grade ii) (adjacent to the site to the west)
39. Barns to the north of the Grange – 18th century or earlier (Grade ii) (adjacent to the site to the west)
40. Town End Farmhouse – late 16th century (Grade ii) (1.5 kilometres to the south west)
41. Clare Farmhouse and barn to the south west – early 19th century (Grade ii) (1.2 kilometres to the south east).
42. Caldecote Meadows Site of Special Scientific Interest (SSSI) lies 750 metres to the south east of the site; Hardwick Wood SSSI 1500 metres to the south east, Kingston Wood SSSI just under 4 kilometres to the south, and Eversden and Wimpole Woods SSSI and Special Area of Conservation (SAC) just under 5 kilometres to the south.
43. Bridleway no. 15 runs along part of the southern boundary of the site, and Public Footpath no. 3 connects Cambourne to the Broadway immediately to the west of the site.

Who the applicant is and a description of the proposal –

44. The applicant is Countryside Properties and the Taylor Family.
45. The submitted 'Planning and Delivery Statement' includes a full description of the proposed development as follows:
46. Approximately 3,500 dwellings (Class C3 use);
47. Up to 250 units of residential institutional use (Class C2 use);
48. Up to 4,000 square metres Gross External Area (GEA) of retail uses (Classes A1/A2/A3/A4/A5 uses) in total in which no single outlet will be larger than 1,500 square metres GEA;
49. Up to 1,500 square metres GEA of employment uses comprising offices, research and development and light industry only (Class B1a, b and c uses);
50. 2 Primary Schools incorporating pre-school provision (Class D1 use) on sites of not more than 3 hectares at each school site;
51. Secondary School for up to 6 forms entry (Class D1 use) on a site of no more than 8 hectares;
52. Up to 2,250 square metres GEA of community uses (Class D1 use) to include: a multi-purpose community centre, healthcare, nurseries, library use, places of worship and other community purposes;

53. Up to 2,000 square metres GEA for health and fitness, gym and other cultural and recreational uses (Class D2 use);
54. Up to 5,000 square metres GEA hotel accommodation (Class C1 use);
55. Open spaces and other landscaped areas, including parks, play areas, playing fields, multi-use games areas, weather protected structures, public art, all weather pitches and associated floodlighting, woodlands, wildlife habitat areas, managed grassland, allotments, community orchards, formal/informal open space, ancillary maintenance buildings and pavilions;
56. Access roads including eastern access to St Neots Road, western access to the Broadway, a dedicated strategic public transport route, safeguarded land for the dedicated busway continuation, associated street lighting, street furniture, bus stops and shelters;
57. Pedestrian, cycle, vehicle and bus routes, including plazas; Vehicular and cycle parking including electric vehicle charging points;
58. Waste management facilities (sui generis use);
59. Provision of utility services including water, sewerage, telecommunications and related service media, electricity, gas, renewable energy, ancillary apparatus including pumping stations, substations and pressure regulators;
60. Drainage works including foul drainage infrastructure, Sustainable Drainage Systems including ground and surface water attenuation features;
61. Demolition of existing buildings and structures;
62. Groundworks including ground remodelling where necessary; and
63. Boundary treatments including acoustic fencing and construction hoardings.
64. The application is submitted in outline with details of access, with all matters of appearance, landscaping, scale, and layout reserved for future determination.
65. The applicant has submitted the following plans for determination as part of the application –

Planning application boundary plan	RG-M-01 Rev K
Parameter Plan - Land Use	RG-M-54-1 Rev S
Parameter Plan - Access and Movement	RG-M-55 Rev T
Parameter Plan - Green Infrastructure	RG-M-56-1 Rev Q
Parameter Plan – Density and Building Heights	RG-M-57-1 Rev P

66. A masterplan is submitted for illustrative purposes only and in this regard only identifies one way in which the scheme may eventually come forward. Officers have therefore only considered this plan insofar as it is indicative and is not a determinative layout.
67. The submitted s106 Heads of Terms document sets out the applicant's approach to and a legal framework for potential mitigation of the impact of the development, in accordance with the legal tests set out in Regulation 122 of the Community Infrastructure Levy Regulations 2020 (as amended). The legal tests are that any section 106 obligations must be-
- a. necessary to make the development acceptable in planning terms;
 - b. directly related to the development; and
 - c. fairly and reasonably related in scale and kind to the development.

Environmental Impact Assessment

68. The development proposals have been assessed as falling within the remit of the Town and Country Planning (Environmental Impact Assessment) (EIA) Regulations 2017 (as amended) (the EIA Regulations). This is because of the characteristics, location, and potential impacts of the proposed development. The EIA process ensures that any potentially significant effects of the development are considered and, where appropriate, mitigated by measures to prevent/avoid, reduce and where possible offset.
69. The EIA Regulations require the ES to identify the 'likely significant environmental effects' of a development. The government's Planning Policy Guidance highlights that the ES should focus on the 'main' or 'significant' environmental effects only, and that the ES should be proportionate.

Scope of the ES

70. The Applicant recognises that the Proposed Development constitutes EIA development and as such a Voluntary ES has been submitted in support of the planning application. As part of the EIA process, an EIA Scoping Opinion was requested and received from SCDC. The Scoping Opinion confirmed the scope of the EIA and the EIA has been undertaken in accordance with the comments received through the Scoping Opinion as well as the EIA regulations.

Methodology for the ES

71. The ES considers the likely significant effects of the proposed development during its construction and once it is complete and operational. The ES assesses the maximum quantum, physical extent and development principles defined for the proposal, as set out in the submitted parameter plans which are put forward for approval.

Topics covered by the ES

72. The ES assesses the following topics:
- a) Land use
 - b) Socio Economics
 - c) Ecology
 - d) Landscape and visual impact
 - e) Cultural heritage
 - f) Archaeology
 - g) Transportation
 - h) Noise and vibration
 - i) Air quality
 - j) Water environment
 - k) Climate change
73. Regulation 26 of the EIA Regulations states that when determining an application in relation to which an environmental statement has been submitted, the relevant planning authority, the Secretary of State or an inspector, as the case may be, must—
- a) examine the environmental information;
 - b) reach a reasoned conclusion on the significant effects of the proposed development on the environment, taking into account the examination referred to in sub-paragraph (a) and, where appropriate, their own supplementary examination;
 - c) integrate that conclusion into the decision as to whether planning permission or subsequent consent is to be granted; and
 - d) if planning permission or subsequent consent is to be granted, consider whether it is appropriate to impose monitoring measures.
74. This requirement is dealt with throughout the report.
75. The ES sets out the mitigation measures designed to address significant adverse effects of the Proposed Development on the surrounding environment.

76. Mitigation measures can be used to prevent avoid, reduce, and offset the environmental effects of a development project, and may even enhance the receiving environment. As such mitigation measures can be classified in the following way:
77. Avoidance: making changes to the design of the project to avoid adverse effects on environmental features. This is considered to be the most acceptable form of mitigation;
78. Reduction: where avoidance is not possible, adverse effects can be reduced through sensitive environmental treatments/design;
79. Compensation: where avoidance or reduction measures are not available, it may be appropriate to provide compensatory measures. It should be noted that compensatory measures do not eliminate the original adverse effect; they merely seek to offset it with a comparable positive one;
80. Remediation: where adverse effects are unavoidable, management measures can be introduced to limit their influence; and
81. Enhancement: projects can have positive effects as well as negative ones, and the project preparation stage presents an opportunity to enhance these positive features through innovative design. Mitigation measures identified by the ES will be required by planning conditions or s106 agreement and are in appendix H.
82. ES Addendums have been submitted by the Applicants in response to requests for further information, and these were subject of further consultation. A review of the ES was also carried out by the Applicants to provide a status update on the assessments undertaken as part of the ES. This confirmed the robustness of the baseline information and the conclusions of the assessments presented within the ES.
83. Regulation 29 sets out the information which is required to accompany decisions for EIA developments. Having assessed the submitted Applications, officers are satisfied that the ES and other additional information provided complies with the 2017 EIA Regulations (as amended) and that sufficient environmental information has been provided to assess the environmental impacts of the development proposals.
84. The application is also accompanied by the following supporting information:
- a) Planning and Delivery Statement
 - b) Design and Access Statement (DAS)
 - c) Affordable Housing Statement (within the Planning Statement)
 - d) Economic Development Statement
 - e) Environment Statement

- f) Air quality
- g) Archaeology
- h) Climate change
- i) Construction programme
- j) Cultural heritage
- k) Ecology
- l) Flood risk assessment
- m) Geo-environmental and geotechnical desk study
- n) Land use
- o) Landscape and visual assessment
- p) Noise and vibration
- q) Socio economics
- r) Transport assessment
- s) Health impact assessment
- t) Landscape strategy
- u) Social infrastructure statement incorporating sports strategy and community development strategy
- v) Statement of community involvement
- w) Sustainability and Energy Statement
- x) Utilities assessment

Amendments to Application

85. Amendment were made to the application in November 2019, June 2020, September 2020 and December 2020. These amendments included further information regarding the transport assessment, noise issues, increasing the amount of open space and dealing with other issues raised by consultees and by other representations.

Pre-application engagement

86. The applicant undertook pre-application discussions with both Cambridge County Council and South Cambridgeshire District Council.
87. Early engagement with the applicant confirmed that this site was allocated for development in the draft Local Plan.
88. The scheme was discussed at the Cambridgeshire Quality Panel prior to the formal submission of the planning application. Their detailed comments can be found later in the report.

Policy, guidance and other material planning considerations

89. EIA Directives and Regulations – EIA Regulations. European Union legislation regarding environmental assessment and the planning regime remains unchanged despite the UK leaving the European Union on 31

January 2020. The government passed secondary legislation in October 2018 to ensure the continued operation of the EIA regime

90. The Conservation of Habitats and Species Regulations 2017
 91. Planning and Compulsory Purchase Act 2004 (as amended)
 92. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications are determined in accordance with the development plan unless material considerations indicate otherwise.
 93. Community Infrastructure Levy Regulations 2010 (as amended)
 94. Equalities Act 2010
 95. National Policy & Guidance
 96. National Planning Policy Framework 2019 (NPPF)
 97. National Planning Practice Guidance
 98. Development Plan Policies
- Cambridgeshire and Peterborough Minerals and Waste Plan Core Strategy DPD, 2011 and Site-Specific Proposals DPD, 2012
- South Cambridgeshire Local Plan 2018
99. Supplementary Planning Documents (SPD):
 - Affordable Housing SPD - Adopted 2010
 - Biodiversity SPD - Adopted 2009
 - Bourn Airfield SPD – Adopted 2019
 - Caldecote Village Design Guide – Adopted 2020
 - Development affecting Conservation Areas SPD – Adopted 2009
 - Open Space in New Developments SPD - Adopted 2009
 - District Design Guide SPD - Adopted 2010
 - Flood and Water – Adopted 2016
 - Health Impact Assessment SPD – Adopted 2011
 - Landscape in New Developments SPD - Adopted 2010
 - Listed Building SPD – Adopted 2009
 - RECAP Waste Management Guide – Adopted 2012
 - Sustainable Design and Construction – Adopted 2020
 - Trees & Development Sites SPD - Adopted 2009

Other material planning considerations

Use Classes order Change

100. From 1st September 2020 the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 (2020 No. 757) came into force
101. Three new use classes have been created by this change: Class E (Commercial, business and service), Class F.1 (Learning and non-residential institutions) and F.2 (Local community).
102. Class E creates a new commercial, business and service use class which subsumes retail (A1), financial and professional services (A2), restaurants and cafes (A3) and business (B1a/b/c) use classes. Uses such as gyms, nurseries/creches and health centres (previously in use classes D1 Non-residential institutions and D2 Assembly and leisure) and other uses which are suitable for a town centre area are also included in Class E. Since 1st September planning permission is not required for changes between these, what were until recently, different kinds of uses. This is because they are now grouped into the same use class and therefore will not constitute development.
103. For example, a retail shop can change to a restaurant, or an office building could change to a retail supermarket without needing planning permission for a change of use (providing there are no restrictive covenants, conditions, section 106 obligations restricting the existing use).
104. The regulations also create Classes F1 and F2 which include local community, non-residential and learning uses, which are considered important to local communities and which will be protected through the planning system rather than given the additional flexibility provided to Class E uses
105. Class F1
'Learning and non-residential institutions' such as schools, non-residential education and training centres, museums, public libraries, places of worship and law courts.
106. Class F2
'Local community' uses such as community halls, meeting places and recreational facilities such as swimming baths and sports facilities. This also includes small-scale shops (up to 280 square metres, located 1000 metres or more from another retail unit).
107. Uses which can have potential amenity impacts on neighbouring properties will become sui generis and any material change of use will require planning permission. This includes pubs/bars, takeaways, cinemas, concert, dance, and bingo halls.

108. Once a use has been implemented under the planning permission then it will benefit from the permitted development subject to these new use classes.

Cambridgeshire and Peterborough Combined Authority

109. There have also been changes to local Transport Policy since the planning application was submitted. The most notable changes relate to the publication by the Cambridgeshire and Peterborough Combined Authority of a Local Transport Plan. This has replaced the Cambridgeshire Local Transport Plan and Transport Strategy for Cambridge and South Cambridgeshire (TSCSC).

Consultation – Parish Councils

Bourn Parish Council

110. Bourn Parish Council have made representations on this application.
111. As well as initial comments representing a coalition of Parish Councils, further comments were made on 9th March 2020 and 4th December 2020. The initial comments and those made on 9th March are shown in full in the appendix as they include graphs and tables.
112. There main concerns were summarised by the Parish Council as follows –
113. That the traffic that generated would have a severe impact on surrounding local communities, because 75% of residents would have to use their cars to travel to work to get to employment sites, which are mostly 15-20 miles away. The proposed Cambourne to Cambridge busway would be of use to, at most, 25% of commuters who work in central Cambridge.
114. That the proposed development was based on an inadequate transport strategy, which failed to take adequate account of wider strategic issues (e.g., the strategic need for a light rail or equivalent network for Cambridge and the subregion, the Oxford to Cambridge expressway, East West Rail, large-scale housing developments in St Neots, the lack of an all-ways interchange at Girton – A428/A14/M11)).
115. Coalescence, ribbon development and the lack of separation from existing communities.
116. **We are disappointed that none of these issues has been adequately addressed in this Planning Application.**

Additional comments 4th December 2020

117. Additional comments were made on 4th December, and their comments are published in full below.
118. Bourn Parish Council recommends the Planning Committee refuse permission for this outline planning application for 3500 houses on the Bourn airfield site until there is clear and unequivocal agreement on the precise nature and the timetable of delivery of a HQPT scheme to serve the development.
119. We are very concerned that the application before the South Cambridgeshire Planning Committee includes a draft planning condition that has been added to the application's September 2020 Amended Transport Summary Report, which is too weak.
120. It states that: The Developer shall not (unless otherwise agreed with the County Council) occupy more than 500 dwellings until it has:
- received confirmation of the delivery of the Strategic Transport Intervention or
 - received confirmation through the submission of a Transport Assessment (the content shall reflect any relevant guidance provided by Cambridgeshire County Council) that shall demonstrate, within the context of the monitored transport impacts, that the transport movements within the Proposed Development Phase are not likely to give rise to severe impacts upon the network.
121. It goes on to say that: the Transport Assessment will contain full details of the ongoing Monitoring of the Impacts of the development from 1st Occupation, the final details of the Monitoring to be agreed prior to 1st occupation, but to include permanent counters at the site entrances introduced prior to the 1st occupation and provide a comparison of monitored flows with those forecast in the submitted Transport Assessment.
122. This condition opens up the possibility of all 3,500 houses being built on the airfield site without the provision of a high-quality public transport scheme.
123. In addition, Cambridge County Council Highways' proposals to oversee this condition on the basis of a Monitor and Manage protocol, which have yet to be agreed and published.
124. As councillors are fully aware, the requirement for a HQPT scheme has been stated as a condition for the development of Bourn Airfield in every report published by the District Council, the County Council and the Planning Inspector on the Local Pan EIP since Bourn Airfield was first mooted in 2012.

Background

- 125. It is vital that we reassert the critical role that transport has played in the history of this application. At each and every stage of the planning process that has brought this application to this Planning Committee there has been a clear and unambiguous insistence on the essential need for a HQPT system to deliver a sustainable development on the airfield site.
- 126. As far back as 2007, Policy DP/4 in the Planning Authority's own Development Control Policies Document, stated that 'Planning permission will only be granted for proposals that have made suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms.'
- 127. The planning authorities were clearer still in March 2014 when Policy TSCSC 7 from their Transport Assessment for Cambridge and South Cambridgeshire (TSCSC) stated that, 'New development will be required to make provision for integrated and improved transport infrastructure to ensure that most people have the ability to travel by foot, bicycle or by passenger transport and in line with specified modal split targets where relevant.'
- 128. The following year (2015) Policy 80 of the Sustainability Appraisal Addendum Report required 'new developments to prioritise access by sustainable modes of travel (walking, cycling and public transport) over car use. In addition, it required 'major development on the edge of Cambridge and in the urban extensions to be supported by high quality public transport links.'
- 129. These policies make it clear that the planning authorities understand the essential relationship between new settlement development and provision of public transport.

Local Plan to 2031

- 130. The provision of public transport was fundamental to the Spatial Strategy that underpinned the emerging Local Plan. A key finding of the Cambridge and South Cambridgeshire Local Plan Transport Report - was that, 'the preferred Local Plan Strategies should focus development in key locations rather than dispersed in villages and that these locations should maximise sustainable travel alternatives to the car, particularly by providing high quality public transport for those expanded and new settlements, and these locations are best suited to delivering the necessary infrastructure to encourage travel by non-car modes.'
- 131. In justifying their Spatial Strategy for future development, the transport and planning authorities clearly identified the need for new settlements to provide HQPT options for the new residents. In paragraph 6 of their

Matter 7: Transport Statement to the Local Plan inspectors, the planning authorities state that, ‘Decisions on the location of development were made having regard to transport impacts and opportunities.’

132. Furthermore, in paragraph 8 of the same document, they outline their overarching development strategy saying that it, ‘focuses development in and on the edge of Cambridge, to the extent compatible with Green Belt purposes, and then in several new settlements, focused on key radial routes into Cambridge and bringing with them significant improvements to deliver high quality public transport access into Cambridge.’

Local Plan Inspection

133. It is also important to remember that concerns over the issue of sustainable transport provision for Bourn Airfield played a significant role in suspension, by the Inspectors, of the Local Plan process in 2015.
134. ‘If development is to be directed to new settlements rather than the edge of the urban area, it needs to be clear that the challenges of making such development as sustainable as possible have been addressed, in particular infrastructure requirements and sustainable transport options. Evidence presented to the Examination so far indicates that there is a significant funding gap in relation to infrastructure provision. In some cases, the ways in which infrastructure requirements will be met are still at a very early stage of consideration.’

Inspectors’ letter, 20th May 2015

135. When, finally, the planning authority managed to satisfy the Inspectors’ concerns, Laura Graham and Alan Wood were very clear in paragraph 83 of their Final Report to re-iterate the public transport need for the A428.
136. ‘The Transport Strategy for Cambridge and South Cambridgeshire (TSCSC) recognises that ‘the A428/A1303 corridor is subject to congestion and proposes a high-quality public transport route to serve the Bourn Airfield and Cambourne West proposals. Policy SS/6 recognises the need for on and offsite infrastructure provision to mitigate the impact of the development on the highway network. The infrastructure Delivery Study 2015 (RD/MC/080) and the Local Plans Viability Update (RD/MC/090) consider infrastructure needs for this site and, taking into account viability, conclude that there will be sufficient developer funding available to deliver on site infrastructure requirements and to make a contribution to off-site infrastructure.’

Report on the Examination of the South Cambridgeshire Local Plan, August 2018

137. The importance of the role played by transport, and in particular the provision of a HQPT scheme, was also acknowledged by the Bourn Airfield developer, Countryside Properties, themselves. Paragraph 10 of the developer's own original Transport Assessment stated that 'The strategic bus and cycleway infrastructure which is being implemented through the Greater Cambridge Partnership, will have a major beneficial effect on vehicle trips on the relevant corridor as tested by CCC in their Strategic Transport Modelling.'

Supplementary Planning Document

138. On the 21 May 2019, the South Cambridgeshire District Councils' Scrutiny and Overview Committee reviewed the Bourn Airfield Supplementary Planning Document. The SPD was clear and unequivocal in what it expected of public transport envisaged for the site.
139. 'The delivery of the new village is to be supported by improved transport infrastructure and services between Cambridge and Cambourne. This will consist of a high-quality public transport (HQPT) route together with improved cycling and walking facilities delivered by the Greater Cambridge Partnership (GCP). The overriding matter to address however, is the need for the route to be segregated to permit travel at around 55 mph for as much of the route as possible, whilst maintaining access to convenient bus stops.'
140. The level of detail on the nature of the HQPT scheme contained in the SPD included specifics such as the number and position of bus stops and recommendations on route alignment.
141. 'Given this need for segregation from other traffic and users between stops, this suggests that the implications in terms of a barrier effect across the development could be significant. It has therefore been determined that it would appear the most appropriate alignment for the route is to the north of site, away from the majority of built development and areas where people would be expecting to move around freely. Two stops have been located to serve the village centre, and the existing employment area and potentially residents of Highfields Caldecote.
142. There was never any question that Bourn Airfield needed, and was going to get, a HQPT scheme. Every publication and examination up to this point has assumed that Bourn Airfield would be served with a high-quality public transport scheme. Indeed, some of the Scrutiny and Overview Committee went further. The Deputy Leader highlighted the Council's policy (which is in line with national policy to achieve zero carbon) when he said that, 'car dependency needed to be discouraged.' The other Scrutiny and Overview Committee members acknowledged this aspiration and 'highlighted the need for public transport options to be available from the outset for new developments'.

Ratification of the Bourn SPD and direct vehicle access to the A428

- 143. The SCDC Cabinet Meeting held on Wednesday, 5 June 2019 to ratify the Bourn airfield SPD debated the option for a direct vehicle access from Bourn Airfield on to the A428. The following reasons for dismissing the requests to consider a direct access were listed as:
- 144. 'The basis for resisting the formation of a new access onto the A428 was three-fold – national policy, the Greater Cambridge Partnership's proposals for quality public transport between Cambourne and Cambridge, and South Cambridgeshire District Council's aspirations for a low-carbon future.'
- 145. The clear implication was that the Council were prioritising public transport and that meant making car use less attractive. A direct car access to the A428 threatened the Council's plans for a modal shift to public transport. This Cabinet decision - to prioritise public transport on the Bourn airfield site - makes the tactic to press ahead with an application that permits the building of any houses, in the absence of a firm decision on a HQPT scheme, completely unacceptable.

Delay and uncertainty over delivery of a HQPT scheme

- 146. In a moment of inspired prescience, Councillor Brian Milnes, Vice-Chair of the Scrutiny and Overview Committee, said that 'Committee members had been concerned that the promised high-quality public transport system might not be in place when the first residents moved to the new village'. Councillor Milnes further suggested that a pause would be appropriate so that transport issues could be reviewed.
- 147. However, the Officers Emerging Response to public transport key issues raised during the SPD process was clear; 'The Greater Cambridge Partnership (GCP) confirms delivery intentions for completion of Cambourne to Cambridge scheme by 2024.'

Report to Scrutiny and Overview on the Bourn SPD, September 2019

- 148. We now know that the Officers' over-confidence was misplaced and Councillor Milnes suggestion to pause the application was foolishly ignored. The recent update in November 2020 of the Transport and Infrastructure Committee Cambridge Autonomous Metro Programme clearly demonstrates that we are some way from delivering a HQPT scheme on the A428
- 149. 2.10 As a result of concerns raised by local residents with the Mayor as chair of the Local Transport Authority, and following the independent

report on compliance with the CAM sub-strategy referred to above, a number of high-level alternative route proposals have been considered by the CPCA.

- 150. 2. It should be recognised that this is a proposal for an alternative route which will require considerable further exploratory work and consultation with the public before the route can be approved.
- 151. While the most recent announcement by the GCP that the busway will return to the agenda of the Executive Board on December 10 suggests some 'timely' progress has been made, there is still no certainty on the timetable for delivery of the GCPs route and the proposed independent review of the project is not scheduled to get back the GCP Board until July 2021.
- 152. Officer comment – these issues are addressed in later in the report, notably in Section 3 – access and transport.

Hardwick Parish Council

General

- 153. The approach presented in this Transport Assessment dismisses the Planners requirement for a HQ public transport system to serve the development. To begin the development without a guarantee on HQPT goes against everything that has been mandated to date by the Planning Authority i.e. to get traffic off our congested roads on to appealing high-quality rapid public transport.
- 154. This requirement was strongly endorsed by the Council's Overview and Scrutiny Committee when the Bourn Supplementary Planning Document (SPD) was reviewed late last year. Now it seems a HQPT system is no longer an essential prerequisite. We believe that to go forward without a HQPT system in place sets a precedent that will allow large developments to go ahead without the required infrastructure. It is designed to allow the developer to deliver at least the first 500 homes then leverage the Planning Dept to obtain the remaining 3000 through undefined processes.

Specific Comments –

Transport Summary Report 1.2 Proposed Draft new Planning Condition

- 155. *'The Developer shall not (unless otherwise agreed with the County Council) occupy more than 500 dwellings until it has received confirmation of the delivery of the Strategic Transport Intervention or received confirmation through the submission of a Transport Assessment (the*

content shall reflect any relevant guidance provided by Cambridgeshire County Council) that shall demonstrate, within the context of the monitored transport impacts, that the transport movements within the Proposed Development Phase are not likely to give rise to severe impacts upon the network.

- 156. We assume the Strategic Transport Intervention means the HQ Public Transport previously C2C. We believe the proposal should replace “confirmation” with “a guarantee” and that everything underlined including and beyond “or” in paragraph 1.2 should be deleted.
- 157. Otherwise this proposal is just a license to ignore planning stipulations for large developments which is entirely unethical and unacceptable.
- 158. Please define what is meant by “received confirmation of the delivery of the Strategic Transport Intervention”. Who provides this confirmation and with what guarantees of delivery?
- 159. Would the guarantee of the Strategic Transport Intervention prior to the 35th property being occupied void the proposals in Appendix C?

Transport Assessment December 2019 Appendices A and B – Technical Notes 20 and 21

- 160. Hardwick’s request to re-examine junctions flows towards Hardwick appear not to have not been addressed – Parish Council objection Sept 2020 provides details.

Mitigation Proposals

- 161. Mitigation to Support the first 500 dwellings is referred to in Table 2.2 of the Interim Measures report Appendix C. This table reflect the developers view of trips at the Madingley Road M11 junction but Hardwick is concerned about the trips affecting Hardwick. Where are the junction calculations please?
- 162. Table 3.1. In the column “Timeline for delivery”, there is reference to “1st Phase” of the Development. What is the definition of First Phase?
- 163. This table contains several cultural measures and aspirations to avoid car travel but differentiating between the effects of each “soft” measure needs clarity.
- 164. Without a HQPT operation, there is nothing in this Table to clarify what specifically is proposed to protect villages from rat run traffic. Please see our comments on Appendix C that follow.
- 165. We note a Shared Cycleway between the Development and Madingley Mulch yet there are also Shared and Segregated Cycleways for St Neots Road Hardwick on other local development plans. Are you relying on third

party plans to deliver this obligation and if not how are you going to handle conflict?

166. There is a reference to allow connections using existing Bridleways (from the development) to Comberton Greenway yet there is no funded GCP Greenways Plan beyond Long Road Comberton. How will this be accomplished please and with what timeline.

