

## Oakington and Westwick Parish Council

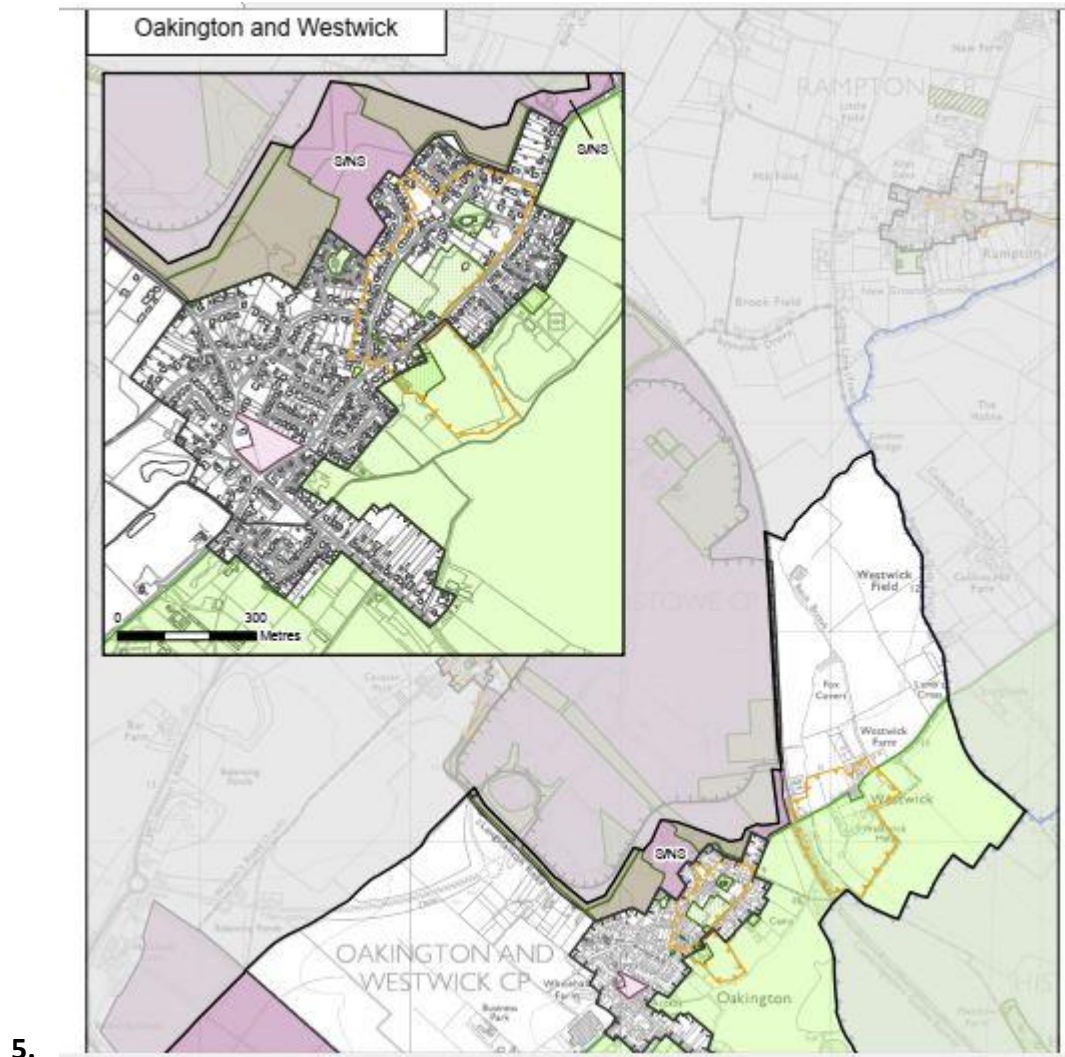
### Response to the Local Plan Consultation

#### Policy: Topic: S/NS Northstowe

- 1. Statement 2.102.** We note the inclusion of two Traveller sites in Northstowe of 12 pitches in each. We would like the Local Plan to clarify and confirm that these sites are to be located within the Northstowe Defined Development Extent