Specific Comments on Appendix C – Interim Transport Measures to be Delivered Prior to the delivery of the Strategic Transport Intervention

167. Whereas this development should not even commence until a clear guarantee of a HQPT with sufficient capacity to take traffic off the road, the content in Appendix C must be mandatory if the development goes ahead.
168. *“It is considered that this package of Interim Measures could allow for the delivery of in excess of 1,500 Units prior to the Strategic Intervention along the corridor, with a further 250 Units provided in the construction period for the Strategic Intervention”.*
169. Whereas the Summary Document and proposed Planning Condition is written around 500 dwellings, this paragraph reference 1500 homes. Which is it?
170. *“Table 1.1: Impact of 1,500 dwellings on the Madingley Road Corridor”*
Please define the Madingley Road corridor. We have provided our calculations for St Neots Road and have not received any comments.

The Package of Interim Measures – Cycling

171. *“Measure C1 - Shared Cycleway from west of Madingley Mulch to Development Further to the cycle audit undertaken, it was identified that a shared cycleway/footway/ could be provided along St Neots Road from the development access (eastern) to west of the Madingley Mulch roundabout where it meets the existing on-road a shared cycleway/footway with proposed connections between the paths. This would provide a complete cycle route from the development to Cambridge City”.*
172. C1 is in conflict with other development plans already in place – Hardwick currently has segregated on-carriageway cycle lanes and we request you also consider a segregated cycle route on the north of St Neots Road to Madingley Mulch that would avoid a dangerous cycle crossing at the Village Entrance, East.
173. *“Measure C4 – Extension of the Comberton Greenway 3.40 The Greater Cambridge Greenways is a Greater Cambridge Partnership (GCP) project, to provide a local travel route for cyclists, walkers and equestrians. The Comberton Greenway Project is the closest route to*

Bourn Airfield, which runs from the village of Comberton to Cambridge city, via a mixture of existing and proposed bridleways”.

174. C4 appears to be independent thinking as the Comberton Greenway currently goes no further west than Long Road Comberton. Has this been fully evaluated with the GCP Greenways Team, costed and given a timeline please.

Monitoring and Management

175. *“The Impacts of the Proposals will be Monitored in two ways: Through Comprehensive Traffic Surveys as Shown in Figure 2.3 Through Monitoring the effectiveness of the proposals through the Better Points scheme Introduction as required of local area traffic calming*
176. In our view, the correct route for traffic to and from a development the size of Bourn Airfield is via the Strategic Road Network, A428.
177. We welcome that the developers are proposing traffic calming on Cambridge Road, Hardwick and Long Road, Comberton surrounding villages but please note that St Neots Road, Hardwick is a local village road and needs to be included for traffic calming and monitoring. Please add a monitoring and calming location between the junction with Cambridge Road and the Hardwick Roundabout to your Monitoring Locations Figure 2.3 and Traffic Calming Figure 4.1.
178. Our proposal is that these schemes should be implemented prior to building above ground.
179. Please clarify what monitoring measures you will provide and what evaluation of triggers will demonstrate the decision to move beyond construction of 500 homes as referred to in the Transport Summary Report 1.2
180. For avoidance of doubt, please publish up front a single document showing the forecast Traffic Movements referred to in Transport Summary Report 1.2, namely *“provide a comparison of monitored flows with those forecast in the submitted Transport Assessment”*

Figure 4.1

181. The roads highlighted for potential traffic calming include Cambridge Road, Hardwick, and Long Road Comberton. Comberton and Hardwick are very interdependent when there are traffic issues, especially impacting on Madingley Road. Traffic into Hardwick experiencing calming on Cambridge Road Hardwick and Long Road Comberton would most likely add considerably to the queues on the Madingley Road as the traffic calming will clearly prevent current traffic as well as new BA traffic from clearing the congestion.

182. Please confirm the understanding that at morning peak there is a continuous stream of commuters exiting A428 at Madingley Mulch roundabout, taking the last exit west into St Neots Road then immediately left into Long Road Comberton to avoid the queues on the Madingley Road? The congestion at Barton then builds back into Comberton. We believe this situation is not clearly understood.
183. During the build of Traffic Calming Measures that affect Hardwick and Comberton what measures will be introduced to mitigate the implications on all traffic using the surrounding road networks affected by the Traffic Calming measures?
184. Our own objectives are to make the St Neots Road Hardwick unattractive to through traffic and thereby to force through traffic onto the A428 and we insist you add St Neots Road Hardwick to your Traffic Calming Schemes.
185. The only effective mitigation would be a direct connection from A428 to M11 south so that traffic from Bourn Airfield and villages west would use the Strategic Road Network.

Point by Point response to CCC Highways

186. *“CCC Comment 1 1.4 The note needs to address the potential additional rat running trips that could occur as a result of interim development taking place prior to a strategic scheme being in place. If Madingley Road is already at capacity, more cars are likely to try to find other rat running alternatives. Traffic calming and measures that discourage rat running through villages should be developed and included as advance measures”.*
187. Whereas CCC has challenged the extent to which commuters would shift from Cars to public transport, we would argue whether sufficient effort is being directed at persuading Highways England to bring forward the A428/M11 connection at Girton.
188. That would provide a long-term permanent solution with clear measurables rather than the subjective application of mitigation to “soft” schemes not used in South Cambridgeshire.
189. We appreciate the questions that Highways have raised on this Development Application and the extent to which MB have attempted to respond with evidence. Generally, however we believe that there is insufficient evidence to point to the car use mitigation from the “soft” schemes in this section. There are still very good reasons why commuters require to go to Cambridge City – retail and services that cannot be accomplished working from home.

190. During development clearing and set up, we anticipate a good deal of construction traffic which we do not want to accommodate on the roads of Hardwick. Please ensure this is clear in the Planning Conditions
191. Bus Share proposals compared with Cambourne
192. *“As set out in response to Comment 15, Countryside operate a number of bus services which achieve a high bus modal share on various different sites. The success of the bus services is in how the services are operated and marketed”.*
193. We believe using the bus in preference to a car is not just about bus operators and marketing. Many working families have childcare and other responsibilities before and afterwork that prevent them using public bus services. Please consider this when working out that car preference is quite often irrespective of Bus operators and Marketing.

Point by point response by Mayer Brown to CCC

Interim Measures Effect Table 6.3

194. We are not clear what is being proposed here. The interim measures referred to are apparently not relating to the occupation of 500 homes but rather 1975 or after adjustment1288. Please explain.

Interim Measures Table 7.2

195. Whereas many would see the Interim measures as aspirational
196. Shuttle buses.
197. Bus priority,
198. Cycling schemes
199. Car Club
200. Amazon points Etc
201. we believe it is difficult to precisely predict the effect separate mitigation issues proposed. The safest solution is therefore to have the HQPT guaranteed, local infrastructure in place and traffic calmed before the BA development is developed beyond ground level.

Appendix A Cycle Plans

202. As previously stated, these Possible Cycle and footway improvements are already in other Planning Proposals in one form or another and do not necessarily accord with other schemes nor what would be acceptable to Hardwick.
203. There should be consideration for an alternative proposal here to include the opportunity for a segregated cycle path North or South of St Neots

Road Hardwick which continues through to Madingley Mulch and avoids the crossing at the Hardwick Village Boundary with Comberton

204. The Speed Limit beyond the Village Boundary to Madingley Mulch should be reduced from National to 40 maximum, to allow safe Cycling across Long Road Comberton to Madingley Mulch and beyond. The junction at Long Road Comberton favours vehicles not cycling. The priority should be for cyclists and the junction layout amended accordingly with tighter splays and give way signs.

Highfields Caldecote Parish Council

205. Whilst accepting that this application is likely to go ahead, Caldecote Parish Council make the following observations.
206. The proposed access will have a significant detrimental impact on the village, the junction is not sufficient for 3500 dwelling plus all the other services.
207. The existing bus must not be compromised by the development proposals.
208. The council are concerned about the proposal for 6 storey buildings.
209. The current proposal of the non-continuous green belt does not conform to the SPD.
210. The proposal to build medium to high density housing in the North East of the development adjacent to the roundabout is contrary to the original proposal which showed this land as green open space – officer comment – this has been amended to remove any development in this location.

Consultation - South Cambridgeshire District Council Consultee

Affordable Housing Team

211. No objection to the proposed affordable housing mix.

Conservation officer

212. Objection – further information is needed in relation to the bomb stores located in Bucket Hill plantation, and also details of the lighting to Broadway Fields will need to be submitted or conditioned.

Development Officer (Community)

213. Comments have been made, including in relation to the following elements of the application –

- 214. Community buildings and spaces should be delivered at agreed trigger points and should be to agreed standards.
- 215. A management and maintenance strategy will be required for the long-term effective management of the site.
- 216. A sports and play strategy and facilities development plan will be required.
- 217. Community access to facilities at schools will be required.
- 218. Allotments will require water supply, fencing and suitable parking.
- 219. Land to be set aside for faith spaces will be needed.
- 220. A car parking management strategy will be required.
- 221. These matters will be addressed either by planning condition or in the s106 agreement.

Drainage Consultant

- 222. No objection subject to conditions as suggested by the Local Lead Flood Authority.

Ecology Officer

- 223. No objection subject to outline and reserved matters conditions, including the following Outline conditions –
- 224. Key components of Ecological avoidance and mitigation strategies should include:
 - a) Details of any Natural England Licences that will be necessary for works to go ahead.
 - b) Full method statements for all identified protected species that are at risk from harm or disturbance resulting from construction.
 - c) Timetables of all ecological works per each Phase submission
 - d) Details of all protective fencing and pollution control methods for all retained sensitive habitats.
- 225. Key components of ecological enhancement should include:
 - a) Specific details of habitat creation within the redline boundary, including the establishment, timeframes, ongoing management, and management responsibilities.

- b) Details for any habitat that is specifically created for protected species habitat mitigation and compensation, especially if part of a Natural England Licence agreement.
- c) Ecological enhancements within the building parcels.
- d) Provision of bat and bird boxes within a minimum of 50% of all new dwellings.
- e) Provision of hedgehog connectivity within each building parcel.
- f) Use of native and wildlife friendly planting within landscape designs.
- g) Provision of green and brown roofs particularly where solar panels are to be installed on flat roofs.
- h) Provision of planting details for all greenways, parks, and other public open spaces which should include native and wildlife friendly planting where suitable.

226. Key components of Biodiversity Net Gain:

- a) Provision of a minimum 10% net gain across the site.
- b) Review at each Phase to secure net gain.
- c) Recognition that not all Phases will achieve a minimum of 10% individually, but in combination with all Phases they will.

Environmental Health Officer (Air Quality)

227. No objection. To reduce the impact of the proposed development on local air quality, planning conditions are required. These will relate to a low emission strategy and air quality monitoring at any proposed school site to ascertain pollution levels before on-site construction. Construction dust monitoring will also be required.

Environmental Health Officer (Contaminated Land)

228. No objection. The Phase 1 Geo-Environmental Desk Study Report is considered sound and has identified the potential risks to future site users and controlled waters. Given the scale of this proposed development and the size of the site, it is recommended that a detailed proposed scheme for site investigation is submitted for approval prior to the commencement of any investigative works and that this is secured through an appropriate planning condition.

Environmental Health Officer (Noise, Dust and Odour)

229. Construction noise / vibration / dust - Objection subject to conditions requiring the submission of a site-wide phasing plan and for a Construction Environmental Management Plan (CEMP)

230. Traffic noise impact of the development on the proposed residents – No objection subject to the consideration of mitigation, layout, and the orientation of sensitive rooms and appropriate conditions to provide mitigation.

231. Neighbouring existing industrial land uses (agent of change principle) – No objection subject to the consideration of mitigation and appropriate conditions to provide mitigation.
232. Schools - Concerns relating to the location of the schools, although this can be addressed through detailed design and through appropriate noise mitigation.
233. School sports pitches - Concerns relating to A428 noise levels predicted at the north of the site.

Environmental Health Officer (Odour)

234. Concerns regarding the adverse impact from odour generated by operations at the small sewage works to south west of the application site but note that there is an area of recreational land located between this facility and the application site.

Environmental Health Officer (Lighting)

235. No objection subject to a planning condition relating to issues such as light spillage and hours of illumination for any artificial lighting.

Environmental Health Officer (Public Health)

236. The submitted Health Impact Assessment (HIA) has been assessed as a grade B, when reviewed against the HIA Supplementary Planning Document that states that only HIAs graded A or B are acceptable.
237. Concerns relating to the location of the primary and secondary schools adjacent to the A428. Air quality monitoring should be undertaken for at least 6 months prior to the commencement of any works to these developments to determine pollution levels.
238. Main other areas to note are the following –
a) Greater commitment required to mitigate for air and noise quality.
b) Greater commitment required for construction training and apprenticeships.

Environmental Health Officer (Unexploded Ordnance)

239. No objection, but due to the previous/historical use of the land as a military airfield, there is an increased possibility of the discovery of unexploded ordnance on site. This can be addressed through appropriate planning conditions.

Environmental Health Officer (Waste)

240. No objection. To ensure waste is adequately considered at the outline stage and any following reserved matters applications, a condition is

recommended requiring that a Waste Management & Minimisation Strategy is submitted.

Landscape Officer

- 241. No objection
- 242. Comments have been made, including in relation to the following elements of the application –
- 243. Suggest ways that all the major landscape spaces can be delivered as single units to ensure connectivity and maturity
- 244. Ensure that strategic cycle and footway routes are placed so that sensitive landscape spaces are not degraded by being squeezed by movement corridors
- 245. Green infrastructure should include wider areas of meadow and semi natural greenspace
- 246. Management plan needed for the replacement of Ash and Elm in Bucket Hill Plantation
- 247. These matters have been satisfactorily addressed in amendments to the application or will be addressed by planning condition.

Sustainability Consultant

- 248. No objection subject to planning conditions relating to requirements for sustainability statements with each reserved matters' application, BREEAM excellent assessments for each building, and feasibility work for the North Bank PV array.

Urban Design Officer

- 249. No objection. Discussions relating to various design principles and parameter plans have been satisfactorily addressed in amendments to the application or will be addressed at the detailed stage by planning condition and design coding.

Consultation – External

Anglian Water

- 250. **FOUL WATER NETWORK**
The foul drainage from this development is in the catchment of the Bourn Water Recycling Centre, and it does not currently have capacity to treat the flows from the development site. Anglian Water are obligated to accept the foul water from the development and would therefore take the

necessary steps to ensure that there is enough treatment capacity at an appropriate recycling centre should the application be granted approval.

SURFACE WATER DISPOSAL

251. The Local Authority should seek the advice of the Local Lead Flood Authority and the Environment Agency.

British Horse Society

252. No objection. Pleased to see the amendments.

Cambridge Cycling Campaign

253. Objection. The development appears to prioritise motor traffic above walking and cycling, despite claims to the contrary. The walking and cycling routes appear to be frequently interrupted, peripheral to the site, and of poor quality.
254. A few things that we believe are positive about the application:
255. there are numerous walking/cycling-only access points shown on the parameter plan (although crucial details remain unknown);
256. there is a semblance of a walking/cycling 'grid' (although it is missing some links, crossings appear to be poor-quality, and other crucial details remain unknown);
257. the western access across Broadway to Cambourne appears to be sound in concept (although there are unresolved difficulties with safe sight lines at the crossing);
258. there is a more sensible dedicated bus route through the development compared to Cambourne (although it could stand to be more central and direct) and
259. there is a commitment to including readily available cycle parking (although the details remain vague).
260. The primary school has been placed along the primary road, which ensures that children will be exposed to road danger and air pollution, and that the school run will take place by car instead of walking and cycling, leading to congested roads and anti-social parking.
261. The Travel Plan appears to consist entirely of 'soft' measures such as cycle training and vouchers to encourage people to cycle. Those types of measures can have only minor effect when the 'hard' infrastructure does not support cycling for people of all ages and abilities.

Cambridgeshire County Council:

262. Archaeology – No objections, subject to appropriately worded condition.
263. Education – The location of the proposed primary school in the southern part of the site is acceptable and represents good urban design. It is recommended that the location of the primary school in the northern part of the site could be re-positioned slightly further southwest and swapped with the proposed pavilion building. This would provide for a more central location with ease of access to the valley park. The location of the secondary school is well related to the expressway and appears to have been informed by good urban design principles. The key concern is noise from the A428. Additional information should be provided to give further comfort on both internal and external noise levels at the school, having regard to Building Bulletin and the Acoustic for Schools Design Guide (2015).
264. Energy - Clarifications required in relation to fuel uses.
265. Lead Local Flood and Water Authority – No objection, subject to conditions requiring –
- a) a strategic surface water drainage strategy based upon the parameters set out in the Flood Risk Assessment and Drainage Strategy,
 - b) detailed drainage strategies for any reserved matters schemes,
 - c) completion of associated surface water infrastructure such as outfalls and pipes; and
 - d) details for the long-term maintenance arrangements approved before dwellings are occupied.
266. Libraries and Lifetime Learning – The County Library Service propose a satellite library facility at Bourn Airfield based within a shared multi-purpose community building, to be secured by s106 agreement.
267. Public Health – Agree that as the application has been submitted in outline, many detailed aspects of the development which could have implications for health, will be determined at the reserved matters stage. A condition is recommended that will require a Statement of Compliance to be submitted for approval with each reserved matters application, to show that the Mitigation, Recommendations and Monitoring put forward within the Health Impact Assessment have been implemented and addressed.
268. Transport – No objection, subject to agreement of a proposed transport mitigation package in accordance with the following principles -

- a) An initial development of no more than 500 dwellings, supported by a multi modal mitigation package – the Interim Package
- b) A financial contribution to the strategic transport solution
- c) Ongoing real time monitoring of trips to and from the development and at key locations along the transport corridor
- d) A development hold at 500 dwellings and may only proceed beyond that number if one of these two scenarios is met – either with development proceeding once the Strategic Scheme has been delivered, or a new transport assessment is prepared by the developer for the development of a subsequent interim phase.
- e) The above to be secured and controlled through appropriate planning conditions and a s106 agreement.

269. Other transport comments. The transport assessment has been agreed between the County Council and the applicant –

- a) Study area – agreed
- b) Traffic data – agreed
- c) Trip generation – agreed
- d) Distribution and assignment – agreed
- e) Assessment scenarios and traffic growth -agreed
- f) Junction modelling – agreed

270. Interim mitigation proposals that have been proposed by the applicant are considered by the County Council to be able to unlock a maximum of 500 dwellings. These interim measures will be required to include the following–

From first occupation

- a) Real time monitoring from first occupation with a strategy to be agreed to act upon the monitoring results
- b) Bus services to Cambridge City Centre, Addenbrookes Hospital and the Cambridge Science Park
- c) Routing the Cambourne Bus Service 4 through development and increasing frequency
- d) Free annual bus pass
- e) Better points scheme – incentives package
- f) Electric charging points
- g) Support for cycle hire / cycle maintenance

- h) Car club (by 30th occupation)
- i) Shared cycleway to Madingley Mulch
- j) Cycle crossing at Cambridge crossroads
- k) Greenway connection using existing bridleways to connect to the Comberton greenway
- l) Commuter club
- m) Cycleway links to Bourn, Highfields Caldecote and Cambourne
- n) Electric bike vouchers
- o) Traffic calming, with additional locations as identified through monitoring
- p) Strategy for wider improvements to footpath network

By 200th dwelling

Delivery of busway route within the development

By 300th dwelling

Business hub within development

Other

Caxton gibbet improvements – timescale to be agreed but may be superseded by A428 dual carriageway

271. Waste Management – To ensure that the development complies with Policy CS28 of the Cambridgeshire Minerals and Waste Core Strategy, which seeks to encourage waste minimisation, re-use and resource recovery, a condition is requested asking for a detailed waste management and minimisation plan for each reserved matter application, in accordance with the RECAP Waste Management Design Guide Toolkit.

Cambridgeshire Local Access Forum

272. Concerned that there is no access for equestrians.
273. Amendments have now satisfied the concerns of the British Horse Society.

Cambridge Water

274. No comments received.

Cambridgeshire Constabulary – Designing out crime

275. Development should incorporate the principles of 'Secured by Design' at the detailed design stage.

Cambridgeshire Fire & Rescue Service

276. No objection. Requests that adequate provision be made for fire hydrants.

Cambridge Past, Present and Future

Main Concerns

Layout of development

- 277. Do not understand the logic in locating the rural hub/village centre in the NW corner of the site.
- 278. It is also unclear how this new development will integrate with Cambourne.
- 279. Generally, the design and layout are unlikely to create the strong sense of place and community that are required to create a successful new settlement.

Timing: traffic and transport

- 280. This Busway only runs along the northern boundary and so is not very accessible for people on southern half of the site.
- 281. This development will significantly increase congestion on the A428 corridor which is already significantly congested.

Natural environment, open green space, biodiversity, and mitigation

- 282. The proposal does not achieve a net gain in biodiversity – officer comment – this is not correct. The development will be required to achieve a net gain of a minimum of 10% - see comments of ecology officer.
- 283. We do not believe the proposed east and west boundaries provide enough screening nor is there adequate natural separation between this site and the adjacent villages.
- 284. The proposal is neither a separate “village” type settlement nor an extension of Cambourne and suffers from not being either.

Environment Agency

Groundwater and Contaminated Land recommendations –

- 285. No objection but would appreciate being informed if land contamination is identified that poses a significant risk to controlled waters.

Environment recommendations –

286. No objection provided evidence in the form of a detailed drainage strategy is submitted in support of subsequent reserved matters applications as suggested in Para 17.114 of the Environmental Statement.
287. Supportive of water resources comments set out in para 17.118 of the Environmental Statement setting targets for water use.

Fisheries, biodiversity, and geomorphology recommendations –

288. More information is required on the design proposals for watercourses to ensure that habitats for water voles are protected and enhanced – officer comment – this will be addressed through the Ecological Management Plan.

Greater Cambridge Partnership

289. Supportive of the application and the inclusion of the East West route within the parameter plans that accompany the planning application submission. In addition, are supportive of the provision for bus stops to be located within the development. The establishment of the bus stops will assist in ensuring sustainable use of the transport route early on within the proposed development.

Highways England

290. No objection subject to appropriate financial contributions to the Caxton Gibbet roundabout.

Historic England

291. No comment

Natural England

292. Fully supports the amendments to the proposal.
293. Welcomes the further consideration of potential impacts to habitat within the PDS that may be important for barbastelles, and thus potentially functionally linked to the SAC, through recreational disturbance and lighting.
294. Welcomes confirmation that important habitats for barbastelle, including hedges and woodland, will be retained, and protected as part of the development.

NHS England and Cambridgeshire and Peterborough CCG

295. Responded to the SPD.

Sport England

296. Broadly supportive of the proposals, subject to a planning condition requiring a sports facilities strategy, a community use agreement setting out the details of community access to sports facilities, and detailed sites survey and specifications for the provision of natural turf pitches to Sport England standard.

Wildlife Trust

297. Satisfied with the proposed avoidance and mitigation measures outlined in the Ecological Mitigation and Management Plan.
298. Satisfied with the amended Biodiversity Impact Assessment calculator, demonstrating that a net gain in biodiversity of over 10% can be achieved on site.

Consultation - Third Party Representations

299. Representations have been received from residents in the nearby villages and others, including representations from another landowner promoting their site for development. Other comments have been received supporting the proposal, including citing the need for more affordable housing.
300. These comments have been grouped under the following themes and can be summarised as follows –

Principle of development

301. Ribbon development – continuous development from Hardwick to Cambourne
302. Scale of development

Relationship with Highfields Caldecote

303. Encroachment on Highfields Caldecote
304. Buffer zone too small
305. Construction traffic
306. Prevent a rat run through village
307. Fails to protect character of neighbouring village
308. Junction with Highfields Caldecote will not work
309. Disappointed to see development on NE of the site too close to Highfields Caldecote

Separate access onto A428

- 310. Need separate access onto A428
- 311. Needs more than 2 access points
- 312. Provide third access out of the site

Broadway and impact on Bourn village

- 313. Design of junction may still allow for a left turn out of the development and onto the Broadway
- 314. Remove access onto Broadway
- 315. Construction traffic
- 316. Noise pollution
- 317. Safety issues
- 318. Prevent its use as a rat run through village
- 319. Impact of indiscriminate vehicular access through village
- 320. School and surgery in village will be overwhelmed

A428 and transport infrastructure

- 321. Too much traffic along A428
- 322. Will further increase traffic into Cambridge
- 323. Caxton Gibbet junction does not work
- 324. Infrastructure needs to be in place before development begins
- 325. Lack of public transport – no direct buses to Royston and St Neots train stations

Impact on Hardwick

- 326. Traffic calming along St Neots Road past Hardwick
- 327. Prevent rat running through Hardwick

Mixed uses

- 328. Incorporate employment areas within development
- 329. Not enough employment proposed, see Cambourne as an example
- 330. Needs to prove that the development can be self-contained
- 331. Where are the schools and surgeries?

Sustainable development

- 332. Opportunity for a sustainable low impact development
- 333. Need for a church, small shops, better public transport
- 334. Will be as large as a town without the facilities of a town
- 335. When will open space be provided
- 336. Where is the vision? Is this the best we can do?

Footpaths etc

- 337. Need for footpaths to be upgraded to bridleways
- 338. Existing cycleways to Cambridge are poor

- 339. Provide a perimeter bridleway like Cambourne
- 340. Link to Comberton greenway project
- 341. Loss of airfield
- 342. UXO danger
- 343. Noise and light pollution
- 344. Flood protection will need to match that of Cambourne's eastern valley
- 345. Impact on grade II listed buildings
- 346. Leave historic runway alone
- 347. Increase in crime

- 348. An assessment of each of these comments can be found in the Appendix.

David Ball Group

- 349. DB Group carried out a peer review and an assessment of the Noise Impact Assessment and Environment Statement submitted with the application. The objective of their assessment was to ensure that the proposed new development would not adversely impact existing and future operations at their facility, which is located adjacent to the parts of the development. This issue is discussed further on in the noise section of the report.

Cambridgeshire Quality Panel

- 350. Prior to the submission of the application, the masterplan was considered by the Cambridgeshire Quality Panel on 13th December 2017.
- 351. The Panel were generally supportive of the scheme but had concerns about the north eastern corner of the scheme and the village centre.
- 352. The Panel made the following recommendations:
- 353. Reconsider the central square and use sketch models to resolve the spatial impact and degree of enclosure.
- 354. Redesign the north-eastern entrance sequence and explore alternative strategies for the employment site so that the masterplan is less constrained, more accessible from the southeast and with the employment being better integrated with other residential and community uses.
- 355. Develop alternative typologies for the runway edge
- 356. Depending on the phasing of the centre consider the potential benefits of swapping the primary and secondary school sites
- 357. Improve connections to Highfields Caldecote.

358. Consider strong links and edges to Cambourne.
359. Amendments to the parameters and design principles have been made to address these concerns.

Planning Assessment

360. The main issue to consider in assessing this application is whether this development is sustainable development, having considered and assessed the economic, environmental, and social elements of this proposal, as well as assessing the comments of consultees and the wider public.
361. With that in mind the matters for further discussion are listed below.

Section 1. The principle of development

362. The principal of development is accepted as the site is allocated in the South Cambridgeshire Local Plan. The Local Plan plays a key role in establishing the number of jobs and homes to meet the objectively assessed needs of the district for the period up to 2031. It is important to provide for appropriate levels of employment so the Cambridge area can continue to develop as part of the home of one of the largest clusters of research and development activity in Europe, with housing in the right locations to support the local economy and provide for housing needs. It must do this whilst maintaining the quality of life for residents in existing and new communities, as well as the quality of the natural and built environment. It must also continue to provide an attractive rural hinterland and setting for the historic city of Cambridge, with those parts closer to Cambridge being protected by the Cambridge Green Belt.
363. Overall, the Local Plan identifies the need for 19,500 new homes in the district to be built by 2031. The strategy for addressing this need involves three strategic scale allocations as follows:
- A new town north of Waterbeach;
 - A new village based on Bourn Airfield; and
 - A major expansion of Cambourne
364. The new village on Bourn Airfield will play a key role in sustaining housing and economic growth in the area, supplying almost half of the district's identified housing need up until 2031. Policy SS/7 of the Local Plan goes on to state that the final number of dwellings at the new village will be determined through a design-led approach and spatial framework

diagram included in a Supplementary Planning Document (SPD), which was adopted in 2019. The key objectives for the new town Policy SS/7 include:

- Ensuring that the development potential of the former airfield is maximised
- Establishing design principles to respond to local character but also with its own identity
- Providing strategic landscaping around the boundary of the settlement and to deliver a significant network of green infrastructure
- Creating a significant movement network, including improvements to public transport, measures to promote cycling and walking, and highway improvements

365. The adopted SPD sets out further guidance and detail on the implementation of Policy SS/7 and this will be discussed throughout the report and in the assessment of the application.

366. The site is being proposed to be developed together with the former Gestamp employment site, and the assessment of this proposal has taken into account the cumulative impact of this development taken together with the Gestamp site.

Conclusion

367. The proposed development of this allocated site will play a key role in delivering housing and economic growth in the Greater Cambridge area during the current Local Plan period. It will enable strategic housing development to take place as set out in policy SS/7 of the Local Plan.

368. The allocation of this site for development means that the application proposals are, subject to specific policy criteria being met (and other material considerations satisfied), acceptable in principle. The proposed development is therefore in accordance with South Cambridgeshire Local Plan policy SS/7, the Bourn Airfield SPD and the NPPF.

Section 2. Amount, land use and parameters

2 (a) Vision

369. The vision for the new settlement, as set out in the Bourn Airfield SPD, is for 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 settlement 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 contemporary landscape setting.

370. Concern has been raised in relation to the impact of the development on neighbouring communities, the lack of separation and ribbon development. The proposals however are in accordance with the adopted local plan, the Bourn Airfield SPD as well as the Caldecote Village Design Guide SPD, which also describes the area to the NE of the site as a strategic green landscape.

371. It is considered that the strategic objectives for the new settlement, as set out in Section 2A of the submitted amended Design Principles document, demonstrate compatibility with this vision.

2 (b) Amount

372. Local plan policy SS/7 allocates the site for development of approximately 3,500 dwellings, but also states that the final number of dwellings will be determined through a design-led approach.

373. In addition, the submitted Development Specification includes a range of commercial, community and employment uses. The Local Plan identifies a target of 22,000 additional jobs for South Cambridgeshire between 2011 and 2031. Bourn Airfield is included as an employment location to support these additional job targets.

374. The SPD advises that the new village will provide a significant amount of employment land, including an appropriate mix of offices, light industrial and research and development. These will be in appropriate locations focused upon the new settlement centre, and other local centres.

375. The proposed scheme includes (notwithstanding recent changes to the Use Classes Order) up to 4,000 square metres of retail uses (A1-A5 use), and up to 1,500 square metres of B class employment space to meet this objective and the accompanying strategies for employment and economic development are assessed later in this report. A condition will limit the size of any individual retail outlet to no more than 1,500 square metres gross external area as proposed in the application, to ensure a vibrant village centre, and ensure that it is not dominated by one large store, like at Cambourne. Proposed jobs that will be created at the adjacent former Gestamp factory site will complement the job offer.

376. The application is proposing approximately 3,500 dwellings, and up to 250 dwellings could be as residential institutional uses.

377. The proposed development also includes land for education and up to 2,250 square metres of community uses (D1 Use), up to 5,000 square

metres of hotel accommodation, as well as and open space, landscaping, access roads and associated infrastructure.

378. In conclusion, the amount of development proposed in the application is considered to be acceptable and together with the former Gestamp site will positively contribute to the objective of Policy SS/7 of achieving a range of uses appropriate to the new village and to support a sustainable and vibrant new community. This maximum amount will be restricted by condition.

2 (c) Movement

379. Policy SS/7 (8) states that the new settlement will be founded on a comprehensive movement network for the whole village, connecting key locations including the settlement centre and schools to encourage the use of sustainable modes of travel.
380. Policy SS/7 (8a and b) states that this will include significant improvements to public transport, including the provision of a segregated bus link from Cambourne to Bourn Airfield and on through the development to the junction of the St Neots road with Highfields Road. This policy also requires the development to promote cycling and walking.
381. SS/7 (8c) requires the development to provide highway improvements, including measures to mitigate the traffic impact of the new village on surrounding villages and roads.
382. SS7 (7a) requires the development to provide a high degree of connectivity to existing corridors and networks, including through an enhanced network of footpaths and bridleways.
383. SS/7 (8bii.) requires the development to provide convenient vehicular access, with at least two separate access points to the north west and north east of the site.
384. SS/7 (8biii.) requires that the development ensures that there will be no direct vehicular access to the Broadway for southbound vehicles from the new village except for buses and bicycles.
385. The applicant has submitted drawings for the access points to the north west and north east of the site.
386. The proposals, as shown in the submitted amended movement parameter plan, Design and Access Statement (DAS) and Design Principles Document, show a development that provides a comprehensive movement network.
387. The proposal will provide for the following –

388. Providing a 'High Quality Public Transport' route along the northern boundary of the site to accommodate the C2C and CAM, in accordance with Policy SS/7 (8a and b).
389. Vehicular access into the site from two locations to the NW and NE, in accordance with Policy SS/7.
390. Clearly defined internal primary and secondary routes for other public transport options.
391. A network of cycle and pedestrian routes, including within green and blue corridors to connect to facilities such as schools, employment, and country park areas.
392. A perimeter bridleway will be provided that will also connect to the existing network that surrounds the site. Direct bridleway, cycle and footpath connections will be provided to Highfields Caldecote and Cambourne, making it easy for future residents to access these surrounding communities. Improved cycle footpath connections will also be made to Bourn.
393. Connections to the proposed former Gestamp employment site will be required before the first occupation of any of the houses on the development.
394. Connections to the proposed Comberton greenway project are also proposed, providing other opportunities for non-motorised vehicle movement to a wider area.
395. CamCycle have made objections to the proposals. They have commented on the following issues. Planning officer comments are made in response to their comments where relevant. –
- a) The design of the eastern access roundabout and the T junction providing the access to the employment area are poorly designed for cycle users – Planning officer comment – neither of these junctions have been fully designed yet. Any junction designs within the site will be subject to discussion and inclusion within relevant Design Codes.
- b) Cycle parking should follow the principles set out in the Cambridge Cycle Parking Guide and be secure, convenient, and accessible as required by Policy HQ/1 – Planning officer comment – agree, future Design Codes and reserved matters application will be required to follow these guidelines.
- c) Cycle route principles within the development should be designed so that there is a separation of the road and the cycleway - Planning officer comment – agree, future Design Codes and reserved matters application will be required to follow these guidelines along appropriate routes.

d) Concerns over the design of some aspects of the off-site cycle way proposals between the site and Cambridge - Planning officer comment – this will be detailed in due course.

e) Recommends conditions are used to ensure that all walking and cycling infrastructure is open and available prior to first occupation- Planning officer comment- agree, see conditions.

396. The proposal, as demonstrated on the movement parameter plan, provides primary highway connections in two key locations.

397. The submitted Parameter Plans comply with the SPD's spatial framework plan (see appendix D).

398. The submitted design principles focus on key strategic objectives of –

- a) A high quality public transport route along the northern boundary with two stops located towards the east and the west of the site
- b) A main spine for other public transport routes within the site
- c) Green and blue landscape corridors providing pedestrian and cycle connections
- d) A permeable layout with connections wider afield to surrounding villages and towns

399. Transport mitigation is assessed later in the report.

Conclusion

400. Taking concerns raised others into account regarding the proposals, the access plans, movement parameter plan and the proposed associated design principles relating to movement are considered to positively contribute to the Policy SS/7.

2 (d) Land uses

401. Policy SS/7 requires that the built-up area of the development is contained within the Major Development Site, as shown on the Local Plan Map.

Uses

402. Policy SS/7 promotes a range of uses appropriate to a new settlement.

403. The Spatial Framework Diagram in the SPD establishes the broad structure for development of the new village and the arrangement of key uses, consistent with Local Plan policy requirements. The framework diagram incorporates several structuring elements and fixes. It is however an indicative diagram, so the alignment of the routes and the precise

locations of buildings within the site will be determined through the planning application process.

- 404. The Parameter Plans submitted with the application accord with the broad structure set out in the SPD spatial framework diagram.
- 405. To address the concerns originally made from Caldecote Parish Council about the degree of separation from the village, the proposals have been amended to provide a greater degree of separation between the village and the new development. This is in accordance with the SPD and the village design statement SPD, maintaining the strategic landscape area in this location, and will create an attractive and a positive setting for Highfields Caldecote.
- 406. The delivery of the settlement centre will be facilitated through a settlement centre strategy to be agreed by planning condition, supplementing the spatial principles described in the DAS. These spatial principles direct most of the retail, services, employment, community, and civic uses to the settlement centre and guide the size of single commercial outlets.
- 407. Concerns have been raised regarding the location of the settlement centre and including the potential impact that its location may have on traffic using the western access, and should be located closer to the centre of the site. The location of the settlement centre is however located in accordance with the principles set out in the SPD, following on from discussions regarding the location of the settlement centre at the time the SPD was adopted by the District Council.
- 408. A subsidiary centre is located further to the south of the site and will also be the location for one of the primary schools and some other smaller scale employment and commercial uses. It will adjoin public open/play space and will support informal gathering. More commercial uses could be located close to the other employment uses and to the C2C stop located towards the north east of the site.

Landscape Approach

- 409. The SPD advises that development proposals should be integrated with its landscape, incorporating, and enhancing existing features and creating a network of landscaped green, natural and multi-functional open spaces within and surrounding the new development. The quantity and quality of open space is key to creating a healthy and successful village.
- 410. The proposal includes approximately 97 hectares of open space that contributes towards the Council's open space standards set out in Policy SC/7. This is shown on the parameter plan and described in page 72 of the Design and Access Statement.

- 411. The main element of this landscape approach is focussed on the main north / south runway providing a linear open space connecting the settlement centre with the open countryside to the south. Another more informal linear park follows the route of a shallow valley in the eastern part of the site.
- 412. The submitted DAS, Landscape Strategy and Parameter Plans specify the applicant's proposals for strategic landscaping within the site, which include the following main components:
- 413. The retention of existing woodland and tree belts including Bucket Hill plantation, New Barn plantations and the principal tree belts along the Broadway, around the Grange and along the eastern edge of the site will act as a basis for landscape structure and to integrate development;
- 414. The retention and enhancement of the two north-south water courses;
- 415. A planted embankment along the northern boundary next to the A428 to provide noise and visual attenuation;
- 416. A wide area of open space together with additional woodland planting alongside the Broadway;
- 417. Woodland planting against the eastern boundary to enhance the parkland/ wooded character and separation from Highfields Caldecote;
- 418. Open space around the Bucket Hill plantation, suitably planted, to assist in conserving the woodland and County Wildlife Site grasslands;
- 419. Strategic open space corridors along the water courses to enhance the landscape structure and provide for SUDs;
- 420. Planting such as orchards, hedgerows and meadows within the southern fields to complement and provide a more rural character to interface with the Bourn valley;
- 421. A linear park along the line of the north-south runway with a character gradation from urban to rural, respecting the past history of the site;
- 422. A country Park to south of site;
- 423. Open parkland to the north-east with planting, meadows, and wetlands, and to provide separation between settlements

Conclusion

- 424. It is considered that the land use proposals as described in the parameter plans and reinforced with additional information in the submitted Design

and Access Statement, Design Principles and Landscape Strategy are acceptable, and are in accordance with Policy SS/7 and the SPD.

2(e) Scale and Density

Scale

- 425. Policy SS/7 (para 6a) states that creation of a new village in this location is to be of high-quality development responding to local character, but also with its own identity.
- 426. There have been some comments raising concern with the proposed scale of parts of the proposed development.
- 427. The SPD requires the development to provide a varied scale of buildings to help create and shape character throughout the site, helping to identify key locations, define important edges and enclose open spaces.
- 428. The SPD goes on to say that the village centre should include taller buildings to create a sense of enclosure around focal areas of public realm, to distinguish the centre from surrounding residential areas, and to facilitate higher densities close to public facilities.
- 429. Other taller buildings may be appropriate at key locations on the primary street, and along the edges of key areas of open space, to create a sense of urban enclosure and to define these locations from surrounding residential areas.
- 430. The scale of buildings follows a gradient away from the village centre and main street with a maximum of two storey buildings located around the edges of the site, and buildings of up to 4 storeys in the village centre and at key locations along some of the principle routes, with a location identified for a fine grained slim building of up to 6 storeys in height to provide a focus to the centre of the village.

Conclusion

- 431. It is considered that the proposed scale parameters are in accordance with the principles set out in policy SS/7 and the SPD.

Residential densities

- 432. The objective of Local Plan Policy H/8 is to ensure that new settlements have higher densities compared to rural villages and should aim for 40 dwellings per hectare (dph). This is to make the most efficient use of land in sustainable locations. H/8 goes on to state that local character, the scale of development, and other circumstances can justify development at lower and higher densities than 40 dph (net).

433. The SPD gives an indication of where lower and higher densities should be located at the site.
434. The proposed development follows this principle, and the site will be developed at densities ranging between 20 and 60 dph. The submitted amended parameter plan shows where the different density ranges will be located.

Conclusion

435. It is considered that the proposed development has been developed at an appropriate density to maximise the development potential of the site, in accordance with Policy SS/7 and the SPD.

2(f) Phasing

436. At this stage in the planning process, an approximate 25-year construction programme is proposed. It is anticipated that the first phase of proposed development will commence in the north west of the site, focussed on the village centre. The submitted indicative phasing plan shows an indicative approach to the phasing of the development.
437. The sequence of development will be required to follow the submission of a phasing scheme, secured by a planning condition.
438. Once a phasing scheme has been agreed, each phase of development will be required to agree the location, boundary, uses and quantum of development for that phase. This would trigger section 106 obligations and be followed up with phase wide strategies and codes. This will be followed by reserved matters applications. The Local Planning Authority would also need to agree the following elements for each phase:
439. Each phase will require the submission of a delivery plan which will include –
- a) housing needs and affordable housing statement (including accessible housing and elderly care),
 - b) school delivery programme,
 - c) open space programme,
 - d) sports and community facilities, infrastructure and services plan, and
 - e) a detailed transport mitigation scheme;
440. The Local Planning Authority would also need to agree the following elements for each phase:
- a) Travel plan;
 - b) Design code;
 - c) Construction and Environmental Management Plan (CEMP);

- d) Archaeological Written Scheme of Investigation (WSI);
- e) Ground conditions report (Phase 2 investigations);
- f) Sustainability Statement;
- g) Waste Management Plan (RECAP);
- h) Ecological Management Plan.

Conclusion

441. A phased approach is accepted and would enable and facilitate planned infrastructure and comprehensive development at each phase of the development, in accordance with Policy SS/7. Each phase would represent a level of planning approval that would enable outline application strategies to be updated and refined. This will reflect best practice and new technologies throughout the development of the new settlement. It would also allow further consultation and engagement with local people and stakeholders at important stages in the planning process.

Section 3. Access and Transport

3 (a) The Environmental Statement

442. Chapter 14 of the Environmental Statement provides an assessment of the likely significant environmental traffic and transport effects of the proposed development during the construction and operational phases.
443. A full analysis of the transport policies is contained in the Transport Assessment (TA) Appendix 14.1 to the Environmental Statement. The TA outlines the relevant national, regional and local transport and accessibility policies that are applicable to the Proposed Development.
444. The assessment methodology comprised the following main components-
- a) assessing the existing transportation situation;
 - b) identifying and assessing the likely significant environmental impacts of the Proposed Development including identifying areas of concern in terms of highways and public transport provision;
 - c) identifying and assessing measures designed to deal with any issues identified to encourage travel by means other than the private car; and
 - d) to assess the potential for cumulative impacts on the surrounding highways and non-car network.
445. The EA assesses the likely significant environmental effects of the following-
- a) Increased traffic flows and impacts on highway and junction capacity
 - b) Environmental issues associated with increased traffic flows, such as increased pedestrian severance/amenity/delay, driver delay or accident rate.

- c) Creation of new pedestrian / cycle links.
- d) Increased use of public transport

446. Assessments of the likely significant environmental effects as a result of the proposed development have taken into account at both the construction and operational phases. The significance level attributed to each effect has been assessed based on the magnitude of change due to the proposed development and on the sensitivity of the affected receptor/receiving environment to change.
447. The ES goes on to say that a package of measures is proposed to support the proposed development, the full details of which are set out on the Transport Assessment.

3 (b) Local plan policy

448. Local Plan Policy SS/7 (8) requires the development to be founded on a comprehensive movement framework for the whole village, requiring significant improvements in public transport, measures to promote cycling and walking, and highway improvements.
449. Policy SS/7 (8a) requires significant improvements in public transport, including a segregated bus link to Cambourne across the Broadway, measures to ensure that any bus journey towards Cambridge is direct and unaffected by any congestion suffered by the general public, and the provision of high quality bus priority measures or busway. The main improvements to public transport to address this will be delivered through the Cambourne to Cambridge better public transport project (C2C), of which more below.
450. Policy SS/7 (8b) calls for measures to promote cycling and walking from the start of development including the use of a Smarter Choices package for residential, school and workplace travel planning to reduce car use and enhance alternative transport choices.
451. Policy SS/7 (8c) requires the development to include measures to mitigate the impact of the new development on surrounding villages and roads, provide convenient vehicular access, with at least two separate access points to the north west and north east of the site, and to ensure that there will be no direct vehicular access to the Broadway for southbound traffic from the new village except for buses and bicycles.
452. Policy TI/2 requires developers to demonstrate sufficient provision to mitigate the impact of the development.

Cambourne to Cambridge better public transport project (C2C)

453. The C2C is a priority project for the Greater Cambridge Partnership (GCP) and a first phase of the Cambridgeshire and Peterborough Combined Authority's plans for a Cambridgeshire Autonomous Metro (CAM).
454. The route is made up of three key elements:
- A public transport route between Cambourne and Cambridge, providing reliable and sustainable services bypassing general traffic congestion.
 - A new Park & Ride site off the A428/A1303.
 - New cycling and walking facilities.
455. The route is divided into two sections serving the new Park & Ride site:
- **Phase 1** - from the Madingley Mulch roundabout to Cambridge - a key area of congestion.
 - **Phase 2** – linking the route west of Madingley Mulch roundabout to Bourn Airfield. From the proposed housing development at Bourn Airfield, the route continues into Cambourne using existing roads.
456. The Greater Cambridge Partnership (GCP) revealed the details of the route in January 2020.
457. The Outline Business Case and papers were published for consideration by the GCP Joint Assembly on 30th January 2020. The business case for the delivery of the C2C had an indicative timetable for completion in late 2024 / early 2025.
458. This project was then superseded in February 2020 by proposals from the Combined Authority for the Cambridge Autonomous Metro (CAM), of which this route is a part. This resulted in some uncertainty in the timeline for its delivery. The impact of this uncertainty is assessed later in the report.
459. A public consultation on the detailed design and environmental mitigations for the scheme - part of an Environmental Impact Assessment - would be launched in the second half of the year subject to the findings of the review.
460. The proposed scheme, which was presented to the Joint Assembly and Local Liaison Forum in January and June 2020, uses existing roads through Cambourne before joining a dedicated section of new road running through the planned Bourn Airfield development.
461. It continues south of the A428 and A1303 and re-joins existing roads in west Cambridge, via the Rifle Range, to travel on to key destinations across the city.
462. The plans include a new travel hub at Scotland Farm where people could park their cars or bikes and switch to fast and reliable public transport

services. A dedicated segregated cycling and walking route would run along the entire length of the public transport track.

- 463. The GCP's Executive Board met in December 2020 and discussed the outline business case for the scheme. It agreed to note the preferred route and the Scotland Farm travel hub location. It also agreed to undertake an Independent Audit Review of the scheme, and to report to the Board in July 2021.
- 464. The scheme has been developed over the last five years and has included three rounds of public consultation and the production of a Strategic Outline Business Case and Outline Business Case, in compliance with Department for Transport guidelines.
- 465. It is one of four public transport routes that together create vital links between new developments in the Local Plan and key employment hubs across the city and, in the future, can form an integral part of the Combined Authority's Cambridgeshire Autonomous Metro system. The GCP's plans are continually reviewed to ensure compliance with local strategies and have been designed to be adaptable to developing CAM and East West Rail proposals.
- 466. The development will be required to make a financial contribution towards the C2C. The contribution is fixed at £20million, to be paid in tranches throughout the lifetime of the development. This is provided for in the s106 Heads of Terms.

Cambridge to Oxford railway

- 467. In addition to the C2C, the missing link in the Oxford to Cambridge railway is proposed to be located close to the site. On 30th January 2020, the government announced the preferred route for the Cambridge section of East West Rail (EWR), which could see a significant boost delivered for local transport connectivity across the Oxford-Cambridge Arc ('the arc'). The preferred route is shown along a corridor between Cambridge and St Neots, and this corridor passes just to the south of the proposed development, with a proposed new station indicatively located to the south west of Cambourne.
- 468. EWR focuses substantially on longer term growth beyond the Local Plan period and not the immediate issues of congestion and lack of connectivity for expanding communities west of Cambridge. Once a preferred alignment has been agreed for EWR and clarity established with regards to the location of a Cambourne station there will be a programme to ensure that integration between EWR, C2C and the wider CAM network can be maximised.

Transport Assessment

- 469. The applicant has submitted a revised Transport Assessment (TA) with the application. The purpose of the TA is to assess the impact of the

proposed development on the surrounding area and to assess the appropriate amount of mitigation that may be required to make the application acceptable in transport terms.

470. The TA has been updated following dialogue with both the County Council and Highways England.
471. The TA includes the following information, as required by the County Council –
- a) Baseline conditions (indicating the likely future traffic flows and junction operation without the development for future assessment years. Committed developments / background growth and committed transport schemes should be considered)
 - b) Trip and traffic generation (setting out the number of trips that the proposed development will result in, broken down by time, type and purpose. The trip generation methodology should be clearly set out within this section.)
 - c) Future year assessment (including flow diagrams and junction assessments for relevant parts of the network for the above scenarios.
 - d) Access for pedestrians and cycles (setting out how the proposals will overcome identified gaps in the pedestrian and cycle provision)
 - e) Public transport accessibility (setting out how the proposals will facilitate public transport use and how any existing gaps and barriers will be overcome.)
 - f) Site access and local road network (assessing the ability of the highway network to accommodate the proposed development and set out the mitigation that is proposed to overcome identified barriers.)
 - g) Access for all (setting out how the proposals will facilitate movement for all, overcoming any barriers for the mobility impaired.)
 - h) Proposed mitigation (setting out the mitigation package proposed, to subsequently be secured through planning conditions and Section 106.)
472. It proposes an interim transport solution to plug the gap between the commencement of development and the delivery of the C2C. This interim transport solution has a break at the occupation of 500 dwellings. The specific items in the interim transport solution are listed in section 3(c) below.
473. Bourn Parish Council and Hardwick Parish Councils have objected to content within the TA, including the baseline conditions such as whether it has taken other developments into account, and trip and traffic generation.

474. The County Council have however accepted the baseline conditions, trip and traffic generation as set out in the TA, subject to an agreed mitigation package, including the interim transport solution, to be secured by s106. These mitigation requirements are discussed in the mitigation section below and listed in the appendix.

Site access

475. Policy SS/7 requires that the development provides convenient vehicular access, with at least two separate access points to the north west and north east of the site, and ensuring that there will be no direct vehicular access to the Broadway for southbound traffic, except for buses and bicycles. The application has provided details of the access arrangements in these locations, together with safeguarded land to the north east should the C2C use a different route alignment in this location.
476. Several representations have suggested that the development should have its own grade separated junction with the A428. However, this would not be in accordance with either Policy SS/7 or the SPD.
477. The County Council have however accepted the details and the principles set out in the TA relating to the access to the site.

3 (c) Applicant's Transport Strategy

478. The applicant has proposed the following to mitigate the impact of the development. –
479. Delivery of the Dedicated Strategic Public Transport Route within the Bourn Airfield Master Plan area and the safeguarding of land to enable the delivery of the C2C.
480. Monitoring of traffic in the surrounding villages and the set-up of a 'Local Mitigation Fund' to implement measures (such as traffic calming/speed restraint measures) if required
481. Contribution towards the delivery of the wider Dedicated Strategic Public Transport Route scheme in accordance with the traffic impacts of the development
482. Delivery of off-site pedestrian and cycle improvements
483. Delivery of the Bus Strategy
484. Implementation of Travel Plans (smarter choices package)
485. The proposed mitigation looks to discourage any trips away from local roads particularly heading south. The local roads would be subject to monitoring and a 'Local Mitigation Fund' would form part of the s106

Agreement to implement any measures to address any impacts that may arise, as required.

- 486. Monitoring would be undertaken of defined local roads, with the provision for traffic calming measures to be introduced if there was a clear change in traffic movements.
- 487. In terms of s106 drafting, the Local Road Mitigation Fund could be used to implement traffic calming / speed restraint measures if changes occur on local roads that were attributable to the Bourn Airfield development, and this would be confirmed through a series of ANPR cameras located on local roads.
- 488. Since the report has been prepared, the Combined Authority has announced the intention to provide bus services from Cambourne to Addenbrookes Hospital and the Cambridge Science Park. In that context the dedicated shuttle services proposed by the developer will only be provided if these Combined Authority bus services are discontinued within the guarantee period for the services.
- 489. The County Council, as the Highway Authority, has recommended that development should only proceed on a 'monitor and manage' approach in accordance with the following principles –
- 490. An initial phase of no more than 500 dwellings in a first phase, with this being supported by a multi modal mitigation package, to be followed up by the delivery of the strategic transport solution beyond that.
- 491. A financial contribution towards the strategic transport solution.
- 492. Ongoing real time monitoring of trips to and from the development and at key locations along the transport corridor.
- 493. The development would be held at 500 dwellings, with the developer only able to proceed in the case of one of the following two scenarios –
- 494. The strategic transport scheme is delivered and that a Transport Assessment for the remaining phases of development demonstrates that the quantum of development can be delivered, or
- 495. If a transport assessment for a subsequent interim phase concludes that further development can take place.
- 496. Both Bourn and Hardwick Parish Councils consider that the applicant has proposed an inadequate transport strategy. Concerns include the following, with officer comments alongside.
- 497. The strategy has not taken into account other developments – officer comment – the TA has taken into account other developments.

498. Impact upon rat running through the villages – officer comment – the proposed mitigation scheme for ANPR cameras to monitor the impact of the development on surrounding villages and for proposals to be implemented if there is impact is proposed, and is considered acceptable.
499. Traffic figures underestimate traffic generation and overestimate the impact of the proposed mitigation – officer comment – the details contained within the TA and the proposed mitigation package are both considered to be acceptable to the County Council.
500. How likely is the C2C to be delivered, and that the development should not be started without the C2C being completed – officer comment – see section on the C2C above and the proposed development hold at 500 dwellings.
501. Site access – a better solution would be for a direct access onto the A428 – officer comment – this would not be in accordance with the Local Plan or the SPD.
502. The impact on Hardwick has not been fully considered – officer comment – the County Council have considered the impact on Hardwick as well as other places in their responses to the application.
503. How are the connections to the Comberton Greenway going to be delivered – officer comment – this a detail to follow on from the s106 process.
504. There appears to be a potential conflict between the various cycle path schemes that are proposed along the A428 corridor – officer comment – the County Council will co-ordinate these schemes so that there is no duplication.
505. These principles would be secured by either planning conditions or s106 agreement.
506. The first phase transport mitigation will consist of the following, to be delivered as part of the s106 agreement –
- a) Real time monitoring prior to first occupation
 - b) Bus services to Cambridge, Addenbrookes and Cambridge Science Park at first occupation
 - c) Routing Cambourne 4 Bus Service through the development at 200 dwellings
 - d) Free annual bus passes
 - e) Better points scheme incentives
 - f) Electric car charging points

- g) Cycle hire / maintenance from first occupation
- h) Car club from 30 occupations
- i) Shared cycleway to Madingley Mulch prior to first occupation
- j) Cycle crossing at the Cambridge Crossroads, prior to first occupation
- k) Connections to Comberton Greenway by first occupation
- l) Cycle / walking information by first occupation
- m) Provision of work hub by 300 dwellings
- n) Cycleway links to villages of Bourn, Caldecote and Cambourne by first occupation
- o) Provision of electric cycle vouchers
- p) Traffic calming at locations identified through the rat run monitoring process
- q) Delivery of the busway within the development
- r) Delivery of wider improvements to the footpath network
- s) Contribution to the Caxton Gibbet roundabout
- t) Travel Plan

Car parking

- 507. Policy TI/3 seeks to ensure that car parking provision is provided through a design-led approach, in accordance with indicative standards.
- 508. This will be addressed through design coding and the village centre economic strategy, both to be delivered by planning condition.

Construction access

- 509. Construction access points are yet to be agreed and would be submitted as part of a Construction Environmental Management Plan to be the subject of a planning condition. As part of the Construction Environmental Management Plan, a Code of Construction Practice (CoCP) will be prepared. The final agreed CoCP will be required to reduce the transport impacts of construction traffic servicing the site, and the traffic movements associated with construction waste. It will apply to all the individual

construction sites within the development. Construction traffic will be required to avoid surrounding villages.

Conclusion

510. Based upon an assessment of the applicant's ES and Transport Assessment and its associated proposed mitigation measures, and taking all other comments into account, it is considered that the development has provided appropriate provision to encourage future residents to use modes of transport other than the car, and subject to monitoring, will satisfactorily mitigate the impact of the development on the surrounding villages and roads in accordance with the NPPF and Policies SS/7 and TI/2 of the Local Plan.

Section 4 Employment Assessment

511. Policy S/2 sets out the core objectives of the Local Plan which include supporting economic growth.
512. Chapter 9 of the ES assesses the socio-economic effects arising from the construction and end use stages of the proposed development. The applicant has also submitted an Economic Development Statement. This states that not taking into account the adjacent D Ball site and the consented Diageo employment site, there are currently 30 full time equivalent jobs within the existing storage and hangar units on the site. These jobs will be permanently displaced or lost from the site as result of the proposed development.
513. It is estimated that there would be an average of 260 FTE jobs over the duration of the construction period (projected to be up to 2045). In practice, because of the nature of construction, this is likely to include a much higher number of individuals securing work on the site in different building trades at different times.
514. The long-term nature of the development project, together with the fact that a number of other major developments are taking place in South Cambridgeshire, increase the opportunities for local people to train in and secure ongoing employment in the construction sector.
515. Based on the indicative non-residential scenario, the development would likely accommodate between 380 and 520 FTE jobs depending on the exact mix of eventual occupiers. Taking into consideration existing jobs that would be lost, the Development would deliver a net increase of 350 to 490 FTE jobs.
516. The Socio-Economic Chapter of the Environmental Statement estimated that this would amount to nearly £50 million a year, with annual wages in the region of £10 to £14 million.

517. The ES concludes that collectively new residents and employees will have a positive effect on the local economy through additional spending. Any minor adverse effects identified with respect to displacement or loss of existing employment and recreational uses are not considered to be significant.

Conclusion

518. Based on the above assessment, it is considered that the development will have a positive effect on the local economy, in accordance with Policy SC/2.

Section 5. Housing Delivery

Introduction

519. Policy SS/7 requires the new village to include an appropriate mix of dwelling sizes and types, including affordable housing, to achieve a balanced and inclusive community.
520. The Bourn new village SPD provides further guidance on housing delivery and requires developers to provide an appropriate housing delivery strategy to meet identified housing need with consideration of the following: affordable housing, older people housing and specialist accommodation, key worker housing, self/custom build plots, space standards, private rented/build-to-rent schemes and community-led housing.

5 (a) Quantum, density, and mix

521. Policy H/8 states that new settlements will be required to achieve an average net density of 40 dwellings per hectare (dph), but that net density may vary from the above where justified by the character of the locality, the scale of the development, or other local circumstances.
522. Policy H/9 requires a wide choice, type and mix of housing to be provided to meet the needs of different groups in the community. An appropriate mix of market housing is set out in the policy which gives a target of at least 30% 1- or 2-bedroom homes, at least 30% 3-bedroom homes, and at least 30% 4-bedroom homes. This policy relates to any development, but on a development of this scale, this mix may not be appropriate in all locations, for example the mix in the higher density areas may be skewed towards 1- and 2-bedroom apartments and in the lower density areas to larger homes.
523. The proposed development will be built at densities of between 20 and 60 dwellings per hectare (dph), which is in accordance with both the Local Plan and the SPD. The new settlement will require a much broader range of house types and densities than is usually found in the villages of South Cambridgeshire. Most of the site would have densities ranging from

between 20 and 40 dph, with potential highest densities of up to 60 dph at the village centre. The lower densities will be sympathetic to the landscape setting of the southern and eastern boundary, whilst the higher densities would help to support vibrant local centres and ensure that there is more activity along the key movement corridors within the development.

524. An indicative housing mix can be determined at each phase of the development to guide reserved matters parcels. Each phase would need to have regard to the cumulative housing mix across the application site and the need for specialist accommodation such as for disabled and elderly persons in accordance with Policy H/9. A condition is recommended which will require that when each residential parcel comes forward it will need to be accompanied by a statement demonstrating how it accords with the agreed indicative housing mix and delivery strategy for that phase or, if justified, why it deviates from that mix and strategy (e.g. if there is a change in market conditions).

Conclusion

525. Based on the above assessment and recommended conditions, it is considered that up to 3,500 dwellings can be delivered on the site at an appropriate density and mix, together with all the necessary infrastructure and open space.

5 (b) Affordable housing

526. Local Plan Policy H/10 (1a) requires 40% affordable homes on development sites of 11 dwellings or more except where it can be demonstrated unviable considering changing market conditions, individual site circumstances and development costs. Policy H/10 (1b) requires that, to address evidence of housing need, an agreed mix of housing tenures will be determined by local circumstances at the time of granting planning permission.
527. The applicant has proposed in its Affordable Housing Statement to deliver 40% affordable housing with the following mix -
- 30% affordable rent.
 - 30% shared ownership
 - 20% rent to buy
 - 20% discount market sale
528. These tenures fall within the definition of affordable housing as defined in the NPPF and has been accepted by the Affordable Housing Officer. The proposed affordable housing provision would meet the policy target of 40% affordable housing, and has an agreed mix of housing tenures, in accordance with Policy H/10 (1a) and (1b).

529. The proposed housing mix is considered to be acceptable, will meet varying household incomes and will help to facilitate a more diverse and balanced community in accordance with the social objectives of sustainable development set out in paragraph 8 of the NPPF.

5 (c) Accessible housing and internal space standards

530. Policy H/9 requires 5% of both affordable and private new homes (split evenly between the two tenures) to be built to the M4 (2) standard (accessible and adaptable dwelling standard) or any successor document. This can be addressed by way of planning condition.
531. Policy H/12 requires that all new residential units will only be permitted if the gross internal floor areas meet or exceed the Government's Technical Housing Standards – Nationally Described Space Standard (2015) or successor document. This level of detail would not be expected at outline planning stage and would be assessed at reserved matters stage. A planning condition is recommended to ensure this standard is implemented.

5 (d) Community-led housing

532. Policy H/9 requires a wide choice, type and mix of housing to be provided to meet the needs of different groups of the community. Guiding Principle 10 of the Bourn Airfield SPD supports measures to broaden the mix of housing types and delivery models. It advises that the Council is supportive in principle, subject to viability and deliverability, to working with a Community Land Trust (CLT) to support the provision of housing in the new settlement. Future opportunities for CLT involvement can be captured at each Phased approval stage where there is a requirement for the applicant to submit a Housing Delivery Statement.

(e) Gypsy and Traveller provision at New Communities

533. National Planning Policy for Traveller Sites (2015) requires Councils to maintain a five-year land supply of Travellers sites, in a similar way to housing, and identify deliverable sites to meet the needs to meet identified for the first five years. The Gypsy and Traveller Accommodation Assessment (2016) identified no need for Gypsy and Traveller pitches during the plan period, taking account of existing available supply. Provision is required for Travelling Show people and Policy H/20 makes safeguards for land use in this regard.
534. Policy H/21 requires that opportunities to deliver Gypsy and Traveller sites, where need is identified, will be sought as part of large-scale new communities and significant major development sites. Future opportunities for such sites can be captured at each phase approval stage when there is a requirement for the applicant to submit a Housing Delivery Statement.

5 (f) Self and custom build

535. The delivery of self-build and custom-build housing is strongly supported by national policy and offers the opportunity for residents to be involved in the design and construction of their own homes. Local Plan Policy H/9 requires strategic sites to provide plots for self and custom builders, although no specific level of provision is specified for new development sites. Given the significant role the new settlement will play in delivering housing over the current and following Local Plan period, the development should in theory provide the opportunity to meet a high level of the district's self and custom build requirement.
536. The applicant has agreed to allocate up to 5% (subject to marketing) of the market housing provision on site to self and custom build plots. This would seem a reasonable level of provision, and can be secured by way of planning condition and / or s106 agreement. Any scheme will also determine the broad location of where the self-build homes will be located. It is anticipated that the self-build plots could be located in a single general location, rather than spread around the development. This will help to create a sense of place and will also help to provide the appropriate infrastructure for these plots.

Conclusion

537. In summary, the overall quantum, mix and density of the development is considered to make best use of a sustainable site in accordance with Policies H/8 and SS/7 as well as NPPF paragraphs 122 and 123. Additionally, conditions are recommended to ensure accessible homes, residential space standards, and opportunities for Gypsy and Traveller sites, self/custom build sites and community-led housing are captured at each phase of the development, in accordance with Policies H/9, H/12 and H/21.

Section 6. Social & Community Infrastructure

6 (a) Introduction

538. Policy SC/4 requires large scale major developments to provide detailed assessments and strategies for community needs, which take account of capacity and accessibility at existing facilities in the locality. Community facilities and services to be provided include:
- a) Education
 - b) Community Meeting Places
 - c) Health Facilities
 - d) Libraries
 - e) Open Space, Productive Space, Children's Play Space and Sports Facilities
 - f) Commercial Facilities Important to Community Life
 - g) Provision for Faith Groups

- h) Provision for Burials
 - i) Provision for Waste and Recycling
 - j) Community Development Workers and Early Development Collaborative Support
 - k) Public Realm / Public Art
 - l) Outdoor Performance Space
539. Such facilities should be provided in accessible locations with opportunities sought for joint provision or co-location of compatible services and facilities. The timely delivery of services and facilities will be required, including consideration of early phase requirements of the development.
540. The applicant has submitted a s106 Heads of Terms document setting out their strategy for meeting community needs.
541. Any community facilities that will be provided will complement other community facilities in Cambourne and the surrounding villages. The development proposes a schedule of new community facilities/services, and each of these will now be examined in turn with consideration for the delivery and timing of each in accordance with the requirements of Policy SC/4.

6 (b) Education

Early years and Primary schools

542. Policy TI/8 states that planning permission will only be granted for proposals that have made suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms. This includes the provision of schools.
543. The new settlement will require two 3 form entry (3FE) primary schools with early years provision included. The second (southern) primary school can go up to 4FE, totalling 7FE of primary provision across the site. The funding requirement is listed in the s106 heads of terms part of the report.
544. Early years provision will be included within the primary schools.

Secondary school

545. The new village will require one 6FE secondary school, and this will be funded by the provision of land and capital cost contribution. The funding requirement is listed in the s106 heads of terms part of the report.
546. There is sufficient flexibility with regard to the location of the secondary school and the northernmost primary school.

547. Special educational needs provision will be located at the new school that has opened in Northstowe.

Phasing approach to delivery without a strategic transport solution

548. The transport assessment work linked to the application suggests that development will be limited without the implementation of strategic transport solutions. The County Council have considered the options for mitigating education demand for a development of 500, 1,000 or 1,500 homes.
549. The primary provision for the 1,000 and 1,500 home options appear to be relatively straightforward in that the County Council will seek either a new 2FE or 3FE primary school respectively, including early years provision, to accommodate the expected demand.
550. For the 500 home scenario, there are a number of possible options for securing primary education provision. These options would be -

Option 1: A new primary and early years school.

551. This would most closely match expectations for on-site, local school provision.
552. However, the Department for Education's approach to new primary schools is that they should open with a minimum viable number of 60 children (equivalent to 2FE (420 places)) in a year group and the County Council also has concerns about the viability of 1FE primary schools. If this approach does not change then it may not be possible to open a new school, however, officers suggest there is a case to be made in these circumstances for an exception to the rule and there is on-going dialogue between council officers and Department for Education (DfT) to explore this approach and how it could work.

Option 2: A new building, on Bourn Airfield, could be established as an annexe or campus arrangement with an existing off-site school.

553. Whilst this approach might address the school viability issue, a similar model used nearby at Cambourne and Hardwick Primary School has experienced challenges around the management of admissions which could reoccur if this approach were to be used again.

Option 3: Accommodate children in other neighbouring schools.

554. Based on the assumption that the west side of Bourn Airfield is developed first, the nearest primary schools are The Vine and Jeavons Wood in Cambourne. Both these schools are close to capacity and expected to

remain so for the foreseeable future. The only other local schools with surplus places are Hardwick & Cambourne and Monkfield Park Primary Schools. The Hardwick & Cambourne Primary (Cambourne campus) is located on the west side of Cambourne and the Hardwick campus is over 2 kilometres away. Monkfield Park Primary School is in the centre of Cambourne, but children would have to travel past The Vine and Jeavons Wood Primary Schools. These may not be ideal or practical solutions.

Option 4: Transport children to the new Cambourne West Primary School.

- 555. Whilst this school could be built to a larger specification and sooner than needed to enable Bourn Airfield children to be accommodated for a temporary period, there would be associated transport costs that would need to be met.
- 556. This would not be an ideal or practical option.

Option 5: Temporary school buildings

- 557. Temporary school buildings could be provided for a given time, until the need for a permanent building is met, as has been used elsewhere within Cambridgeshire. Costs associated with this approach can be significant to meet the necessary requirements and specifications.

Conclusion

- 558. Given these considerations, it is considered that the most appropriate solution to be pursued is **option 1**, delivering a new school at Bourn Airfield early in the new development. This would provide a focus for the new community and support the development of community cohesion. This reflects the fact that it would be expected that the primary school would be amongst the first community buildings in the development.
- 559. The site of the first primary school may need to change but will remain within the boundary of the proposed parameter plan, to ensure it best fits the different build out scenario and needs of the emerging community.

Phased approach to the delivery of Secondary Education

- 560. Secondary provision for the 500, 1,000 and 1,500 development options is also not straightforward because numbers are too low for a viable secondary school. There are two approaches which form part of a strategic response:
- 561. accommodate children at existing schools, such as Cambourne or Comberton Village Colleges; or
- 562. build new provision on Bourn Airfield, either as a new school or under an annexe/campus arrangement with an existing school provider.

563. The development falls within the existing catchment of Comberton Village College. This school had a Published Admission Number (PAN) of 240 in 2020/21 but is planning to increase this to 270 for the 2021/22 academic year. The college is approximately four kilometres away from the development in a straight line but further by road. This makes it likely that home-to-school transport would be needed with associated costs that would need to be funded.
564. Based on a PAN of 270 there does appear to be some surplus for the first few years of the development and Comberton Village College should be able to accommodate demand from its catchment and the Bourn Airfield development. However, the local catchment demand is expected to increase to around 270 from 2026/27. The college may be able to admit most of the children from Bourn Airfield in the early years of the development, although the longer-term forecast position suggests that they would not be able to continue to do so without an additional increase in capacity.
565. The alternative option is Cambourne Village College. This is approximately three kilometres distant as the crow flies, but further by road. Cambourne Village College has been recently expanded to accommodate a PAN of 270.
566. Any development over 1000 homes will require the provision of a 4FE secondary school.

Conclusion

567. The County Council have assessed the various scenarios for primary and secondary school provision at a 500 home development limit, and have recommended that a 1FE primary school would be provided on site and that the secondary school provision would be at either Cambourne or Comberton village college. A secondary school would only be provided on the site much further into the build out of the development. This approach is considered acceptable, in accordance with Policy TI/8 'Infrastructure and New Developments'.

6 (c) Community Meeting Places

568. Policy SC/6 requires that all housing developments will contribute towards the provision of indoor community facilities to meet the needs generated by the development. Contributions will be based upon a standard of 111 square metres of floor space per 1000 population. The submitted s106 heads of terms assumes that the developer will provide land and the provision of 2 multi-purpose community buildings for this part of the new village, to a specification to be agreed.

6 (d) Health facilities

569. Policy SC/4 requires that all housing developments contribute towards the provision of health facilities to meet the needs of that development. The new village will need to provide new healthcare provision and arrangements for delivering this facility will be secured through the s106 agreement.

6 (e) Library

570. The County Library Service propose a satellite library facility at Bourn Airfield based within a shared multi-purpose community building to provide access to library services, as an appropriate mitigation project. The location, timing, and arrangements for delivering this facility will be secured through the s106 agreement.

6(f) Open Space, Productive Space, Children's Play Space and Sports Facilities

571. Policies SC/6 and SC/7 require all housing developments to contribute towards indoor community facilities and outdoor playing space (including children's play space, formal outdoor sports facilities) and informal open space. There is a minimum but no maximum standard for this provision. This is reinforced by the NPPF, which highlights the importance that access to open space has to the health and wellbeing of a community.
572. The applicant has proposed the significant areas of open space in the following locations -
- North East corner
 - Playing fields
 - Bucket hill plantation
 - Broadway fields
 - Runway park
 - Southern country park
573. The provision of open space and playing fields is in accordance with Policy SS/7 (7) 'Delivery of a Significant Network of Green Infrastructure' and the SPD, and will be delivered together with appropriate changing room facilities. This will be delivered in phases alongside the delivery of houses and will be secured through the s106 agreement in line with agreed triggers. The precise details will be defined through future phased submissions which will include design codes and reserved matters applications.
574. The requirement for a community access agreement in both primary and secondary school will be taken through the s106 agreement.

6 (g) Commercial Facilities Important to Community Life

575. Policy SC/4 requires development to meet community needs and ensure the delivery of commercial facilities important to community life such as childcare nurseries, local shops, restaurants, cafes, and public houses.
576. These all play an important role in community life and the submitted 'Development Specification' provides for these land uses. Such uses are only likely to come forward in response to market demand. In other large settlements in the area, land availability for childcare provision has been either limited or non-existent, leading to unsustainable travel movements away from the site and difficulty for residents in accessing childcare provision.
577. To address this, a condition is recommended to ensure that a strategy is submitted and agreed at each Phase for the appropriate marketing of land/units for potential uses important to community life such as childcare nurseries and local shops.
578. The village centre and other local centres will be expected to provide a substantial amount of comparison and convenience / food shopping facilities for the future residents of the new village. The precise details of the retail and other facilities will be defined through future phased submissions, including the use of design codes and in reserved matters applications.
579. It will not be appropriate to use s106 triggers to deliver these facilities, as these will be delivered by commercial operators when there is enough demand, but a planning condition can help to ensure that these types of uses can come forward.

6 (h) Provision for faith groups

580. Policy SC/4 requires developments to provide services and facilities necessary to meet the needs of different faith groups. There are no minimum standards set out in the policy, but the Council's Infrastructure Delivery Study 2015 provides a guide of 500 square metres per 3000 dwellings, and the Development Specification comprises up to 9000 square metres of community uses (Class D1) to include places of worship, which would easily meet the standards set out in this guide.
581. At this stage it is not known what level of faith provision is required by the new community or of what type and specification. Consequently, it is considered appropriate to allow faith uses/buildings to come forward naturally over time, as sites become available within the new village. In the interim, provision for faith groups will be made within the community centres, and this is tabled in the draft s106 Heads of Terms. A condition is recommended to ensure that a strategy is submitted for the appropriate

marketing of land/units for potential faith groups to meet the objectives of Policy SC/4.

6 (i) Provision for Burials

582. Policy SC/4 requires developments to include provision for burial space. Burial space is included within the open space parameter plan and will be secured by planning condition / s106 agreement.

6 (j) Provision for Waste and Recycling

583. Policy SC/4 requires developments to include provision for waste & recycling. This is covered separately in the environmental impacts section of this committee report titled 'Sustainable Construction and Design'. A financial contribution towards expanding capacity at the St Neots Household Waste recycling site will be in the s106 agreement.

6 (k) Community Development Workers and Early Development Collaborative Support

584. Policy SS/7 (11) 'Community Development' requires the new village proposals to include measures to assist the development of a new community, such as through community development workers.
585. The s106 Agreement will include a financial contribution towards a community development worker for 10 years.
586. Financial contributions will also be made towards early collaborative support, as per the request of Cambridgeshire County Council. This contribution is based on evidence from other developments in the County, which show that new communities tend to have higher needs which will escalate quicker than in more established communities placing significant pressure on intensive public sector services.
587. Much of the research into new settlements have established clear links between loneliness, poor mental health, and antisocial behaviour with a lack of community cohesion and social networks at the early stages of development of such places. A s106 contribution is sought to mitigate these impacts through the funding of a variety of professionals based on the ground whose work goes beyond a traditional community development worker.
588. Depending on need, this could be through the work of family workers, school liaison officers, adult learning courses, public health campaigns and commissioned services, traditional community development workers, housing association support, faith provision, community led-support groups and GP services.
589. These various professionals and organisations (including voluntary and community) will help the community create a mechanism to build social capital which in turn will lead to better mental and physical health, higher

educational attainment, better chances of employment and lower crime. If the anticipated need of the Community does not transpire within 10 years of the first occupancy many elements of the funding outlined will not be required and therefore should not be drawn down.

590. Subject to the detail of the proposed s106 contributions, the development is considered to accord with Policy SS/7 (11) 'Community Development'.

6 (l) Public Realm / Public Art

591. Policy HQ/2 states that the Council will encourage the provision or commissioning of public art that is integrated into the design of development as a means of enhancing the quality of development proposals. The provision of public art must involve the local community and could be community-led, potentially relating to the former use of the site.
592. The provision of quality visual arts and crafts as part of new developments can bring social, cultural, environmental, educational, and economic benefits, both to new development and the local community. Given the aims of Policy HQ/2 and community benefits related to public art, it is considered appropriate to apply a condition seeking a public art strategy as part of the design code, along with a public art delivery plan at reserved matters stage.

6 (m) Governance

593. Policy SC/4 'Meeting Community Needs' requires that all housing developments will include or contribute to the provision of the services and facilities necessary to meet the needs of the development.
594. As part of the discussion relating to this provision, it is recognised that the dual use of sports facilities and community spaces by the local community and the school population in village colleges is a successful part of the way of life in South Cambridgeshire that should be continued in new schools. Such sharing of facilities can assist in ensuring that as wide a range of services is available to any community. The s106 agreement of will seek to include measures to agree community access agreements at all the schools to benefit community development in the new village.
595. Within the new village there should be consideration given to community-led management of community uses so that they can be retained for the benefit of the community in the long term, as advised by the SPD. In the short to medium term this however may need to be the responsibility of a management company. Such transfer provisions are recommended to be included in the s106 agreement. A new parish council will be expected to be formed in due course together with a governance review and it may be expected that they take on responsibility for managing facilities.

6 (n) Other community uses – crime and emergency services

596. Designing out crime and creating an environment for people that is, and feels safe, is an objective of Policy HQ/1 (Design Principles) and this would be addressed at the detailed design stage and through design coding.
597. A police and fire station are located at Cambourne, close to the site.

6(o) Conclusion

598. Subject to recommended conditions and the s106 legal obligation, the development accords with the social and community objectives of Policy SS/7 and SC/4 by providing a range of uses appropriate to the new village, including community services and facilities, as well as measures to assist the development of the new community and the involvement of existing stakeholders.

Section 7. Environmental Considerations

7(a) Air Quality, Dust and Odour

Air quality

599. Local Plan Policy SC/12 Air Quality are required to produce a site based Low Emission Strategy. Chapter16 of the ES provides an air quality assessment with an analysis of the likely effects of the proposed development on air quality during the construction and operational phases of the development. The potential impacts would include nuisance, loss of amenity and health impacts caused by construction dust and changes in traffic related pollution. This is reinforced in the Health Impact Assessment (HIA) submitted with the application.
600. The submitted Travel Plan (TP) provide a package of measures to help specifically mitigate the transport emissions impacts of the development as well as reduce car usage. This would be achieved through sustainable transport measures, incentives and supporting infrastructure discussed in the transport chapter of this committee report. This objective will be supported by an appointed Travel Plan coordinator, monitoring plan and provision of contingency measures to be agreed. Provision is also made for electric vehicle charging facilities for both residential and commercial properties across the site. The principle of these strategies is agreed by the Council's air quality officer and implementation of the proposed measures contained within the travel plan can be conditioned.
601. The Council's Environmental Health Officer has recommended that air quality is monitored before construction of the schools. This is recommended as a planning condition.

Dust

602. ES Chapter 16 provides an assessment of construction dust, and explains that the main cause of unmitigated dust generation from construction sites is from demolition and vehicles using unpaved haul roads, and off-site from the suspension of dust from mud deposited on local roads by construction traffic. Given the large scale of construction on the site there is a high potential for dust emission and therefore appropriate mitigation is required through a Construction Environmental Management Plan (CEMP) condition, as agreed by the Council's environmental health officer. The air quality officer recommends construction dust monitoring to be undertaken during the construction period.
603. The CEMP would incorporate measures to limit dust and particulate matter generated during the construction of the proposed development, and therefore no significant effects on air quality are predicted.

Odour

604. There are no odour issues anticipated to be associated with the development.

Conclusion

605. Based on the above assessment and the submitted ES, subject to the implementation of the recommended conditions, the development would have an acceptable impact on health and quality of life in relation to air quality, dust and odour in accordance with Local Plan Policy SC/10 and the NPPF.

7(b) Archaeology and Heritage

606. One of the objectives of Policy NH/14 'Heritage Assets' is to ensure that developments sustain and enhance the special character and distinctiveness of the district's historic environment including its villages and countryside. Developments will also be supported when they create new high quality environments with a strong sense of place by responding to local heritage character including in innovative ways.
607. Chapter 12 of the ES assesses the likely significant effects of the Proposed Development in terms of the built heritage and historic landscape. It is supported by a Cultural Heritage Statement.
608. There are no listed buildings on the site and the site does not fall within a conservation area. The ES concludes that on site heritage assets consisting of the runways and remaining clusters of buildings are of low / medium importance.

609. The ES further assesses the impact of the proposed development on listed buildings further afield, and proposes embedded mitigation in the form of additional landscaping.
610. The proposal contains substantial planting to close any gaps in the western and eastern boundaries to minimise visual impacts on surrounding heritage assets and landscape (to be planted in Years 1 and 2). Views from the A428 will be screened with a 7m high bund with planting on top. The shelter belt of the linear New Barns Plantation will also be strengthened.
611. The alignment of the main north-south runway is to be retained as a linear park within the proposed development site. Because of the lack of designated heritage assets on the site and because of the combination of distance, topography and existing and proposed screen planting, all off-site impacts are assessed as negligible (adverse) where there is a historical connection with the site, or generally to 'no effect' where there is no historical connection.
612. Despite the linear park on the alignment of one of the runways and the retention of the remains of the bomb stores in Bucket Hill Plantation, the currently complete and highly distinctive triangular arrangement of runways and taxiways will be lost. An appropriate Heritage and Public Art Mitigation Strategy would compensate for the physical loss of the runways during the construction phase and the permanent indirect effects to the remaining off-site military structures. This will be required to be submitted prior to the commencement of development, and will include -
- a) An appropriate street-naming policy;
 - b) a permanent record of the visible Second World War remains;
 - c) a conservation and interpretation strategy for the bomb stores to be retained within Bucket Hill plantation;
 - d) Implementation of a significant monument (or monuments) that would aid in place-making, make sense of the Runway 36 Park and Play Space as a former runway and act as a focus for the commemoration of the 648 airmen who took off from Bourn's runways and never returned. This could comprise a substantial artwork, a lookout/viewing platform reflecting the idea of a control tower, or more modest memorials in the runway park, using paving text, or shelters/pavilions in the park.
613. Such a strategy would adequately preserve and commemorate the proposed development site's Second World War heritage and compensate more than adequately for the physical loss of the runways during the construction phase and the permanent indirect effects to the remaining off-site military structures during the operational phase.

614. The Nissen huts located towards the south western part of the site could inform design responses in that part of the development and this will form part of any design code for that part of the site.
615. Particular consideration will need to be taken with regard to the amount of lighting on the south western Broadway Fields part of the site. This is where the proposed cricket pitch will be located.

Archaeology and other heritage assets on site

616. Chapter 13 of the ES assesses the likely significant archaeological effects resulting from the Proposed Development. It includes a review of designated and non-designated archaeological assets as appropriate. It also includes a geophysical survey.
617. A programme of archaeological evaluation will identify any as yet significant undiscovered remains as well as those identified above and allow for any effects upon them to be mitigated by avoidance and preservation in situ where possible, or otherwise by excavation or recording. A written scheme of investigation will be secured by planning condition.

Conclusion

618. Based on the above assessment and recommended conditions, the development is considered to accord with cultural heritage objectives set out in Policy NH/14, the Planning (Listed Buildings and Conservation Areas) Act 1990 and section 16 of the NPPF.

7(c) Biodiversity

Introduction

619. Paragraph 170 of the NPPF state that planning decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.
620. Local Plan Policy NH/4 'Biodiversity' states that development proposals will be permitted where the primary objective is to conserve or enhance biodiversity. Opportunities should be taken to achieve positive gain through the form and design of development. Applicants will be expected to provide an adequate level of survey information and site assessment to establish the extent of a biodiversity impact. Alongside this, Policy NH/6 'Green Infrastructure' encourages proposals which create new green infrastructure and enhance the public enjoyment of it. All new developments will be required to contribute towards the enhancement of the green infrastructure network within the district.

621. Specifically, the new village is required under Policy SS/7 (7) to provide a high degree of connectivity to existing corridors and networks; create and retain woods, hedges, and water features which would contribute to the character and amenity of the new settlement, managed to enhance their ecological value; and consider the multifunctional value of spaces, e.g. amenity, landscape, biodiversity, recreation and drainage.
622. Section 5A of the SPD refers to biodiversity and habitats within the new village, responding to the site's existing natural and man-made assets as well as delivering integrated benefits for biodiversity, flood prevention, climate change adaption, play, movement and health and wellbeing. The new village must ensure that existing biodiversity and habitats are retained where possible and that opportunities are taken to secure enhancements and/or form new habitats to achieve an overall net gain.
623. Guidance is also contained within the SPD on the provision of strategic green corridors. The overarching aim is to connect and integrate strategic open spaces within the new village and with the surrounding countryside.
624. The SPD requires applications to be accompanied by a landscape and ecology management plan (LEMP), which sets out how impacts on existing and newly created habitats will be mitigated and managed.
625. Chapter 10 of the applicant's ES provides an assessment of the likely significant effects on designated sites, protected and priority habitats and species, both during the Construction Phase and Operation Phase of the Proposed Development.

Existing site biodiversity

626. The applicant has undertaken desk-based studies and ecological surveys to establish the baseline conditions within the site and the surrounding area.
627. The site supports white-letter hairstreak (and likely also supports white-spotted pinion, a type of moth), great crested newt (within off-site ponds and on-site terrestrial habitat), smooth newt (within pond P5 in the Proposed Development Site), grass snake, a range breeding and wintering bird species, barn owl (utilising foraging habitat), badger and brown hare. The populations of these species, excluding corn bunting, are valued at the local level. Corn bunting, bats and water vole are also present and the populations of these species groups within the site are valued at the county level. Yellow wagtail (country level value) was not recorded on site however it is considered likely to be present in suitable habitat. Invasive wall cotoneaster was recorded within the Bucket Hill

Plantation and the invasive American mink is likely to be present within the site.

- 628. A pipistrelle bat roost was identified within the site. Important bat roosts are located within the Bucket Hill Plantation. Summer bat roosts (including brown long-eared bat) are present within buildings within the Grange Farm complex located outside the site boundary.
- 629. The results of these studies and surveys have been assessed against the details of the proposed development to identify significant effects that may arise. The analysis of date desk study records, for designated sites, ancient woodland, habitats, and flora and fauna species was undertaken in April 2018 and an update to the extended Phase 1 habitat survey (including a search for any Schedule 9 listed invasive species within the site) was also undertaken in April 2018.
- 630. Ecological mitigation measures have been embedded into the overall design of the development. Additional ecological measures include avoidance, mitigation, compensation, and enhancement measures which would be undertaken prior to and during the Construction Phase and Operation Phase. This would either be to prevent, reduce or offset potential significant adverse ecological effects, to enhance potential beneficial effects, or to comply with relevant ecological legislation and planning policy.
- 631. The ES confirms that there are no statutory designations on the application site relating to biodiversity. Bucket Hill Plantation Grassland County Wildlife Site (which is of a lesser category) occurs within the site boundary and is located to the north of the Bucket Hill Plantation. It was designated for its semi-improved neutral grassland which contained indicator species of this type of grassland.

Impact, mitigation, and enhancement

- 632. The applicant has submitted as appendix 6.5 of the ES an amended Ecological Mitigation and Management Plan (EMMP). This document sets out a strategy for the mitigation and enhancements which would be undertaken as part of the Proposed Development, to minimise the significant ecological effects identified in the ES and to address any relevant legislation and planning concerns. Habitat enhancement would result in net gains for biodiversity.
- 633. A biodiversity metric calculation has been undertaken, using the Cambridgeshire and Peterborough calculator. The calculator assesses the change in habitats and connectivity before and after development, to ensure no net loss of biodiversity. The calculator estimates that the development site will result in a net gain of biodiversity units, totalling at least 12% gain. The calculator will be used to inform the plans at each phase of the development, to ensure that net gains are achieved in line

with the development. The current phasing plan allows for the creation of large areas of landscaping in the early phases, therefore it is likely that the early phases of the development will have high net gain, through creation of wetland and meadow for example.

- 634. The calculator will be updated for each phase of the development, to be provided at reserved matters stages.
- 635. Mitigation and enhancement of habitats will also be undertaken for protected species, to ensure net gain of suitable habitat for species such as great crested newt, water vole, and reptiles.
- 636. Further enhancements at the site for fauna species will include installation of hedgehog highways (gaps in fences, suitable habitats such as hedges) and installation of a large number of bird and bat boxes on buildings and some trees, to ensure an average of 50% of dwellings will have integrated bat and bird boxes.

Conclusion

- 637. Based upon the above assessment, and subject to appropriate planning conditions and s106 agreement, as well as taking into account proposed mitigation, including the creation and management of habitats and improvements to connectivity through green infrastructure, the proposed development would benefit a wide range of fauna and result in an overall demonstrable net gain for biodiversity, in accordance with the NPPF, Policies SS/7 and NH/4, and the Bourn Airfield SPD.

7(d) Land contamination

- 638. Local Plan Policies SS/7 (12a and b) and SC/11 require developers to undertake site wide investigation and assessment of land contamination to ensure the land is suitable for the proposed end use and is not presenting a risk to the environment.
- 639. The Phase 1 Geo-Environmental Desk Study Report submitted by the applicant has been assessed and is considered sound. It has identified the potential risks to future site users and controlled waters. Given the scale of this proposed development and the size of the site, it is recommended that a detailed proposed scheme for site investigation is submitted for approval prior to the commencement of any investigative works and that this is secured through an appropriate planning condition.
- 640. The applicant has also submitted a desk-based assessment of unexploded ordnance in Appendix 8 of the ES.
- 641. During WWII, the site was an operational RAF airfield. Military personnel would have been present across the area with reports of defensive

positions such as pillboxes known to have been present at the time. As such, it is considered that there is potential for infantry munitions to be present across the site.

- 642. Bombs are known to have been dropped on the airfield by enemy planes and whilst the area was occupied by military personnel, sections of the site were covered by woodland.
- 643. As such, it is considered that there is the potential for air dropped weapons to have landed in areas of the site and gone unnoticed.
- 644. Bomb stores are known to have been present on the site during WWII however it is considered highly likely these would have been removed once the airfield became inactive.
- 645. A site-wide strategy to deal with UXOs will be addressed by planning condition.

Conclusion

- 646. Based on the above assessment and the submitted ES, and subject to relevant planning conditions, the development is considered to accord with land contamination objectives set out in the NPPF, Policies SS/7 (12a and b) and SC/11.

7(e) Drainage and Flooding

Surface Water

- 647. Paragraph 163 of the NPPF advises that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere.
- 648. Policy SS/7 (10c) 'Infrastructure Requirements' requires the new village to ensure the provision, management and on-going maintenance of sustainable surface water drainage measures to control the risk of flooding on site and which will reduce the risk of flooding to areas downstream and upstream of the development.
- 649. Policy CC/8 'Sustainable Drainage Systems' requires that development incorporates sustainable drainage systems appropriate to the nature of the site, and CC/9 'Managing Flood Risk' requires development to minimise flood risk elsewhere, including limiting the discharge of surface water from the site to natural greenfield rates or lower.
- 650. The site lies within the lowest defined flood risk area (Flood Zone 1 - less than 1 in 1,000 annual risk).

651. In the applicant's flood risk analysis existing runoff rates from the site have been calculated as 9.6 litres per second per hectare (l/s/ha). In agreement with the LLFA and the EA, a much lower maximum discharge rate from the new development (for all storm events) of 3.51 l/s/ha has been agreed for the site. This constitutes a substantial reduction on the current site runoff rate and on the notional greenfield runoff rate, therefore exceeding the requirements set out in national and local policy. This provides betterment when compared to the existing runoff generated by the site.
652. In line with SuDS principles the destination for surface water runoff that is not collected for use should be prioritised in the following order:
- Infiltration
 - Discharge to surface waters
 - Discharge to surface water sewer, highway drain or another drainage system
 - Discharge to a combined sewer.
653. Although infiltration is seen as the priority, this is understood to be unsuitable for the Bourn Airfield site due to the existing ground conditions with overlaying heavy clay which in some areas is up to 20 metres in depth. Discharging to surface waters is therefore the priority for the Bourn Airfield site. As the existing runoff rates will be reduced through water attenuation, this method will prove to have multifunctional benefits such as enhancing surrounding biodiversity as well as reducing flood risk downstream.
654. The surface water management strategy will aim to store surface water runoff on site within the wetlands and detention basins to reduce the flood risk both on site and off site. This will reduce the risk of flooding to areas downstream as the runoff will be gradually released to the Bourn Brook to raise baseflow levels while also stabilising the flow during storm events.
655. Detailed storage volumes provided by attenuation features, and the configuration of any pumped drainage systems proposed for the site will be determined at the detailed design stage. Detailed surface drainage proposals for each phase will be expected at each reserved matters stage and this will be subject to a planning condition. Sustainable drainage systems will also need to be adopted by a body responsible for management and maintenance of these areas (to be agreed through s106 agreement).
656. At the construction stage, significant effects on the quality of surface water and groundwater would be avoided by measures in the Construction Environmental Management Plans (CEMPs) to be agreed by condition. In the longer term, these effects can be controlled through appropriate detailed design of drainage infrastructure.

Foul water

657. Policy SS/6 (10b) requires the new village to make appropriate arrangements for foul drainage and sewage disposal, to be explored and identified through a Foul Drainage Strategy.
658. The foul drainage from this proposed development is in the catchment of the Bourn Water Recycling Centre (WRC), which does not have the capacity to treat all the flows from the proposed development. Anglian Water are however obligated to ensure that there is sufficient capacity to provide water treatment should the proposal be granted planning permission, and will treat it at the appropriate sewage works. A foul water drainage strategy will be required by planning condition.

7(f) Health Impact Assessment (HIA)

659. Policy SC/2 'Health Impact Assessment' of the Local Plan requires the submission of an HIA to consider the positive and negative impacts of development on the health of different groups in the population, in order to enhance the benefits and minimise any risks to health.
660. This applicant has submitted an HIA which considers how the proposal will have an effect on the key factors that can influence people's health and wellbeing, and suggests ways in which any potential negative health impacts can be mitigated and positive health impacts enhanced.
661. The HIA has satisfactorily addressed the following issues –
- Housing Quality and Design
 - Access to Healthcare Services and other Social Infrastructure
 - Access to Open Space and Nature
 - Air Quality, Noise and Neighbourhood Amenity
 - Accessibility and Active Travel
 - Crime Reduction and Community Safety
 - Access to Healthy Food
 - Access to Work and Training
 - Social Cohesion and Lifetime Neighbourhoods
 - Minimising the Use of Resources
 - Climate Change
662. These elements will either be implemented through reserved matters applications, or by planning condition / s106 agreement.

Conclusion

663. Overall, it is considered that the Development will have a net beneficial impact on health and well-being through the provision of well-designed

homes, employment opportunities, extensive community facilities, open space and providing links to the surrounding villages which will encourage community interaction and provide opportunities for active transport, in accordance with the NPPF, Policy SC/2, and the Health Impact Assessment

7(g) Landscape and trees

Landscape Impacts

- 664. Paragraph 127 of the NPPF requires developments to be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities). Proposals should also be visually attractive resulting from good architecture, layout, and appropriate and effective landscaping.
- 665. Policy SS/7 (7c) requires the new village to retain existing woods, hedges, and water features which would contribute to the character and amenity of the village or separation from surrounding communities, managed to enhance their ecological value.
- 666. Policy NE/4 'Landscape Character Areas' states that Development will only be permitted where it respects and retains or enhances the local character and distinctiveness of the individual Landscape Character Area in which it is located.
- 667. The Landscape Visual Impact Assessment, which forms part of the ES, includes an assessment of the likely significant effects of the development on landscape character, views, and visual amenity. To do this it has modelled digitally those areas of the landscape that theoretically would be visually connected to the development. It also includes representative photomontages of the development from surrounding public viewpoints and illustrated 'wirelines' showing the different height parameters.
- 668. The site lies within the Western Claylands National Landscape Character Area described as a gently undulating upland clay plateau. A local characterisation study was undertaken to help to understand the local landscape and its key components. The landscape character of the Highfields plateau has been influenced by considerable recent expansion of settlements and infrastructure and so was attributed low sensitivity. The proposal will incorporate landscape management objectives for the Western Claylands, as contained in the Cambridgeshire Landscape Guidelines 1991 through the implementation of proposed Design Principles.
- 669. A condition is recommended to agree the Design Principles Document in relation to landscape to guide future design codes. In addition, it is

considered reasonable to apply a pre-commencement condition to agree details of existing and proposed site levels, land profiling, associated land drainage works and strategic landscape elements. Subject to these conditions, the development is considered to satisfactorily mitigate its landscape impacts and provide high quality design in accordance with the objectives of Policy SS/7 and NE/4.

Tree Impacts

- 670. Local Plan Policy HQ/1(m) states that developments must include high quality landscaping and public spaces that integrate the development with its surroundings.
- 671. The submitted Landscape Masterplan provides reference and clarification on aspects of trees across the site and any necessary tree management works for the outline application. It does not guarantee that further tree removals or translocations will not be required during later stages of development. The Landscape Officer has requested a management plan for the replacement of any ash trees that are located in the Bucket Hill Plantation, and this can be secured by planning condition.
- 672. As individual phases for more detailed applications are designed, specific Arboricultural Planning Statements would need to be submitted to support each application, in accordance with policy HQ/1.
- 673. Based on the above assessment, the development is considered to accord with environmental objectives and planning policies relating to the retention of existing landscape features.

7(h) Lighting

- 674. Para 180c of the NPPF states that planning policies and decisions should ensure that new development is appropriate for its location and should mitigate the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes, and nature conservation.
- 675. This aim is reflected in Local Plan Policy SC/9 which also recognises that artificial lighting is essential for reasons of safety or security and for living, working and recreational purposes. In some cases, it can also add to the amenity of the built environment by highlighting buildings and open spaces of character.

Residential Amenity Impacts

- 676. The submitted lighting assessment acknowledges that the proposal would result in the introduction of significant scale of development within an area

which is currently of low district brightness. Lighting levels during the construction phase would be determined by health and safety requirements and although its effects would be transitory in nature a scheme of mitigation is required and can be secured through a Construction Environmental Management Plan condition.

677. At post completion stage, lighting levels from external lighting (e.g. highway, security, public area lighting) have the potential to cause nuisance to and be detrimental to the amenity of existing and proposed residential premises. For this reason, the recommended condition will ensure the height, type, position, and angle of glare of any final site lighting or flood lighting is agreed as part of any reserved matters application.

Biodiversity impacts

678. To mitigate for the confirmed presence of roosting and foraging / commuting bats within the site, detailed lighting schemes would need to be sensitively designed with ecological input. Where illumination of these features cannot practicably be avoided, light-spill onto the features themselves would need to be kept to a minimum through utilisation of directional lighting and low wattage bulbs.

Conclusion

679. Based on the above assessment and the submitted ES, the development is considered to accord with environmental objectives relating to lighting set out in Policy SC/9 of the Local Plan and para 180c of the NPPF.

7(j) Noise and Vibration

Introduction

680. Paragraph 170 of the NPPF advises that Planning policies and decisions should contribute to and enhance the natural and local environment by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of noise pollution.
681. Paragraph 180 of the NPPF advises that planning decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should mitigate and reduce to a

minimum the potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life.

682. Paragraph 182 of the NPPF draw specific attention to the need to ensure that new development is compatible with existing businesses and community facilities and introduces an “agent of change” principle. This principle states that planning decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them resulting from development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or ‘agent of change’) should be required to provide suitable mitigation before the development has been completed.
683. Chapter 15 of the ES assesses the likely significant effects of the proposed development within respect to noise and vibration including ‘Direct’ impacts (e.g. resulting from the construction of the Proposed Development; and ‘Indirect’ impacts (e.g. resulting from changes in traffic patterns on existing roads).
684. In addition to noise and vibration impacts on existing neighbouring uses, this application has also considered the significance of noise and vibration levels affecting the development from industrial premises in the vicinity of the site.
685. Policy SC/10 ‘Noise Pollution’ states that planning permission will not be granted for development which would be subject to unacceptable noise levels from existing noise sources.
686. Policy SS/7 (6d) requires the development to incorporate necessary mitigation to sensitive boundaries, with regard to noise, including the A428, using landscaped earth bunds.

Noise

687. DB Group, the existing employment site adjacent to the development, have made it clear that the applicant, as the ‘agent of change’, in accordance with paragraph 182 of the NPPF, must ensure that the new development is compatible with the DB Group facility and that the DB Group facility must not have unreasonable restrictions placed on their operations as a result of the development. The DB Group have working hours restrictions imposed as part of their planning permission.
688. They consider that the noise impact assessment underestimates the impact of noise emissions from the site on the proposed development.

Their modelling suggests that there will be significant impacts and a revision of the masterplan is likely to be required to reduce these impacts to acceptable levels. They consider that the current layout represents a significant risk to DB Group due to the unacceptably high likelihood of residents being disturbed by the DB Group noise emissions and subsequent nuisance action being taken.

689. They have suggested that any gardens in the vicinity of the DB Group facility are situated directly behind buildings and fully screened from the DB Group facility to achieve acceptable noise levels. The proposed 3.5 metre high noise barrier should also be extended around the western edge of the DB Group facility to reduce noise emissions to the west.
690. The submitted masterplan is only indicative at this stage, and the precise location of buildings and therefore the mitigation that will be required can be addressed at the appropriate time during reserved matters applications, and will be part of any design coding for this part of the site, with the involvement of the District Council's Environmental Health Officer. The Environmental Health Officer has agreed that addressing and mitigating the issue of noise from the adjacent DB Group operations is a detailed matter that can be addressed by planning condition.
691. Notwithstanding the above, the potential to consider "at source" mitigation in collaboration with the DB Group also remains an option that could be explored. This approach is advocated in Paragraph 010 of the government's Planning Practice Guidance (which was updated in July 2019 to provide additional advice in relation to the agent of change principal).
692. The A428 is located immediately to the north of the site. The applicant has proposed to construct a landscaped bund up to 7 metres high along the northern boundary, in a similar way to the landscaped bunds that have been implemented or are being implemented at Cambourne and West Cambourne. The bund will be designed to reflect noise from the A428. This is an acceptable approach and is in accordance with Policy SS/7 (6d).

Construction Noise and Vibration

693. The submitted ES recommends that limited environmental noise and vibration monitoring may be required during the construction phase and this would be established and secured through the agreement of the Construction Environmental Management Plan (CEMP), which is agreed. A framework CEMP has been submitted with the application and will be implemented through planning condition.

General Environmental Noise

694. With mitigation, future operational noise levels at the new village are assessed to be not significant for EIA purposes, but should still be reduced to a minimum, which can be provided through the general adherence to a good acoustic design process.

Operational Noise from Commercial Uses

695. Mitigation to address operational noise from non-residential sources that will form part of the proposed development can also be secured and enforced through an appropriate planning condition, for example, requiring the submission and approval of a sound insulation scheme compatible with operational noise levels for the intended use classes sought.

School Sites

696. Direct noise is assessed to have a permanent, negligible to minor adverse effect on the proposed school sites.
697. Whilst such effects are not significant in EIA terms, additional mitigation can be implemented within the detailed design of the school buildings (e.g. appropriate specification of external building fabric elements and ventilation strategies to) to deliver a scheme compliant with the statutory provision of Approved Document E of the Building Regulation 2010 (as amended).
698. With the embedded mitigation and additional mitigation that can be implemented during the detailed design stage, the magnitude of impact on the school sites will be reduced to “negligible”. The residual effect on the proposed educational areas of the site is therefore assessed to be of **direct, permanent and of negligible significance**. The residual effect is not significant in EIA terms.
699. With regards to the noise effect of the A428 on the proposed school playing fields, the noise that would be experienced is below the threshold set out in the guidance from the Department for Education entitled ‘Acoustics of Schools: A Design Guide (November 2015)’. If necessary, opportunities for additional noise mitigation could be further explored at the detailed design stage.
700. A planning condition will require the applicant to provide the noise bund along the A428 at an appropriate time.

Conclusion

701. Subject to conditions to implement the appropriate mitigation, the proposed development would have an acceptable impact on health and

quality of life in relation to noise and vibration, in accordance with the NPPF, Planning Practice Guidance and Policies SS/7 and SC/10.

7(k) Sustainable Construction and Design

Introduction

- 702. Policy SS/7 (9) 'Sustainability' states that the new village will incorporate and deliver opportunities to exceed sustainable design and construction standards established by the Local Plan. These measures could include combined heat and power.
- 703. Policy CC/1 'Mitigation and Adaption to Climate Change' states that planning permission will only be granted for proposals that demonstrate and embed the principles of climate change mitigation and adaptation into the development. Applicants must submit a Sustainability Statement to demonstrate how these principles have been embedded into the development proposal.
- 704. Policy CC/3 'Renewable and Low Carbon Energy in New Developments' states that proposals for new developments of 1,000 square metres or more will be required to reduce carbon emissions by a minimum of 10%(to be calculated by reference to a baseline for the anticipated carbon emissions for the property as defined by Building Regulations) through the use of on-site renewable energy and low carbon technologies.
- 705. Sustainable Design and Construction SPD – In July 2019 South Cambridge District Council and Cambridge City Council published a Sustainable Design and Construction SPD for consultation. The SPD sets out guidance on a range of sustainable design criteria and requirements for new development to ensure the delivery of sustainable development.
- 706. In November 2018 SCDC 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.
- 707. The application is supported by a Sustainability and Energy Strategy, which includes summary of opportunities for the application site and a set of objectives for the development. These are assessed below.

Runway Park Energy Strategy

- 708. Runway Park is a predominant feature of the development and runs along one of the former aircraft runways providing key community spaces, views and facilities. Runway Park has been identified as a potential zone for the

use of low carbon or renewable energy technologies in accordance with the overall vision of a sustainable new settlement.

Northern Bank PV array

709. To ensure this area is used productively, preliminary investigations have suggested that a Solar PV array on the site's northern bank could be technically feasible with the potential to meet the entire carbon reduction requirement of Bourn Airfield. However, installation of such a significant array would have to respond to a number of technical and financial challenges including the end of feed in tariffs and the confirmation from the District Network Operator (DNO) that there is sufficient electrical export capacity.
710. At this stage, the solar array could be approximately 1.6km in length and 4m wide and could run along the bank between the planned green infrastructure, cycle paths and amenity uses proposed. At this stage it is estimated the installation of such an array could generate approximately 750MWh of energy per year saving 400 tonnes of carbon emissions. The feasibility of the PV array will be considered further during detailed design.
711. At the more detailed stage further thought should how the benefits of this array could be maximised so that it directly contributes to the reduction in emissions associated with the Bourn Airfield development, for example linking the array up to communal electric vehicle charge points and possibly street lighting.

Infrastructure and Landscape Energy

712. There are a number of other low carbon and renewable energy technologies which could be incorporated into the wider site infrastructure and landscape of the development to reduce the developments carbon footprint and contribute to the overall vision of the new settlement. These include: Efficient street lighting Low carbon renewable energy technologies and energy storage via battery technology.

Strategic Site Wide Consideration

713. Low Carbon Renewable Energy - The development includes opportunities for the deployment of small-scale low carbon renewable energy systems within the infrastructure and landscape. These may include small scale Solar PV arrays and wind turbines. Both Solar PV arrays and small-scale wind turbines may be suitable for installation in green spaces where they can connect to appropriate local buildings.
714. Electric Vehicle Charging - Electric vehicles sales continue to rise. In response to the rising demand for energy efficient vehicles the majority of manufacturers have now committed to ensuring their production fleets are hybrid/electric. In addition to the rise in electric vehicles the UK Government is now exploring the possibility of using electric vehicles

which are plugged in as part of the National Grid demand response, effectively using them as a network of batteries to provide energy to the Grid at peak times. The adopted Local Plan sets no specific requirement for the provision of EV charge points but as a guide does indicate one EV charging space should be provided for all dwellings.

- 715. Residential charging – Residential home charging requires as a minimum the provision of an appropriate socket and cabling: this can be connected to a standard plug, or specific car charge point. For residential dwellings, most manufacturers of electric vehicles provide the necessary charge points which can be installed in homes.
- 716. Non-domestic/ community facilities – In the context outlined above the demand for communal/car park charging is also likely to increase as more electric vehicles are purchased. Non-domestic / community based EV charge points require additional infrastructure to allow for the charging of different vehicle types and charging payment, and therefore require additional space. At this stage it is recommended that provision be made for a number of active EV charge points within the non-domestic/ community areas within ongoing review of provision during detailed design.
- 717. There are a range of opportunities to deploy low carbon renewable energy as part of the development of Bourn Airfield. New residential and non-residential development are required to reduce predicted carbon dioxide emissions by 10% through using renewable low carbon energy technologies. A number of recommendations are included within this report which relate to the various physical elements of the masterplan as summarised below.
- 718. Targeting a 10% reduction in predicted CO2 emissions from residential dwellings through the use of a combined fabric, energy efficiency and renewable low carbon energy strategy
- 719. A non-domestic building specific renewable energy strategy targeting a 10% reduction in predicted CO2 emissions utilising a range of technologies such as those set out in Table 6 above.
- 720. Trialling of heat pumps and innovative technologies to reduce carbon emissions.
- 721. Provision of electric vehicle (and potentially bicycle) charging infrastructure in all homes and as well as provision of 10% of passive and active EV charge points in employment and retail areas.
- 722. Consideration of the use of energy storage systems on specific buildings/ infrastructure where Solar PV systems are provided.

- 723. Consideration of the use of small on-site solar PV arrays and wind turbines to power specific energy requirements such as pumps for rainwater harvesting systems.
- 724. The use of energy generating infrastructure such as bus-stops at key locations such as Runway Park and the Village Centre as a visible commitment to a 'high quality' development. Further feasibility studies into the deployment of a PV array within the Northern Bank area.
- 725. Investigation into the provision of LED street lighting with the County Council.
- 726. Future reserved matters applications will provide updated energy and carbon strategies, taking potential local and national policy changes into account to demonstrate how each phase of development will reduce carbon emissions.

Building design

- 727. The proposal should use layout, building orientation, design, and materials to ensure properties are not susceptible to overheating and include open space and vegetation for shading and cooling, as advised in Policy CC/1. One of the Guiding Principles of the SPD is for development to be designed and built in accordance with the energy hierarchy, which first and foremost includes reducing energy by design through consideration of building orientation and layout (for example, to promote passive heating in winter and cooling in summer), optimising opportunities for natural light; and by adopting a 'fabric-first' approach to building design.
- 728. Although the application is in outline only, the submitted Sustainability Strategy includes targets to exceed building regulations (Part L- Energy Efficiency) at later detailed design stage through building fabric, orientation, air tightness, provision of appropriate solar shading, creation of thermal mass and use of proven technologies. Issues of design, layout and orientation would be a matter for later, detailed planning; however, the commitments set out in the outline Sustainability Strategy would ensure fulfilment of the objectives of Policies CC/1 and HQ/1 and the SPD.
- 729. CC/5 states that on developments where a show home is being provided, a sustainable show home must be provided (either separately or instead of the show home) demonstrating environmentally sustainable alternatives beyond those provided to achieve the standard agreed for the development. This can be secured by planning condition.

Digital Infrastructure

730. Plan Policy TI/10 requires new development (residential, employment and commercial) to contribute towards the provision of infrastructure suitable to enable the delivery of high-speed broadband services across the district. This is reflective of the objectives of the NPPF (para. 112), which encourages planning policies and decisions to support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections.
731. There are multiple options for serving the site with full Fibre to the premises to each dwelling. Existing infrastructure will be utilised where possible to minimise any offsite working.
732. A planning condition is recommended to agree the site-wide implementation of broadband infrastructure and next generation mobile technology for both dwellings and commercial premises to ensure the objectives of Policies CC/1 and TI/10 are met.

Energy

733. Local Plan Policy CC/3 requires proposals for new dwellings and new non-residential buildings of 1,000 square metres or more to reduce carbon emissions by a minimum of 10% using on-site renewable energy and low carbon technologies. The Bourn Airfield SPD also requires developers to think beyond the energy hierarchy to the role of smart energy systems, combining renewables, EV charging, battery storage and flexible plug and play systems to help offset some of the costs of grid reinforcement.
734. The amended Sustainability and Energy Statement addresses energy use. As part of the outline application, Countryside Properties have committed to the following measures as a minimum with an acknowledgement that these will be reviewed with each Reserved Matters application in line with the evolution of the EV market. These measures are:
- For those dwellings with a private garage and/or drive the provision of EV charging;
 - For those dwellings with a private garage and/or drive the provision of EV charging;
 - A suitable number of passive and active EV charging points will be provided in the community car parks and suitable employment areas.
735. Details of local EV charging infrastructure will be provided in the travel packs to each resident.
736. The outline application presents an energy strategy that contains a broad range of measures, to be investigated with each reserved matters' application as policy, legislation and technology evolve.

Transport

737. Sustainable transport options are assessed in more detail in the transport section of this committee report. The submitted Sustainability Strategy reflects the sustainable transport measures detailed in the submitted Transport Assessment, Side Wide Framework Travel Plan and Low Emissions Strategy, which are recommended to be conditioned to meet Policy CC/1 principles regarding promotion of sustainable transport and reduction in greenhouse gas emissions.

Water

738. Policy CC/4 requires all new residential developments to achieve as a minimum, water efficiency equivalent to 110 litres per person per day. Proposals for non-residential development must be accompanied by a water conservation strategy, which demonstrates a minimum water efficiency standard equivalent to the BREEAM standard for 2 credits for water use levels unless demonstrated not practicable.
739. Section 3.6.2 of the amended Sustainability and Energy Statement refers to water efficiency and the developer's approach to this issue. The applicant has proposed to aim to be in line with CC/4 and this will be secured by planning

Conclusion

740. Subject to recommended conditions, the development is in accordance with the sustainability objectives set out in the Local Plan and the NPPF.

7(l) Utilities

741. Policy SS/7 (10) requires the new village to ensure the provision, management, and maintenance of infrastructure to meet the needs of the village.
742. Policy TI/8 states that planning permission will only be granted for proposals that have made suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms.
743. The applicant has submitted a Utility and Physical Infrastructure Report to identify any existing utility infrastructure that may constrain development within the site boundary and to provide advice on the most suitable course of action to mitigate these constraints in a timely and cost-efficient manner. The report identifies no major constraints on site.

Electricity

744. UK Power Networks have advised the developer that new electricity connections will be taken from the Bourn Primary Substation which is approximately 2.9km to the SW of the site, along the road to Caxton.

Gas

745. Cadent Gas have advised the developer that connections for gas will be from an existing 180mm medium pressure main in the NE corner of the site, in Wellington Way. The capacity is limited, and Cadent Gas will have to reinforce the gas infrastructure to enable additional capacity to be provided.

Potable Water

746. Cambridge Water have stated that the site is expected to be served from the 300mm main located near to the junction of Broadway and the A428, with approximately 300 metres of new 300mm water main required to get to the site.

Foul water

747. The foul drainage from this development is in the catchment of the Bourn Water Recycling Centre, and it does not currently have capacity to treat the flows from the development site. Anglian Water are obligated to accept the foul water from the development and they have stated in their response to the planning application that they would take the necessary steps to ensure that there is enough treatment capacity should the application be granted approval.

Conclusion

748. Subject to recommended conditions, the development is in accordance with the infrastructure objectives for utilities delivery, including electricity, gas, foul and potable water set out in the Local Plan and the NPPF.

7(m) Waste

749. The NPPF requires Local Plans to consider a wide variety of infrastructure needs including waste management, as reflected in Local Plan Policy TI/8. Cambridgeshire County Council is responsible for minerals and waste planning in Cambridgeshire and has confirmed that s106 contributions are required from the development towards strategic waste infrastructure in the region, in this case at the St Neots household waste recycling centre. S106 contributions will also be required towards the provision of refuse collection vehicles and wheelie bins for each dwelling.

Construction Waste

750. A site waste management strategy has been submitted in support of the application, and this outlines the site-wide measures that will need to be implemented to manage the waste generation during construction and to mitigate against any adverse impacts.
751. However, there are details which cannot be provided at outline stage and therefore provision is made for Site Waste Management Plans to come forward in due course; and for completed RECAP toolkits Assessment (both of which are required by the Adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy, Policy CS28). This will be secured by planning condition.

Operational Waste

752. S106 contributions are required for refuse freighters and bins to serve the development.

Conclusion

753. Based on the above assessment and the submitted ES, the development is considered to accord with environmental objectives relating to waste set out in the relevant Local Plan policies. The provision of refuse freighters and bins to serve the development and a contribution towards the St Neots household waste recycling centre will be secured through section 106 agreement.

Section 8. Cumulative Impact

754. The EIA Regulations include the requirement to identify the full range of environmental effects that are likely to result from a development which includes a range of secondary effects including cumulative, synergistic, and inter-relationship effects. This wider range of effects is often simply grouped together under the term “cumulative environmental effects”. EIA practice recognises two major sources of cumulative effects: intra-project effects and inter-project effects.
755. Intra-project effects occur when an effect from one environmental discipline may affect another environmental discipline, for example an increase in traffic flows will also result in a change to the noise levels at a particular receptor. These are defined as impact interactions within the ES.

756. Inter-project effects occur resulting from the likely impacts of the Proposed Development interacting with the impacts of other developments in the vicinity. These are defined as cumulative effects within the ES.

Impact Interactions

757. The ES has not identified any impact interactions that would alter, either adversely or beneficially, the scale of effects as identified within each of the environmental chapters as these are effects that are considered within the main assessment. This is due to the integrated nature of the EIA process.

Cumulative Assessment

758. The ES includes an assessment of the potential effects of the proposed development in the context of other local developments and, therefore, the cumulative effects that may result from the proposed development and these other developments on the same receptor.
759. Sensitive receptors have been identified in individual chapters of the ES and these have varying degrees of sensitivity to change resulting from the proposed development. The ES has given regard to the sensitivity of the identified receptors to ensure that consideration is then given to those which are particularly sensitive to impact. The professional judgement of those undertaking the ES as well as topic specific criteria, legislation, or guidelines have been used to identify the degree of sensitivity.

Land use

760. It is assessed that due to its status as previously developed land there will be no significant cumulative land use effects.

Landscape and Visual Impact

761. It is assessed that there will be no significant cumulative landscape and visual effects.

Archaeology and Cultural Heritage

762. It is assessed that there will be no significant cumulative impacts on built heritage assets.

Ecology and Nature Conservation

763. No significant cumulative impacts are anticipated. This is due to either the small size of any habitats, their low ecological value, or the mitigation, compensation and enhancement measures within the proposed development which will ensure that any identified impacts are properly addressed.

Transport

764. Cumulative impacts are assessed for traffic flows, driver delays, pedestrian severance, accident rates, the creation of pedestrian and cycle links, and the increased use of public transport. This has resulted in travel plan monitoring and local area traffic monitoring.

Air Quality and Noise & Vibration

765. Neither the construction and operational phase of the development will give rise to effects that are significant when including the cumulative impact of other developments.

Water environment

766. It is assessed that there will be no significant water environment cumulative effects. Each development site is responsible for carrying out its own Flood Risk Assessment and managing surface water run-off in accordance with either Greenfield run off rates, or betterment of existing brownfield run off rates both during the construction and operational phases.

Socio - economics

767. It is assessed that there will be no significant socio-economic cumulative effects.

Conclusion

768. Officers have considered the cumulative impact assessments and are in agreement with the conclusions reported in the ES, that no significant cumulative effects will arise.

Section 9. Financial contributions / section 106 heads of terms

SECTION 106 planning obligations

769. The Community Infrastructure Levy Regulations 2010 (as amended) (the CIL Regulations) generally set out regulations relating to the Community Infrastructure Levy (CIL). Part 11 refers specifically to planning obligations (including those in Section 106 Agreements) and is relevant to the consideration of this application and will influence the final content of the Section 106 Agreement if planning permission is granted.

770. Statutory tests set out in the CIL Regulation 122 require that s106 planning obligations must be: -
- necessary to make the development acceptable in planning terms
 - directly related to the development
 - fairly and reasonably related in scale and kind to the development
771. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition (see para. 54 of the NPPF 2019).

Affordable and other housing

- a) 40% of all accommodation on site to be affordable
- b) A proportion of the market housing plots should be made available for self-builders – up to 5%

Education

- a) 1 x 6FE secondary school
- b) 2 x 3 FE primary schools with potential expansion to 4FE
- c) Contribution towards special needs school at Northstowe
- d) Community access agreement required

Sport and Recreation

- a) 2 x Sports pavilions / changing rooms
- b) Strategic open spaces with sports pitches
- c) Play areas
- d) Contribution towards new leisure centre at Cambourne
- e) Strategic and other open space maintenance and management plan

Community

- a) 2 x Multi-purpose Community Centres and indoor sports
- b) Burial ground
- c) Allotments

- d) CCC Social Services Children Families and Adults service
- e) Community Development Worker and Community Chest
- f) Archaeological finds display
- g) Faith space

Health

- a) Health Care Facility

Transport

- a) Bus services
- b) £20 million contribution towards the C2C Cambourne to Cambridge Better Public Transport Project.
- c) Real time monitoring prior to first occupation
- d) Bus services to Cambridge, Addenbrookes and Cambridge Science Park at first occupation
- e) Routing Cambourne 4 Bus Service through the development at 200 dwellings
- f) Free annual bus passes
- g) Better points scheme incentives
- h) Electric car charging points
- i) Cycle hire / maintenance from first occupation
- j) Car club from 30 occupations
- k) Shared cycleway to Madingley Mulch prior to first occupation
- l) Cycle crossing at the Cambridge Crossroads, prior to first occupation
- m) Connections to Comberton Greenway by first occupation
- n) Cycle / walking information by first occupation
- o) Provision of work hub by 300 dwellings
- p) Cycleway links to villages of Bourn, Caldecote and Cambourne by first occupation

- q) Provision of electric cycle vouchers
- r) Traffic calming at locations identified through the rat run monitoring process
- s) Delivery of the busway within the development
- t) Delivery of wider improvements to the footpath network
- u) Contribution to the Caxton Gibbet roundabout
- v) Travel Plan

Waste

- a) Household waste receptacles
- b) Refuse Collection Vehicles
- c) Contribution to Household Waste Recycling Centre

Other

- a) Governance arrangements
- b) S106 monitoring
- c) Jobs brokerage

Section 10. Other Material Planning Considerations

Equalities Act

772. The application has been assessed against the relevant sections of the Equalities Act 2010, and it is not considered that the application discriminates against people with protected characteristics specified in the Act. The protected characteristics are:-

- a) age
- b) gender reassignment
- c) being married or in a civil partnership
- d) being pregnant or on maternity leave
- e) disability
- f) race including colour, nationality, ethnic or national origin
- g) religion or belief
- h) sex
- i) sexual orientation

Section 11. Planning Balance and Conclusion

Introduction

773. Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004). The NPPF represents up-to-date government planning policy and is a material consideration that must be taken into account where it is relevant to a planning application. This includes the presumption in favour of sustainable development found in paragraph 11 of the NPPF, which requires approving development proposals that accord with an up-to-date development plan without delay.
774. The policies in the NPPF when taken together constitute the Government's view of what sustainable development means. Section 2 of the NPPF lists the three dimensions to sustainable development; the economic, social and environment dimensions, and paragraph 8 says how these roles should be pursued in mutually supportive ways, and therefore to achieve sustainable development a proposed development should jointly and simultaneously deliver gains that are economic, social and environmental. These roles will now be considered in weighing up the benefits and disbenefits of the proposed development, relative to all material considerations discussed in the report.
775. The regulation 26 requirements of the EIA regulations that the LPA are required to follow when determining an application were described in paragraphs 68-84 earlier in the report.
776. In following these requirements, the submitted environmental information has been examined and the reasoned conclusion is that the development will have impacts on the environment. However, these impacts can be mitigated, and appropriate mitigation will be in the form of s106 contributions and planning conditions that will be able to monitor measures. Further discussion on these issues can be found in the paragraphs below.
777. The three dimensions of sustainable development as defined in the NPPF are addressed in the paragraphs below –

a) Environmental Impacts

778. The proposed parameters of development, and the relevant part of the Environmental Statement, demonstrate that the site can appropriately accommodate the development and make effective use of the land. The proposal is considered to align with Policy SS/7 in creating a new village of high-quality development responding to local character whilst also

having its own identity, as guided by the SPD. Subject to conditions to ensure that the development is carried out in accordance with the approved plans and associated design guidance, there are sufficient safeguards to ensure that any impacts on the setting and context of the surrounding landscape and local character, including the identity of the village of Highfields Caldecote, are mitigated through detailed design.

779. The early transport mitigation package and Framework Travel Plan begin the process of prioritising sustainable travel modes in the development. This approach would support a first phase of 500 units and build the foundations of a broad-based and more sustainable transport solution for the whole corridor. The proposed S106 financial contribution towards the strategic transport solution to unlock future phases through a 'monitor and manage' approach would ensure an appropriate level of mitigation to meet actual highway conditions at the relevant time in collaboration with the Combined Authority (CA) and Greater Cambridge Partnership.
780. Overall, whilst moderate weight can be attached to the harm of the development to the existing landscape and local character, mitigation addresses the predicted impacts. There would be no material harm to heritage assets or to other interests that cannot be mitigated by the imposition of conditions or terms of the S106 obligation. The environmental benefits of the scheme are considered very high given the provision of a net gain in biodiversity at the site, provision of sustainable travel modes and measures to mitigate and adapt to climate change. As such, significant weight can be attached to the environmental benefits of the scheme.

b) Economic Impacts

781. National Planning Policy places a clear emphasis on the importance of economic growth and delivering economic benefits as a key component of sustainable development. The proposed development would generate a sustainable level of job creation at the site both during construction and at occupation stage. It is estimated to create a monthly average of 260 full time equivalent direct construction jobs; 380-520 full time equivalent on site jobs associated with non-residential uses; additional on-site jobs associated with residential uses; as well as additional employment at the former Gestamp site. This would further promote sustainable travel movements within the site and the surrounding area in accordance with the environmental objectives of sustainable development.
782. The generation of skills and enterprise would be delivered through on-site Jobs Brokerage Scheme and an Economic Development Strategy to be secured by s106 agreement/planning condition to fulfil Policy SS/7 objectives. The development's impacts have also been considered in relation to surrounding communities and particularly the impact on the viability and vitality of surrounding centres. No adverse impacts have been identified that warrant change to the development's scale or description.

As the majority of retail, services, community and employment uses will be located within the settlement centre, a Settlement Centre Delivery Strategy will be secured by planning condition to ensure delivery of a sustainable and dynamic centre to the new village in accordance with the economic objectives of Policy SS/7. Given the strategic importance of the new village within the wider area and the proposed level of job and skills creation it is considered that significant weight can be attached to the economic benefits of the scheme.

c) Social Impacts

783. The proposed quantum and mix of uses is considered to contribute positively to the Policy SS/7 objectives of achieving a range of uses appropriate to the new village and supporting a sustainable and vibrant new community. The amended early phase proposals are considered to address concerns raised in relation to the integration of existing and new communities and conforms to the indicative first phase of development as set out in the Bourn Airfield SPD. Subject to recommended conditions and s106 agreement, the development is found to accord with the social and community objectives of Policy SS/7 and SC/4 by providing a range of uses appropriate to the new settlement, including community services and facilities, open space provision and measures to assist the development of a new community. Significant weight can therefore be attached to the social benefits arising from the proposal.
784. The development would also deliver a significant quantum of housing to meet the district's housing needs during the Local Plan period and beyond to which significant weight can be attached. It includes an affordable housing provision of 40% on site. The proposed affordable housing package comprises a suite of affordable housing options to help meet the needs of varying household incomes in the area and facilitate a more diverse and balanced community in accordance with Policies H/9 and H/10.
785. Additionally, conditions are recommended to ensure accessible homes, residential space standards, and opportunities for Gypsy and Traveller sites as well as self/custom build sites are captured at each phase in accordance with Policies H/9, H/12 and H/21.
786. The proposed development would bring significant public benefits that accord with the three strands of sustainable development set out in the NPPF. Having taken into account the provisions of the development plan, the policies in the NPPF, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval subject to planning conditions and a S106 agreement

Overall

- 787. In weighing up the planning balance, and subject to planning conditions and s106 obligations, it is considered that –
- 788. The principle of development is acceptable in this location and compliant with the Development Plan and the NPPF.
- 789. The proposed parameters of development are acceptable and demonstrate the site can appropriately accommodate the development as described
- 790. The proposed development will contribute to the creation of a mixed community including affordable homes and the integration of homes, jobs, services, and facilities
- 791. It will promote healthy, active lifestyles through the provision of green space and sports and recreation facilities
- 792. It will maximise opportunities for the use of public transport, walking and cycling
- 793. It will minimise pollution
- 794. It will manage flood risk and drainage effectively
- 795. It will result in no significant harm to heritage assets
- 796. It will have no significant adverse impacts on features of landscape or ecological value
- 797. It will incorporate energy efficiency measures
- 798. It will generate an acceptable level of waste and promote recycling, and
- 799. It will provide appropriate infrastructure to meet the needs generated by the development.
- 800. It satisfies the vision for the new settlement as set out in the SPD

Summary Conclusion

- 801. Having examined the proposals against other material planning considerations, none are identified that would on their own, or in combination, lead officers to consider recommending refusal of planning permission for the Application. Officers analysis, as set out in this report, triggers the 'presumption in favour of sustainable development' set out in Paragraph 11 of the NPPF, which means approving development proposals that accord with an up to date development plan without delay.

Furthermore, the direction at Section 38 (6) of the 2004 Planning Act that the proposed development ‘must be made in accordance with the development plan unless material considerations indicate otherwise’ points firmly towards the granting of planning permission in this case.

802. Officers have carefully considered all the issues raised by the planning application, including evidence and opinions submitted on behalf of the applicants, the contributions of consultees, wider stake holders and members of the public. Having also taken into account the provisions of the development plan, the NPPF and PPG, the statutory requirements of section 66(1) and section 72(1) of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990, the proposed development is recommended for approval subject to referral to the Secretary of State, the completion of a section 106 planning agreement to secure necessary developer contributions and subject to a number of controlling and safeguarding conditions. The reasons for approval are as set out in the section above

Recommendation

803. DELEGATED APPROVAL ‘to the Joint Director of Planning and Economic Development’ of outline permission S/3440/18/OL, as amended, subject to:
804. Planning conditions as set out below (including Explanatory Notes and Terms), with the final wording of any amendments to these (and to include others considered to be appropriate and necessary) to be agreed in consultation with the Chair and Vice Chair of Planning Committee prior to the issuing of planning permission; and
805. Satisfactory completion of a Section 106 Agreement under the Town and Country Planning Act 1990 on the terms broadly referenced in Section 9 of this report, with delegated authority granted to the Joint Director of Planning and Economic Development to negotiate, secure, and complete such agreement on terms as are otherwise considered to be appropriate and necessary.
806. This includes the Heads of Terms (HoTs) as set out in the report, and any other HOTs or the detail, including phasing and triggers, that are still under negotiation. The final wording of any significant amendments to HoTs listed in the report to be agreed in consultation with the Chair and Vice Chair of Planning Committee prior to the issuing of planning permission; and
807. Delegated authority given to officers to set out as part of the decision notice and in accordance with the Town and Country Planning (EIA) Regulations 2017, reg. 29 ‘information to accompany decisions’ a reasoned conclusion of the significant effects of the development on the

environment and to carry out appropriate notification under reg. 30 accordingly.

808. Summary/progress report on the s106 obligations to be referred to Planning Committee six months after the Planning Committee

Background Papers:

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

South Cambridgeshire Local Development Framework Supplementary Planning Documents (SPD's)

South Cambridgeshire Local Plan 2018

Report Author: Mike Huntington Principal Planner

Link to planning documents -

Planning application - reference number S/3440/18/OL

Conditions

Definitions

Enabling Works means preparation works to make the Site ready for construction. Such works include (but are not exclusively limited to); site or ground clearance and preparation, surveying, environmental and hazardous substance testing and sampling, soil tests, remediation works, pegging out, tree protection, ecological survey and mitigation works, archaeological investigation, site clearance, ground improvement works, construction of boundary fencing or hoardings including for site security, demolition and removal of buildings and other structures, creation of temporary haul roads and enabling works accesses or other works or operations to enable any of these works to take place including site and ground works.

Strategic Engineering or Landscaping Elements include principal foul and surface water drainage infrastructure works, other utilities provision including protection and diversion, accesses, flood risk infrastructure works, primary roads, attenuation features, land re-profiling and raising, strategic open space and landscape works and planting (including allotments), and similar related works.

Development Parcel means a phase or part of the development excluding Enabling Works and Strategic Engineering and Landscape Elements. For instance, this would include a phase or part of the development comprising housing, employment, a local centre, a school site and/or playing fields.

Where any minor or non-material amendments to this permission may be approved by the Local Planning Authority (LPA) then any reference in any condition to 'in accordance with' shall be interpreted as meaning in accordance with any amended document, plan, scheme, statement, strategy, programme, drawing or details. Where any condition refers to the situation where the LPA may otherwise agree in writing, any approval or agreement by the LPA in these circumstances shall only be provided where they do not result in any new or materially different likely significant environmental effects compared to those assessed prior to the date of this permission.

Reserved matters

1. Definition of reserved matters

No development on any individual Development Parcel or Strategic Engineering and Landscape Element shall commence until approval of the details of the appearance, landscaping, layout and scale (hereinafter called the Reserved Matters) within that Development Parcel or Strategic Engineering and Landscape Element has been obtained from the Local Planning Authority in writing. The development shall be carried out as approved.

Reason: To ensure that all necessary details are acceptable in accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

2. Time limits A

The first application for approval of reserved matters shall be made to the Local Planning Authority no later than three years from the date of this permission.

Reason: In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

3. Time limits B

The commencement of each Development Parcel or Strategic Engineering and Landscape Element pursuant to this outline consent shall begin before the expiration of two years from the date of the last reserved matter of that parcel to be approved.

Reason: To prevent the accumulation of unimplemented planning permissions and in accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

4. Time limits C

Application(s) for approval of all the reserved matters shall be made to the Local Planning Authority before the expiration of 25 years from the date of this permission.

Reason: To prevent the accumulation of unimplemented planning permissions and in accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004 and to provide a consistent approach to the development of the site alongside adjoining developments.

5. List of Approved drawings

The development, hereby permitted, shall be carried out in accordance with the following approved plans save for only minor variations where such variations do not deviate from this permission or are not predicted to lead to any additional or materially different significant environmental effects to those assessed in the Environmental Statement:

Planning application boundary plan	RG-M-01 Rev K
Parameter Plan - Land Use	RG-M-54-1 Rev S
Parameter Plan - Access and Movement	RG-M-55 Rev T
Parameter Plan - Green Infrastructure	RG-M-56-1 Rev Q
Parameter Plan – Density and Building Heights	RG-M-57-1 Rev P
Western Access	1 Rev P3
Eastern Access	1 Rev P1

Reason: To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

6. List of approved documents

The development hereby approved shall be carried out in accordance with the approved documents as set out below, except to the extent that those details are superseded or expanded by an approved Design Code or by any Reserved Matters approval or other approval pursuant to any condition of this planning permission.

Design Principles March 2020
Interim Transport Measures Strategy September 2020, Table 2.1
Landscape Strategy December 2020

Reason: To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990, and to ensure that the details and approach are consistent with good planning, in accordance with Policy SS/7 of the South Cambridgeshire Local Plan 2018.

7. Compliance with Environmental Statement

The development shall be carried out in accordance with the mitigation measures summarised in Table 16.3 Schedule of Mitigation in the Environmental Statement Supplement November 2019.

Reason: To ensure that the development takes place in accordance with the schedule of mitigation contained within the Environmental Statement.

8. Development limits

Notwithstanding changes to the Use Classes Order 2020, the proposed maximum floorspace of land uses and maximum number of homes as set out in the table below shall not be exceeded:

- a) 3,500 dwellings (Class C3 use);
- b) 250 units of residential institutional use (Class C2 use);
- c) 4,000 square metres Gross External Area (GEA) of retail uses (Classes A1/A2/A3/A4/A5 uses) in total in which no single outlet will be larger than 1,500 square metres GEA;
- d) 1,500 square metres GEA of employment uses comprising offices, research and development and light industry only (Class B1a, b and c uses);
- e) 2,250 square metres GEA of community uses (Class D1 use) to include: a multi-purpose community centre, healthcare, nurseries, library use, places of worship and other community purposes;
- f) 2,000 square metres GEA for health and fitness, gym and other cultural and recreational uses (Class D2 use);
- g) 5,000 square metres GEA hotel accommodation (Class C1 use);

Reason: To ensure that the development and associated mitigation measures takes place in accordance with the principles, parameters and assessment contained within the Application Documentation and Environmental Statement.

9. Reserved Matters requirements

Plans and particulars submitted for each Reserved Matters Application shall, where relevant, address and include details (a) to (q) below for locations with specific requirements or sensitivities:

- a) A tree survey and method statement showing trees to be retained, relocated, or removed, provision of replacement trees, as appropriate, and a proposed tree protection plan including protection measures.
- b) Ecological Mitigation Measures and Biodiversity Impact Assessment calculations, including consideration of cumulative Reserved Matters approvals, to ensure a net gain in biodiversity can be achieved within each part of the outline application site.
- c) Construction Method Statement and Construction Traffic Management Plan.
- d) Detailed Waste Management and Minimisation Plan.
- e) Existing and proposed ground levels and finished floor levels, including all new dwellings, buildings, and any associated parking.
- f) Detailed Foul Water Drainage Scheme.
- g) Detailed Surface Water Drainage Scheme.
- h) Landscape details including boundary treatments and surface materials.
- i) Youth facilities and play provision including detailed design and specification of youth facilities and play provision within a Reserved Matters site and including full details of all adventure play equipment areas, including surface materials.

- j) Distribution and specification of market and affordable housing including the proposed tenure mix and statement of progress of cumulative delivery across the site.
- k) A sustainability conformity statement setting out how the development will achieve the sustainability targets set out at each phase approval stage.
- l) A plan showing the location of fire hydrants.
- m) Noise assessment and attenuation/insulation scheme to protect residential dwellings from traffic noise from the A428, existing employment uses, primary routes and any other significant infrastructure proposed.
- n) Details of the location, layout, specification and delivery of public open space, allotments and public realm including hard and soft landscaping, public art and the approach to adoption, maintenance, and management.
- o) Specific Travel Plan provisions and other transport mitigation measures for both construction and operational phases in line with the relevant approved Phase Transport Assessment and Construction and Environmental Management Strategy.
- p) External lighting impact assessment covering matters such as light spillage, hours of illumination, light levels, column heights, the levels of impact on nearby dwellings including horizontal and vertical isolux contours and methods of mitigating any adverse effects.
- q) Details of broadband and telecommunications infrastructure including provision of open access ducting for fibre optic cable and next generation mobile technology.

The development shall be carried out in accordance with the approved matters.

Reason: To ensure an appropriate level of information is contained within the Application Documentation.

10.Landscape and Design - Reserved Matters

Any Reserved Matters Application for landscaping details pursuant to this approval shall, where relevant, include detailed landscape designs and specifications for the associated Reserved Matters Area. The details shall be accompanied by a design statement that demonstrates how the landscaping scheme accords with any emerging or approved details sought as part of the Approved Design Code for a Phase and shall include the following:

Soft Landscaping

- a) Full details of planting plans and written specifications, including details of cultivation to soils before seeding and turfing, proposals for maintenance and management associated with plant and grass establishment for a 5 year establishment and maintenance period, details of the mix, size, distribution, density of all trees/hedges/shrubs to be planted and the proposed planting season. The planting plan shall use botanic names to avoid misinterpretation. The plans should include a full schedule of plants.
- b) 1:500 plans (or at a scale otherwise agreed) with cross-sections of mounding, ponds, ditches and swales and proposed treatment of the edges and perimeters of the site.

- c) The landscape treatment of roads (primary, secondary, tertiary, and green) through the development.
- d) A specification for the establishment of trees, including within hard landscaped areas including details of space standards (target rooting volumes for trees and distances from buildings and/or development parcels.) and tree pit details.
- e) The planting and establishment of structural landscaping to be provided in advance of all or specified parts of the site as appropriate.
- f) Full details of any existing, altered, or proposed watercourses/drainage channels.
- g) Full details of the location of any services and utilities relative to existing and proposed soft landscaping.
- h) Details and specification of proposed earth modelling, mounding, re-grading and/or embankment areas or changes of level across the site to be carried out including soil quantities, topsoil storage to BS 3882: 2015, proposed levels and contours to be formed and sections through construction to show make-up.

Hard Landscaping

- i) Full details, including cross-sections, of all bridges and culverts.
- j) The location and specification of minor artefacts and structures, including furniture, refuse or other storage units, signs, and lighting columns/brackets.
- k) 1:500 plans (or at a scale otherwise agreed) including cross sections, of roads, paths, and cycleways.
- l) Details of all hard-surfacing materials (size, type, and colour)

The landscaping within the Reserved Matters Area shall be implemented in accordance with the approved plans for implementation and for their replacement.

Reason: To ensure an appropriate level of information is contained within the application documentation in accordance with Policies SS/7 and HQ/1 of the South Cambridgeshire Local Plan 2018.

11. Phasing

No development shall commence until a Site Wide Phasing Plan which accords with the s106 triggers and Transport Mitigation Strategy has been submitted to and approved in writing by the Local Planning Authority.

It shall include the expected sequence of delivery of development within a Development Area, or sub area, or the provision of any other element or to any other applicable trigger point. No development shall Commence apart from Enabling Works or Associated Works or other works otherwise agreed in writing by the local planning authority until such time as the Development Area Phasing Plan has been approved in writing by the local planning authority.

The development shall be carried out in accordance with the approved Phasing Plan unless there are unforeseen events / obstacles to delivery and alternative timing for provision is agreed in writing by the Local Planning Authority. The Phasing Plan shall, by written agreement with the Local Planning Authority, be updated from time-to-time to reflect increased certainty of delivery of infrastructure.

The Site Wide Phasing Plan shall include but not be limited to the sequence of providing the following elements:

- a) A framework masterplan
- b) Residential development parcels;
- c) Local bus services;
- d) Major distributor roads/routes within the site, including timing of provision and opening of access points into the site;
- e) Strategic footpaths and cycleways;
- f) Community facilities including the secondary school, primary schools and sports hubs (including pavilion and junior changing rooms);
- g) Strategic foul and surface water features and SUDS;
- h) Formal and informal public open space, park/square, allotments, community orchard and parks, NEAPs, LEAPs and SIPs;
- i) Strategic electricity, telecommunications and gas networks;
- j) Infrastructure for the provision of fibre optic cables;
- k) Biodiversity net gain;
- l) Environmental mitigation measures.

Reason: To clarify how the site is to be phased to assist with the determination of subsequent reserved matters applications and in order to ensure that infrastructure provision and environmental mitigation are provided in time to cater for the needs and impacts arising out of the development, in accordance with Policy SS/7 of the South Cambridgeshire Local Plan 2018.

12.Design code

Prior to the submission of the first of the reserved matters applications for each Phase of the development, a Design Code for that Phase shall be submitted to and approved in writing by the Local Planning Authority. The Design Code shall be prepared for each Phase in accordance with the principles and parameters established in the approved Parameter Plans, the amended Design & Access Statement (DAS), Design Principles and Landscape Strategy submitted with the Outline Planning Application.

It shall include both strategic and more detailed elements.

The Design Code shall explain its purpose, structure, and status; indicate who should use the document and how to use it; set out the mandatory and discretionary elements and be clear how these apply.

Where relevant the Design Code shall address the interface with adjoining areas, whether they have already been subjected to design coding or not, and indicate appropriate cross boundary design responses, both within the Application Site and across the Allocated Site, in accordance with Policy SS/7 of the South Cambridgeshire Local Plan.

The Design Code shall include, as relevant to each Phase:

- a) The vision for the Phase. This should clearly articulate how the Phase contributes to the realisation of the Vision for the Site as a whole, as articulated in the Design and Access Statement and Design Principles, with emphasis upon the overall framework for movement, land use and landscape. The framework for development should be presented within the context of the Application Site and the wider area.
- b) The Design Code shall include a '**framework masterplan**' that establishes the framework for development within that Phase. The '**framework masterplan**' is the key plan associated with the Design Code and the content of the plan and its associated key will guide the structure of the Design Code.
- c) A movement hierarchy for the Phase (which is to secure a legible, permeable and connected network), and the principles and extent of the highway that would potentially be offered for adoption (the extent of adoption will be agreed following Reserved Matters approval).
- d) Typical street cross-sections which will include details of tree planting, landscaping, service runs, traffic calming and on street parking.
- e) How the design of the streets and spaces will address the needs of all users and give priority to sustainable travel.
- f) Principles to guide block structure and built form including design principles to address the relationships between land use; height and mass; primary frontages; pedestrian access points; fronts and backs; threshold definition; important buildings/groupings; building materials and design features.
- g) Where taller buildings/structures are to be required or encouraged (at the maximum parameter height) these should be justified with reference to the approved Design Principles. The contribution of these elements to the built up area and to wider views should be assessed. The approach to, and scope, of this assessment should be agreed with the local planning authority.
- h) Approach to incorporation of ancillary infrastructure/buildings (such as substations, pumping stations, pipes, flues, vents, meter boxes, external letterboxes, required by statutory undertakers as part of building design) and the routing of utilities.
- i) The approach to vehicular parking across the phase including the location and layout of parking for people with disabilities and for each building type, including the approach that will be adopted to access points into, and the ventilation of any undercroft or underground parking or any separate parking structures.
- j) The approach to cycle parking for all uses and for each building type, including guidance on the distribution (resident/visitor parking and location in the development), type of rack, spacing and any secure or non-secure structures associated with the storage of cycles, following the principles of the Cambridge Cycle Design Guide.

- k) The approach to the landscape framework including the integration of the existing retained landscape features and new structural planting in the key public open spaces and along the primary and secondary streets, together with guidance on tree/planting specification, and the interface with surface water drainage features.
- l) The provision of outdoor sports and children's play space provision including the formal playing fields and any Neighbourhood Equipped Area for Play (NEAP), Local Equipped Play Area for Play (LEAP) and Local Area of Play (LAP) with reference to the relevant open space/play space guidance and standards extant at that time
- m) The approach to the treatment of footpaths, cycleways, and bridleways through the site.
- n) The conceptual design and approach to key public spaces including the integration of public art (identifying appropriate locations) and guidance on materials, signage, utilities, and any other street furniture.
- o) The conceptual design and approach to the lighting strategy and how this will be applied to different areas of the development with different lighting needs, to maximise energy efficiency, minimise light pollution and avoid street clutter.
- p) Details of waste and recycling provision for all building types, in accordance with RECAP principles.
- q) Measures to demonstrate how the design can maximise resource efficiency and climate change adaptation through external, passive means, such as landscape, orientation, massing, and external building features.
- r) Design features to support biodiversity and ecological enhancement aligned with the relevant Phase Ecological Management Plan.
- s) Design features to reflect the heritage and former use of the site as a former WW2 airfield.
- t) Details of the interface between the public realm and the C2C Better Public Transport Scheme.
- u) Measures to minimise opportunities for crime.
- v) Details of the proposed design review procedures and circumstances where design review will be undertaken.

Reason: To ensure high quality design and coordinated development and to facilitate comprehensive development through cumulative phases of development in accordance with Policies SS/7 and HQ/1 of the South Cambridgeshire Local Plan 2018

13.Transport – 500 dwellings limit

No more than 500 dwellings shall be occupied unless:

(i) The Strategic Transport Intervention has been delivered - with a Transport Assessment for the remaining phases demonstrating that the remaining development phases can be sustainably accommodated on the network. The Transport Assessment shall meet Cambridgeshire County Council's Transport Assessment requirements and will include the results of the ongoing site monitoring (as per a separate condition on Monitoring).

or

(ii) The Developer has secured Cambridgeshire County Council's (CCC) approval of a Transport Assessment (TA) for a subsequent 'Interim Phase'. The TA must demonstrate that the interim development phase can be sustainably accommodated on the network. The TA shall meet CCC's TA Requirements and shall include the results of the ongoing site monitoring (as per a separate condition on Monitoring – condition 14).

Reason: To ensure that the development is founded on the provision of significant improvements to public transport provision as listed in condition 6, in accordance with Policy SS/7 (8) (a) of the South Cambridgeshire Local Plan 2018.

14.Transport – Monitoring scheme

No dwellings shall be occupied until a scheme for the monitoring of traffic from the development using ANPR cameras as set out in Figure 2.3 of the applicant's document 'Interim transport measures to be delivered prior to the delivery of the strategic transport intervention September 2020' (with the addition of a monitoring station along Knapwell Road), has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

Reason: To ensure that the scheme, when implemented, will effectively monitor the vehicles going to or leaving the Bourn Airfield development, to enable the impact of these vehicle movements on the surrounding roads and villages to be measured and to inform measures to mitigate their traffic impact, in accordance with Policy SS/7 (8) (c) (i) of the South Cambridgeshire Local Plan 2018.

15. Transport – Pedestrian, cycle, and bridleway links to Cambourne, Highfields Caldecote and the former Gestamp employment site

No dwellings shall be occupied until pedestrian and cycle links have been provided between the development with Cambourne, Highfields Caldecote and the former Gestamp employment site.

Reason: To ensure that measures to promote walking and cycling are provided to these locations from the start of the development, in accordance with Policy SS/7 (8) (b) of the South Cambridgeshire Local Plan 2018.

16.Transport – perimeter bridleway links

No dwellings shall be occupied until a scheme for the delivery of the perimeter bridleway including a timetable for its implementation has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the agreed timetable.

Reason: To ensure that the perimeter bridleway is provided at an appropriate time to promote walking, cycling and other leisure uses, in accordance with Policy SS/7 (8) (b) of the South Cambridgeshire Local Plan 2018.

17.Public footpaths – other footpaths, cycle and bridleway links

Each reserved matters application for residential development in relation to any Development Parcel, pursuant to this planning permission, shall include details of the equine, walking and cycle routes for the area within that Development Parcel that will allow the occupants of that Development Parcel access as applicable to facilities in the settlement centre and the surrounding area, including where appropriate reference to the temporary and permanent re-routing of footpaths/bridleways. The relevant Development Parcel shall not commence until the scheme has been approved in writing by the Local Planning Authority. No building shall be occupied within that Development Parcel until the approved scheme has been implemented in accordance with the approved drawings.

Reason: To enable appropriate non-motorised links to be provided within the new village, to enable alternative means of access other than the car, in accordance with Policy SS/7 (8) of the South Cambridgeshire Local Plan 2018.

18.Transport – access and occupation

No dwelling shall be occupied until any road and footway linking that building to a public highway network has been completed to binder course level; and main services have been installed and made available for connection to said building.

Reason: To ensure a safe means of access to residential properties and other buildings.

19.Transport – adoption strategy

Prior to the first occupation of any buildings in respect to any Development Parcel, pursuant to this outline permission, an Adoption Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Adoption Strategy shall set out:

- a) The elements of the transport network within the site which will be offered for adoption by the Local Highway Authority
- b) The elements of the transport network within the site which will be retained in private ownership, or other, and in each case detail of the management arrangements for these elements of the network.

- c) The elements of the recreational path network that will be offered for adoption as Public Rights of Way.
- d) The elements of the recreational path network which will be retained in private ownership, and the management arrangements for these elements of the network.

The Strategy shall be implemented in accordance with the approved details.

Reason: To ensure any future management arrangements for the various elements of the transport network within the development site, in accordance with Policy SS/7 of the South Cambridgeshire Local Plan 2018.

20.Transport - Parking Management Strategy

Prior to the first occupation of any buildings in respect to any Development Parcel, pursuant to this outline permission, a Parking Management Strategy for both motorised vehicles and cycles shall be submitted to and approved in writing by the Local Planning Authority. The Strategy shall set out the approach to parking provision for the development including the settlement centre, and the means of managing parking demand and enforcement. All Development Parcels shall be constructed in accordance with the approved Parking Management Strategy.

Reason: To ensure that there is adequate and appropriate provision of parking to take into account the needs of residents and visitors, without resulting in on street parking congestion and inappropriate parking, in accordance with Policy HQ/1 and TI/3 of the South Cambridgeshire Local Plan 2018.

21.Transport - Electric Vehicle charging

No development shall commence in relation to any Development Parcel until a site wide electric vehicle charging infrastructure strategy and implementation plan has been submitted to and approved in writing by the local planning authority, having regard to parking associated with various use classes and the provision of electric vehicle cabling infrastructure.

Each reserved matters application for layout in relation to any Development Parcel, shall include a statement to demonstrate compliance with the approved electric vehicle charging strategy, which will include, where relevant to the overall strategy, details of the number, location, installation, charge time and management of the electric vehicle charging points.

The approved electric vehicle cabling infrastructure and charging points shall be implemented prior to occupation and maintained in accordance with the approved strategy / plan and details.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality, in accordance with the NPPF and policy SC/12 of the South Cambridgeshire Local Plan 2018.

22. Bus stops

Prior to the first occupation of any buildings in respect to any Development Parcel, pursuant to this outline permission, details relating to the location, design, specification, management, and maintenance and phasing of bus stops within the development (to include a programme for their phased delivery) will have been submitted to and approved in writing by the Local Planning Authority. The implementation of the bus stops shall then be carried out in accordance with the approved details and agreed programme for their delivery.

Reason: To ensure that adequate public transport is provided for future residents of the site, in accordance with Policies SS/7 (8) and TI/2 of the South Cambridgeshire Local Plan 2018.

23. New Barns plantation access

No development shall be occupied until a scheme for public access to the New Barns Plantation has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a timescale for implementation and will be implemented in accordance with the approved details.

Reason: To ensure that the New Barns Plantation is accessible to future residents of the development and forms part of an extensive network of green infrastructure for the new village, in accordance with Policy SS/7 (7) and (8) of the South Cambridgeshire Local Plan 2018.

24. Landscape Management and Maintenance Plan

Prior to or concurrent with the submission of reserved matters applications for 'Strategic Engineering Elements', 'Strategic Landscaping Elements' and 'Development Parcels', a Landscape Management and Maintenance Plan shall be submitted to and approved in writing by the local planning authority to cover the entire application site.

The Landscape Management Plan shall state the long term vision for the landscape and shall describe the relevant landscape operations to achieve this through landscape restoration, maintenance and management before, during and after construction. This will include a management plan for any replacement trees in the Bucket Hill and New Barns plantations.

The Landscape Maintenance Plan shall specify the maintenance procedures, operations, and their frequency, and maintenance standards that will be implemented to ensure the successful establishment and longevity of all hard and soft landscape areas, before, during and after. The plan shall be implemented in accordance with the approved details.

Reason: To ensure adequate management and maintenance of existing and proposed landscaping in accordance with Policies SS/7 and HQ/1 of the South Cambridgeshire Local Plan 2018.

25. Tree Protection details

No development within a Development Parcel or Strategic Engineering and Landscape Element for which reserved matters approval has been granted shall take place until such time as fencing for the protection of any retained tree within, adjacent to, or which overhangs a Development Parcel or Strategic Engineering and Landscape Element, has been fully erected in accordance with the approved plans and particulars.

The fencing shall be retained intact for the full duration of the adjacent development until all equipment, materials and surplus materials have been removed from the Development Parcel or Strategic Engineering and Landscape Element. Nothing shall be stored or placed in any fenced area in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavations be made without the written consent of the Local Planning Authority.

Reason: In the interests of visual amenity and safeguarding trees that are worthy of retention, in accordance with Policies SS/7 and HQ/1 of the South Cambridgeshire Local Plan 2018.

26. Replacement of dead or dying trees

All planting, seeding or turfing in the approved soft landscape details for the relevant Development Parcels shall be carried out in the first planting season following the completion of the appropriate element of development unless agreed in writing with the Local Planning Authority. All hard and soft landscape works shall be carried out in accordance with the approved details and in accordance with the relevant British Standards or codes of good practice.

Any trees, plants, turf or seeded areas which within a period of 10 years for strategic planting and 5 years from the planting date either die, are removed, or become seriously damaged or diseased, shall be replaced in the next planting season with others of a similar size and species as those that were originally planted.

Reason: In the interests of visual amenity, in accordance with Policies SS/7 and HQ/1 of the South Cambridgeshire Local Plan 2018.

27. Biodiversity: Ecological Design Strategy (EDS) and Landscape and Ecological Management Plan (LEMP)

No development shall commence until a site wide combined Ecological Design Strategy and Landscape and Ecological Management Plan (EDS & LEMP) that addresses ecological protection, mitigation, compensation, enhancement, restoration and management has been submitted to and approved in writing by the Local Planning Authority.

The EDS & LEMP shall include the following:

- a) Description and evaluation of features to be managed, and purpose and conservation objectives for the proposed works;
- b) Review of site potential and constraints that might influence management;

- c) Extent and location/area of proposed works on appropriate scale maps and plans, including details of how individual lots contribute to the site wide EDS and biodiversity net gain provision;
- d) Type and source of materials to be used where appropriate, e.g. native species of local provenance;
- e) Indicative timetable and appropriate triggers for implementation, demonstrating that works are aligned with the proposed phasing of development;
- f) Persons responsible for scheduling implementation of the works;
- g) Details of initial aftercare and long-term maintenance (in accordance with site wide Landscape Management plan).

The EDS and LEMP shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter.

The following list is not exhaustive but is illustrative of the measures that may be incorporated into an ecological design strategy.

- a) Retention and protection of existing habitats during construction.
- b) Habitat removal and reinstatement.
- c) Provision for wildlife corridors, linear features, and habitat connectivity.
- d) Woodland, tree, hedgerow, shrub, wetland, and wildflower planting and establishment.
- e) Proposed new landforms associated with habitat creation, e.g. water bodies and watercourses.
- f) Soil handling, movement, and management.
- g) Creation, restoration, and enhancement of semi-natural habitats.
- h) Lighting strategies for potentially sensitive receptors e.g. bats foraging along boundary hedgerows
- i) Creation of new wildlife features, e.g. bird nesting features, bat boxes and
- j) hedgehog highways within buildings and their curtilages. Specification and proposed planting.

Reason: To ensure that biodiversity is conserved and enhanced and to secure the management of ecological habitats across the site in accordance with the NPPF and Policies NH/4 and NH/5 of the South Cambridgeshire Local Plan 2018.

28. Biodiversity: Biodiversity Survey and Assessment

Any Reserved Matters application for a Development Parcel shall include a Biodiversity Survey and Assessment for that Development Parcel that demonstrates how it accords with the aims and objectives of the approved Site Wide Biodiversity Strategy. The Biodiversity Survey and Assessment shall include:

- a) Detailed design(s) and/or working method(s) and management actions to achieve stated objectives.
- b) Details of which specific ecological enhancement and/or mitigation measures are proposed.
- c) A detailed timetable for their delivery.

- d) Details of the persons, body, or organisation responsible for implementing the works.
- e) Details of initial aftercare and long-term maintenance.
- f) Details for monitoring and remedial measures.
- g) Details for disposal of any wastes arising from works.

No development shall commence within a Development Parcel apart from Enabling Works until such time as the Biodiversity Survey and Assessment for that Development Parcel has been approved in writing by the Local Planning Authority. The Biodiversity Survey and Assessment shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter.

Reason: To ensure that biodiversity is conserved and enhanced and secure the management of ecological habitats across the site in accordance with the NPPF and Policies NH/4 and NH/5 of the South Cambridgeshire Local Plan 2018.

29. Settlement Centre Development Framework (SQDF) and Station Quarter Economic Development Plan (SQEDP)

Prior to or concurrent with the approval of any Reserved Matter Applications for new built development including village centre uses (as defined in National Planning Policy) or residential uses, to be located within the village centre and other local centres (as identified on the Parameter Plans), a SCDF and SCEDP will be submitted to and approved by the Local Planning Authority.

The SCDF and SCEDP shall combine to provide a strategy that will encourage delivery of a sustainable and dynamic village centre to aid its short and long term planning and ensure an appropriate mix of residential, employment, retail, civic and community land uses. Such a strategy shall have regard to the spatial principles of the Design and Access Statement and Design Principles. The settlement centre boundaries should be defined broadly in the SCDF, reflecting any Design Codes already approved and then refined as necessary through subsequent Phase Design Codes.

Development in the defined village centre and other economic areas shall be carried out in accordance with the SCDF and SCEDP.

Reason: To ensure the appropriate development of the village centres and other employments areas, in accordance with Policies SS/7 and SC/4 of the South Cambridgeshire Local Plan 2018.

30. Delivery of PV array

Prior to or commensurate with the submission of the first reserved matters application for the site, a scheme to undertake feasibility work related to the development of the North Bank photovoltaic array shall be submitted for review to the local planning authority. Where the provision of the PV array is found to be feasible, further information related to the delivery and implementation of the array shall be included, including any infrastructure works required to enable delivery. The scheme shall be implemented in accordance with the agreed timetable.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings, in accordance with Policies SS/7 and CC/1 of the South Cambridgeshire Local Plan 2018.

31.Sustainability statement

All reserved matters applications shall be accompanied by a Sustainability Statement setting out how the proposals meet the commitments and targets set out in the site-wide Sustainability and Energy Statement (Turley Associates, November 2019). The Statement will also set out how each reserved matters application will address the requirement for the development to deliver an example of excellence in sustainable development and healthier living and exceed policy requirements related to sustainable design and construction having regard to issues such as energy efficiency, renewable and low carbon energy, smart energy systems, climate change adaptation (including overheating), healthy homes, water efficiency, an integrated approach to water management and the role of the built and natural environment in improving health and wellbeing. This could include trials of building technologies to inform later stages of the development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings in accordance with Policies SS/7, CC/1, and CC/3 of the South Cambridgeshire Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

32.Review of Sustainability and Energy Strategies and Targets

The site-wide submitted Sustainability and Energy Strategies and the targets therein, shall be reviewed after the completion of each phase. The revised Strategies shall be submitted to and approved in writing by the local planning authority prior to submission of the subsequent phase.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings in accordance with Policy SS/7 (9) of the South Cambridgeshire Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

33.Renewable Energy

All reserved matters applications shall be accompanied by a Renewable Energy Statement, which demonstrates that at least 10% of the development's total predicted energy requirements will be from on-site renewable/ low carbon energy sources. The statement shall include the following details:

The site wide carbon emissions of the proposal, set out in Kg/CO₂/annum; and
A schedule of proposed on-site renewable/low carbon energy technologies, their respective carbon reduction contributions, location, design, and a maintenance programme.

The proposed renewable/low carbon energy technologies shall be fully installed and operational prior to the occupation of any approved buildings.

No review of the requirements on the basis of grid capacity issues can take place unless written evidence from the District Network Operator confirming the detail of grid capacity and its implications has been submitted to, and accepted in writing by, the local planning authority. Any subsequent amendment to the level of renewable/low carbon technologies provided on the site shall be in accordance with a revised scheme submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of reducing carbon dioxide emissions in accordance with Policies SS/7 (9), CC/1, and CC/3 of the South Cambridgeshire Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

34. Water conservation

All future reserved matters applications including a residential component shall be accompanied by a Water Conservation Strategy. This shall include a water efficiency specification for each dwelling type, based on the Water Efficiency Calculator Methodology or the Fitting Approach sets out in Part G of the Building Regulations 2010 (2015 edition). This shall demonstrate that all dwellings are able to achieve a design standard of water use of no more than 110 litres/person/day.

For all non-residential development, the Strategy shall include a water efficiency specification, based on the BREEAM Wat01 Water Calculator, demonstrating the achievement of 2 credits for water efficiency (Wat01).

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction in accordance with Policy CC/4 of the South Cambridgeshire Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

35. Climate change adaptation

The Development shall be designed to ensure adequate adaptive capacity for future climate change using UKCP18 (or successor versions) future weather years data based on at least a medium emission scenario, moderate percentile (50%), for the 2030s rather than current weather data, including overheating analysis undertaken to the latest CIBSE guidelines.

Each application for the approval of Reserved Matters shall be accompanied by a statement to be submitted to and agreed in writing by the Local Planning Authority setting out how this condition has been complied with including (but not limited to) how the following measures have been considered as part of the design:

- a) Maximising the design of green and blue spaces to help reduce the effect of the urban heat island and to provide cool, shaded outdoor spaces for public use.
- b) Water sensitive design including rainwater gardens to reduce the risk of surface water flooding.
- c) Large canopy deciduous trees along streets and in the public realm to provide shade and evaporative transpiration, with occasional use of evergreens to provide improved shelter from winter wind.
- d) Inclusion of green roofs, to provide additional evaporative transpiration and reduce heat absorption while offering additional biodiversity benefits.
- e) Permeable paving and rain gardens, especially on residential streets.
- f) Promoting narrow plan, double aspect buildings oriented and shaded to minimise overheating.
- g) Residential units set back from main roads wherever possible, and buffered by street trees to allow windows to be opened.
- h) The use of lighter coloured materials with increased albedo (reflection coefficient) to reduce heat absorption and its impact on the urban heat island effect. This applies in particular to exterior building materials (e.g. light coloured brick), as well as materials used for pathways and principal areas of hard landscaping.
- i) Building design, including orientation, ventilation, shading, thermal mass, materials and cooling

Reason: To ensure that development is delivered to a high standard of sustainable design and construction and that it is capable of adapting to our changing climate in accordance with Policy CC/1 of the South Cambridgeshire Local Plan 2018.

36.BREEAM standard

All future reserved matters applications including non-residential buildings of 1,000m² or more shall be accompanied by a pre-assessment BREEAM report prepared by an accredited BREEAM Assessor, indicating that the building is capable of achieving the applicable 'excellent' rating as a minimum, with two credits achieved for Wat 01, where feasible and viable.

Reason: In the interests of reducing carbon dioxide emissions, ensuring efficient use of water and promoting principles of sustainable construction and efficient use of buildings in accordance with Policy CC/3 of the South Cambridgeshire Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

37.Wellness Standard

Any Reserved Matters application for an occupied building shall be accompanied by a Health Impact Assessment Conformity Checklist. It shall have regard to the aims of achieving the Well Community Standard or such other health and wellbeing standards as otherwise agreed in writing by the Local Planning Authority.

The statement shall set out how the design team for the building will engage with stakeholders to achieve Well certification or other such standard as appropriate. Subsequent Well certification or evidence of compliance with any other agreed

health and wellbeing standards/measures shall be submitted to the Local Planning Authority upon completion of the certification process and in any event no later than 1 year following first occupation.

Reason: To ensure that new development has a positive impact on the health and wellbeing of residents and occupiers in accordance with Policy SC/2 of the South Cambridgeshire Local Plan 2018 and the Health Impact Assessment SPD.

38. Surface water – site wide.

No development shall commence until a strategic surface water drainage strategy for the site has been submitted to and approved in writing by the Local Planning Authority.

The scheme shall be based on the parameters set out in the Flood Risk Assessment and Surface Water Drainage Strategy August 2018, and November 2019 Addendum, or any subsequent, revised version that has first been approved in writing by the Local Planning Authority.

The scheme shall include phasing arrangements, details of primary infrastructure for each phase and plans for drainage asset operation, maintenance, and contingency.

The scheme shall include proposals to deal with the increased risk of flooding on or off site associated with any breach condition from the River Cam as described in the Flood Risk Assessment.

Infiltration systems shall only be used where it can be demonstrated that they will not pose a risk to groundwater quality. The scheme shall set out what information, design parameters and design details will need to be submitted at the Reserved Matters stage for each phase of the development.

The development shall subsequently be implemented in accordance with the approved scheme.

Reason: To ensure a satisfactory method of surface water drainage, to prevent an increased risk of flooding on or off site and to protect and prevent the pollution of controlled waters from potential pollutants associated with the current and proposed land use in accordance with the National Planning Policy Framework and Policies SS/7, CC/7, CC/8 and CC/9 of the South Cambridgeshire Local Plan 2018.

39. Surface Water – reserved matters details

Any Reserved Matters application for a Development Parcel or Strategic Engineering and Landscape Element shall include a detailed surface water strategy and updated hydraulic modelling report (accompanied by model files), where development affects the watercourse.

The strategy shall demonstrate how the management of water within the Development Parcel or Strategic Landscape or Infrastructure proposal for which approval is sought accords with the approved details of the

strategic site wide surface water strategy. The strategy shall be based upon a SuDS hierarchy and shall maximise the use of measures to control water at source as far as practicable to limit the rate and quantity of run-off and improve the quality of any run-off before it leaves the site or joins any water body.

The strategy for each Development Parcel or Strategic Engineering and Landscape Element shall include:

- a) plans of the proposed drainage system, showing drainage catchments, existing and proposed levels, long and cross sections, maintenance access
- b) design details of each element;
- c) detailed calculations to demonstrate the capacity of receiving on-site strategic water retention features without the risk of flooding to land or buildings;
- d) adoption arrangements
- e) a construction method statement;
- f) and a maintenance and management plan

The strategy should also demonstrate that the exceedance of the designed system has been considered through the provision of overland flow routes.

The development of each Development Parcel or Strategic Engineering and Landscape Element shall be carried out in accordance with the approved details. No building pursuant to that Development Parcel for which approval is being sought shall be occupied or used until such time as the approved detailed surface water measures for that building have been fully completed.

Reason: In order to safeguard against the risk of flooding on and off the site, to ensure adequate flood control, maintenance and efficient use and management of water within the site, to ensure the quality of the water entering receiving water courses is appropriate and monitored and to promote the use of sustainable urban drainage systems to limit the volume and rate of water leaving the site in accordance with the NPPF and Policies SS/7, CC/7, CC/8 and CC/9 of the South Cambridgeshire Local Plan 2018.

40.Surface Water Infrastructure Works

No development shall commence on any Development Parcel or Strategic Engineering and Landscape Element until the associated surface water infrastructure works (including attenuation features, pipe works, control and outfalls) have been completed in accordance with the agreed site-wide drainage strategy (once approved), unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure a satisfactory method of surface water drainage, and to prevent the increased risk of flooding to third parties, in accordance with the NPPF, and Policies CC/8 and CC/9 of the South Cambridgeshire Local Plan 2018.

41.Surface Water – Temporary Storage and Management of Surface Water

No development shall commence on any Development Parcel or Strategic Engineering and Landscape Element until a scheme for the temporary storage and management of surface water on that parcel has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

Reason: To ensure a satisfactory method of surface water drainage, and to prevent the increased risk of flooding to third parties, in accordance with the NPPF, and Policies CC/8 and CC/9 of the South Cambridgeshire Local Plan 2018.

42.Surface Water – management and maintenance

A scheme for the long term management and maintenance arrangements for the surface water drainage system on a Development Parcel or Strategic Engineering and Landscape Element (including all SuDS features) shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any building on that Development Parcel or the commencement of the use of that Strategic Engineering and Landscape Element (as appropriate).

The submitted scheme must identify runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes.

It must set out the responsibility for the maintenance of the SuDS and details of a monitoring and review scheme.

The SuDS shall thereafter be managed and maintained in accordance with the approved scheme.

Reason: To ensure the satisfactory management and maintenance of surface water drainage systems in perpetuity in accordance with the National Planning Policy Framework and Policies SS/7, CC/7, CC/8 and CC/9 of the South Cambridgeshire Local Plan 2018.

43.Foul water drainage strategy

Prior to the commencement of any development on any Development Parcel or Strategic Engineering and Landscape Element, apart from Enabling Works, a detailed site wide Foul Water Drainage Strategy shall be submitted to and agreed in writing by the local planning authority. The strategy should include the phasing of such works.

The strategy shall include details of any necessary improvement to the existing sewerage system to ensure that sufficient capacity exists to cater for the needs of the development. The works/scheme shall be constructed and completed in accordance with the approved plans/specification and such programme as may be specified in the approved scheme.

Reason: A detailed scheme for on-site and off-site foul water drainage is required prior to the commencement of any Development Parcel to ensure the appropriate provision of infrastructure to serve the new village, to prevent the increased risk of flooding and/or pollution of the water environment, and to ensure no surface or ground water infiltration in accordance with Policies SS/7 (10) (b), CC/7 and TI/8 of the South Cambridgeshire Local Plan 2018.

44.Piling

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with the current and proposed land use in line with the NPPF and the Environment Agency's Groundwater Protection Position Statement.

45.Construction Environmental Management Plan

No development shall commence until a Site Wide Construction and Environmental Management Strategy (CEMS) has been submitted to and approved in writing by the Local Planning Authority. The document shall include details of:

- a) Construction and demolition hours.
- b) Prior notice and agreement procedures for works outside agreed limits and hours.
- c) Indication of the locations of access routes and associated works to enable the carrying out of development including temporary haul routes, highway signage strategy and approach to monitoring and enforcement.
- d) Measures during any early Enabling Works for the protection and suitable mitigation of all legally protected species and those habitats and species identified as being of importance to biodiversity.
- e) Tree protection measures during any early Enabling Works to be put in place in respect of those trees to be retained in accordance with BS5837:2012
- f) Approach to Noise and Vibration (including piling) impact / prediction assessment, monitoring, recording protocols and consideration of mitigation measures in accordance with BS 5528, 2009 - Code of Practice for Noise and Vibration Control on Construction and Open Sites Parts 1 - Noise and 2 - Vibration (or as superseded) including the use of best practical means to minimise noise and vibration disturbance from construction works.
- g) Dust suppression management and wheel washing measures, including the deposition of all debris on the highway.
- h) Material management strategy – soil to be stripped, handled, stored and reinstated using best practice procedures.
- i) Lighting strategy during construction.
- j) Drainage control measures including the use of settling tanks, oil interceptors and bunds.
- k) Measures for the protection of identified archaeological assets.

- l) Screening, hoarding and signage (safety and information) strategy.
- m) Approach to ensuring measures for safe access and movement through and around the construction site for pedestrian, equestrians, and cyclists.
- n) Arrangements for community liaison, complaints, and identification of a dedicated point of contact.
- o) Membership of the Considerate Contractors Scheme.
- p) Control of activities likely to produce dust and smoke.
- q) Height of storage areas for materials or equipment.
- r) Control and disposal of putrescible waste.

Construction and demolition works shall be carried out in accordance with the approved CEMS unless otherwise approved.

Reason: To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of residents/occupiers in accordance with Policy CC/6 of the South Cambridgeshire Local Plan 2018.

46. Construction Working and Construction Deliveries / Collection Permitted Hours

All construction, demolition, enabling and earthworks are only permitted between 0800 hours to 1800 hours Monday to Friday and 0800 hours to 1300 hours on Saturday. No works are permitted at any time on Sundays, Bank or Public Holidays, unless agreed in writing by the local planning authority or in accordance with agreed emergency procedures for deviation.

No deliveries of construction materials or plant and machinery and no removal of any spoil from the site or similar collections from the site shall take place before 0700 hours or after 1900 hours on Mondays to Fridays, before 0800 hours or after 1400 hours on Saturdays, and not at all on Sundays or recognised public holidays.

Reason: For the avoidance of doubt and to ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers in accordance with Policy CC/6 of the South Cambridgeshire Local Plan 2018.

47. Construction Waste Management and Minimisation Plan

No development shall commence on any Development Parcel or Strategic Engineering and Landscape Element except for Enabling Works, until a Detailed Waste Management Plan (DWMP) has been submitted to and approved in writing by the Local Planning Authority for that Development Parcel or Strategic Engineering and Landscape Element.

The DWMP shall demonstrate how the construction of the Development Parcel or Strategic Engineering and Landscape Element will accord with the details of the principles of the Outline Waste Management Plan. The DWMP shall include details of:

- a) The anticipated nature and volumes of waste.
- b) Measures to ensure the maximisation of the reuse of waste.

- c) Measures to ensure effective segregation of waste at source including waste sorting, storage, recovery, and recycling facilities to ensure the maximisation of waste materials both for use within and outside the site.
- d) Any other steps to ensure the minimisation of waste during construction
- e) The location and timing of provision of facilities pursuant to criteria b/c/d.
- f) Proposed monitoring and timing of submission of monitoring reports.
- g) The proposed timing of submission of a Waste Management Closure Report to demonstrate the effective implementation, management, and monitoring of construction waste during the construction lifetime of the development on that Development Parcel.

The implementation and management of the approved DWMP and monitoring of construction waste on that Development Parcel shall be undertaken in accordance with the agreed details.

Reason: To ensure the sustainable management of construction waste, in accordance with the NPPF and the RECAP design guide.

48.Noise

No development above base course level shall take place until a scheme for noise mitigation incorporating a landscaped bund along the A428 following the principles established in the submitted landscape strategy, and near to the D Ball Group site, has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall include a timeframe for implementation and shall be carried out in accordance with the approved details.

Reason: To protect the health and quality of life / amenity and to ensure an appropriate level of noise mitigation for future occupants of the development, in accordance with Policy SS/7 and SC/10 of the South Cambridgeshire Local Plan 2018.

49. Air quality

Air quality monitoring shall be undertaken for at least 6 months at any proposed school site area prior to any site activity or construction works in order to ascertain pollution levels.

The specification for installation, operation and data provision must be agreed in writing with the Local Planning Authority (LPA) prior to the commencement of any works and commissioning of monitoring.

The gathered data should be in line with guidance on air quality monitoring issued by the Department for Environment Food and Rural Affairs.

An assessment of monitored data should be submitted to and agreed in writing by the Local Planning Authority.

Reason: In the interests of reducing impacts of developments on local air quality and encouraging sustainable forms of transport in accordance with Policy SC/12 Air Quality and Policy TI/2 Sustainable Travel of the South Cambridgeshire Local Plan 2018 and the NPPF.

50. Lighting

Within each reserved matters application that includes any form of external lighting illumination, an artificial lighting scheme to include details of the height, type, position and angle of glare of any final site lighting / floodlights, the intensity of illumination and predicted horizontal and vertical isolux lighting contours and an assessment of artificial lighting impact on any sensitive residential premises on and off site shall be submitted to and approved in writing by the Local Planning Authority before the external lighting is erected. The details and measures so approved shall be carried out and maintained thereafter in accordance with the approved details.

Reason: The details of the artificial lighting scheme are required before the erection of any external lighting, to protect the character and appearance of the area and the amenity of existing and future residential properties in accordance with Policy SC/9 of the South Cambridgeshire Local Plan 2018.

51. Waste storage

No development shall commence on any Development Parcel apart from Enabling Works until the details of on-site storage facilities for waste for that Development Parcel have been approved in writing by the Local Planning Authority.

- a) The detailed position and layout of bin stores and confirmation of acceptable drag distances.
- b) The provision of home composting facilities.
- c) For apartments, confirmation of the capacity of the communal bins.
- d) Proposals for lighting of the communal bin compounds.
- e) Confirmation, including a tracking diagram, that all bins can be accessed by waste collection vehicles.
- f) Arrangements for the provision, on-site storage, delivery, and installation of waste containers for each dwelling prior to occupation of that dwelling.

The approved facilities for each building that will be used for residential, commercial or employment purposes within a Development Parcel shall be provided prior to the occupation, use or opening for business of that building and shall be retained thereafter unless alternative arrangements are agreed in writing by the Local Planning Authority.

Reason: To ensure the provision of waste collection infrastructure on site and to protect the amenities of nearby residents/occupiers and in the interests of visual amenity, in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan and the RECAP Waste Management Design Guide.

52.Archaeology WSI

No development shall commence until the applicant has secured the implementation of a phased programme of archaeological work for the entirety of the application site, in accordance with a Written Scheme of Investigation (WSI). The WSI will include the following components, the implementation of which will trigger the phased discharging of the condition:

- 1) Approval of the Written Scheme of Investigation that should include:
 - (a) the statement of significance and research objectives;
 - (b) the programme and methodology of site investigation and post-excavation assessment and archiving;
 - (c) the nomination of a competent person or organisation to undertake the agreed works.
- 2) Fieldwork in accordance with the agreed Written Scheme of Investigation to include an appropriate outreach element.
- 3) A programme for post-excavation assessment and subsequent analysis, publication & dissemination, and deposition of resulting material for deposition at the Cambridgeshire Archive facility, or another appropriate store approved by the Local Planning Authority. Part (3) of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

Reason: To ensure the implementation of an appropriate archaeological investigation, recording, reporting and publication, and the protection and preservation of archaeological features of significance, in accordance with the NPPF.

53.Heritage and Public Art Mitigation Strategy

No development shall commence on any Development Parcel apart from Enabling Works until a heritage and public art mitigation strategy has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

Reason: To ensure the preservation and commemoration of the site's former military use, in accordance with the NPPF and Policy NH/14 of the South Cambridgeshire Local Plan 2018.

54.Land Investigation, Remediation and verification Scheme

No development shall commence until a Land Investigation and Remediation Scheme has been submitted to and approved in writing by the Local Planning Authority. The remediation scheme means a written scheme to address mitigation in any part of the site where Enabling Works are proposed to facilitate that Phase, involving invasive ground works. Such a scheme shall include:

The Investigation and recording of contamination and remediation objectives;
detailed proposals for the removal, containment or otherwise rendering harmless of

any contamination; and targeted ground investigation to identify areas of potential contamination, and the presence, flow direction and quality of groundwater.

The scheme shall be implemented in accordance with the approved details.

Reason: To ensure the environmental impacts of the development are adequately mitigated and in the interests of human health in accordance with Policies SC/11 and SS/6 of the South Cambridgeshire Local Plan 2018.

55. Land Remediation and Verification

Prior to any habitable building being brought into use within a Development Parcel requiring remediation, such remediation is to be completed as specified in the Land Investigation and Remediation Scheme in accordance with the Land and Remediation Scheme, and a verification report to be submitted to the Local Planning Authority.

If, during remediation works, any contamination is identified that has not been considered in the remediation method statement, then remediation proposals for this material should be agreed in writing by the Local Planning Authority.

Reason: To ensure the environmental impacts of the development are adequately mitigated and in the interests of human health in accordance with Policies SC/11 and SS/6 of the South Cambridgeshire Local Plan 2018.

56. Contamination (unexpected)

If unexpected contamination is encountered whilst undertaking the development which has not previously been identified, works shall immediately cease on the relevant part of the site until the Local Planning Authority has been notified and the additional contamination has been fully assessed and remediation approved. The approved remediation shall then be fully implemented under condition 52.

Reason: To protect and prevent the pollution of controlled waters, and to protect human health, from potential pollutants associated with current and previous land uses in accordance with NPPF, the Environment Agency Groundwater Protection Position Statement (The Environment Agency's Approach to Groundwater Protection, Feb 2018, version 1.2), and in accordance with Policies CC/7 & SC/11 of the South Cambridgeshire Local Plan 2018.

57. UXOs

No development or Enabling Works, hereby approved, shall commence until a Site Wide Unexploded Ordnance (UXO) mitigation scheme is submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of risk mitigation measures, how mitigation will be implemented, details of the procedures should high risk UXO not previously identified be encountered and the reporting regime. The mitigation shall be undertaken in accordance with the approved scheme.

Reason: To ensure the environmental impacts of the development are adequately mitigated and in the interests of the amenity of nearby residents/occupiers in accordance with Policies SC/11 and SS/6 of the South Cambridgeshire Local Plan 2018.

58.Housing Delivery Statement

No development of each phase shall commence until a housing delivery statement has been submitted to and approved in writing by the Local Planning Authority. The housing delivery statement shall consider and include a schedule, description and justification of the following elements within the each Phase –

- a) the indicative market housing mix;
- b) the quantum, size and tenure of affordable housing any self-build and custom-build housing,
- c) any accessible and adaptable homes,
- d) any specialist accommodation for the elderly and disabled,
- e) any community led housing,
- f) any Gypsy and Traveller or Travelling Showpeople plots and
- g) any other housing to provide a wide choice, type and mix of housing to meet the needs of different groups in the community.

The Statement shall be accompanied by a cumulative assessment of any existing or agreed housing provision on the outline application site and, where relevant, include evidence to justify the proposed housing delivery approach taken.

Reason: To ensure that full regard shall be had to the aims and criteria of Policy H/9 of the South Cambridgeshire Local Plan 2018.

59.Housing mix

The submission of any reserved matters application relating to a Development Parcel for residential development, pursuant to this outline permission, shall include a schedule of the mix of market dwellings proposed within that parcel demonstrating how the proposed mix relates to the overall mix of market dwellings within the development site as a whole. Each Development Parcel for residential development shall be constructed in accordance with the approved market mix for that parcel.

Reason: To ensure that the development contains a mix of residential units providing accommodation in a range of types, sizes and affordability, to meet local needs, in accordance with Policies SS/6 and H/9 of the South Cambridgeshire Local Plan 2018.

60.Space standards

The dwellings hereby approved shall, as a minimum, accord with the Technical Housing Standards – Nationally Described Space Standards (2015) or any successor document. This shall be demonstrated on the floor plans, elevations and

sections submitted for each dwelling in respect of the Reserved Matters of layout and scale.

Reason: To ensure the development meets the residential space standards set out in Policy H/12 of the South Cambridgeshire Local Plan, 2018.

61.Accessible and Adaptable homes

A minimum of 5% of residential dwellings within any Reserved Matters Area shall be designed to meet the accessible and adaptable dwellings M4(2) standard of The Building Regulations 2010. This provision shall be split evenly between the affordable and market residential units in the development rounding to the nearest whole number. In the event that such standards are replaced by a comparable national measure for building design, the equivalent measures shall be applicable to the proposed development.

Reason: To ensure that new dwellings cater for the needs of residents throughout their lifetime, including the possibility of impaired mobility in accordance with Policy H/9 of the South Cambridgeshire Local Plan 2018.

62.Fire hydrants

No building within a development parcel shall be occupied until a scheme for the provision and location of fire hydrants to serve that Development Parcel has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall thereafter be implemented in accordance with the approved details.

Reason: For the avoidance of doubt and to ensure the provision of adequate water supply infrastructure to protect the safe living and working environment for all users and visitors.

63.Broadband provision

No dwelling shall be occupied until the necessary infrastructure to enable that dwelling to directly connect to fibre optic broadband, digital technology or such alternative technologies that come to replace this, has been delivered and is capable of being fully operative.

Reason: For the avoidance of doubt and to ensure the provision of high capacity broadband as part of the development, in accordance with the NPPF and Policy TI/10 of the South Cambridgeshire Local Plan 2018.

64.Use of playing fields

The playing fields hereby approved shall be used for outdoor sport and for no other purpose (including without limitation any other purpose in Class D2 of the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

Reason: To protect the playing facilities from loss and/or damage, to maintain the quality of and secure the safe use of sports facilities in accordance with Policy SC/3 of the South Cambridgeshire Local Plan 2018.

65. Allotments

Prior to or concurrently with the submission of the first reserved matters application an illustrative plan indicating the location and extent of the allocated allotment area across the whole site shall be submitted to and approved by the LPA. Any reserved matters which incorporate allotment provision as defined by the agreed plan shall include an allotments strategy with the following details:

- a) Management guidelines to show how they will be managed and how the provision of plots will potentially adapt following the occupation of the allotments and community gardens to meet the needs of future plot holders and local residents;
- b) A plan of the allotments, principles of plot layout and design providing for a range of plot sizes designed to allow flexibility to meet the needs of future plot holders and access to areas for the communal storage of, for example, manure and compost;
- c) Shadow studies to the allotments, taking into account proposed landscaping and boundary treatment and buildings both within and adjacent to the site demonstrating that adequate levels of sunlight, rainfall and nutrition will be available to the allotments;
- d) Provision of good quality soil to British Standard or equivalent, with structure and texture to allow free drainage and cropping;
- e) Access and parking arrangements to allow easy and safe access to the allotments, including regular access by plot holders and for the occasional delivery of bulk goods. This should include vehicular access and a turning area, access for those with disabilities and cycle and vehicle parking on site and/ or within the adjacent residential area;
- f) Permeability of the site to encourage access to communal areas, enjoyment of biodiversity and natural surveillance whilst maintaining security and integrity of food growing areas and standing crops;
- g) Location and form of the communal buildings including secure storage for tools, seeds and crops serving allotments and community gardens, provision for administration with toilet provision, possibly including a composting toilet;
- h) Boundary treatment, including security arrangements for the allotments;
- i) Location of communal areas;
- j) Water supply, including use of stored rainwater and SUDS for watering crops

The provision of allotments shall be carried out in accordance with the approved details and in accordance with the approved phasing programme.

Reason: To ensure that appropriate allotments are provided in relation to the development of the site in accordance with Policy SS/7 of the South Cambridgeshire Local Plan, 2018.

66. Groundworks

No development shall commence until the details of groundworks and soil movement relating to the development are submitted and approved by the local authority.

Details should include a Soils Management Plan detailing protection of ground to be reinstated to open space, sustainable drainage or general landscape, methodology of soil stripping, storage, handling, haul routes, formation level decompaction measures, soil re-spreading and decompaction as well as soil disposal (if necessary). All groundworks should be carried out in accordance with the approved details and in accordance with the recognised 'Construction Code of Practice for the Sustainable Use of Soils on Construction Sites' produced by DEFRA and Protecting and Enhancing Soils PPS produced by CIWEM.

Reason: To protect and ensure the sustainable management of soil in any groundworks operations, in accordance with the NPPF.

67.Sport, open space and play areas strategy

No development other than enabling works, shall commence until a sports development strategy has been submitted to and approved in writing by the Local Planning Authority.

The sports facilities strategy will be required to set out the quantitative, qualitative, and spatial distribution of sports facilities within the development. The strategy will include the phasing of facility provision and the approach to management of the facilities, including the dual use of facilities on the secondary school site.

The development of a community use agreement will be required to set out the details of community access to sports facilities, including hours of use, pricing policy, management arrangements, monitoring and review.

The strategy will require a detailed site survey and specifications for the provision of natural turf pitches on the site, to meet Fields in Trust/Sport England/NGB performance quality standards.

The strategy will include how the facilities will be provided to ensure that facilities are provided to meet the needs of the new community.

Reason: To ensure that the delivery of sports facilities are provided and managed in relation to the development of the site in accordance with Policy SS/7 of the South Cambridgeshire Local Plan, 2018.

68.Sports, open space and play facilities details

Any Reserved Matters application for a Development Parcel containing residential development shall include details of the Local Areas of Play (LAPs), formal and informal open spaces to be provided within that Development Parcel, together with the details of the dwellings served by each type of open space, and the timetable for laying out the open space for approval. The open space shall be laid out in accordance with the approved details and timetable.

Reason: To ensure that the details of the development are acceptable and appropriate open space provision is made in accordance with the NPPF and Policies HQ/1 and SC/4 of the South Cambridgeshire Local Plan 2018.

69. Street naming

Within each reserved matters application no building shall be occupied until a scheme for the location, specification and erection of street name (and street numbering) plates for that reserved matters site has been submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved details. Development shall not take place other than in accordance with such approved scheme.

Reason: To ensure satisfactory directional signage, particularly for emergency vehicles, and to reduce street clutter in accordance with the NPPF and Policy HQ/1 of the South Cambridgeshire Local Plan 2018.

Informatives

Noise

To satisfy the noise insulation scheme condition for the residential building envelope and traffic noise, the applicant / developer must ensure that the residential units are acoustically protected by a noise insulation scheme, to ensure the internal noise level within the habitable rooms, and especially bedrooms comply with British Standard 8233:2014 “Sound Insulation and noise reduction for buildings-Code of Practice” derived from the World Health Organisation Guidelines for Community Noise: 2000. The code recommends that a scheme of sound insulation should provide internal design noise levels of 30 LAeq (Good) and 40 LAeq (Reasonable) for living rooms and 30 LAeq (Good) and 35 LAeq (Reasonable) for bedrooms. Where sound insulation requirements preclude the opening of windows for rapid ventilation and thermal comfort / summer cooling, acoustically treated mechanical ventilation may also need to be considered within the context of this internal design noise criteria. Compliance with Building Regulations Approved Document F 2006: Ventilation will also need consideration.

Dewatering

Any small scale dewatering in the course of building or engineering works which is greater than 20 cubic metres per day and does not meet the conditions of the groundwater abstraction exemption under Regulation 5 of the Water Abstraction and Impounding (Exemptions) Regulations 2017 will require an abstraction licence from the Environment Agency.

List of appendices

Appendix A

Application site plan

Appendix B

Access and Movement Parameter Plan
Green Infrastructure Parameter Plan
Land Use Parameter Plan

Density and Building Heights Parameter Plan
Illustrative Masterplan

Appendix C

SPD framework plan

Appendix D

Submitted schedule of changes

Appendix E

Bourn Parish Council comments

Appendix F

Response to 3rd party comments

Appendix G

S106 Heads of Terms – summary

Appendix H

Assessment of Local Plan Policy SS/7

Appendix I

Extract from ES summary of mitigation measures

Appendix J

Glossary

Link to planning application documents -

Planning application - reference number S/3440/18/OL

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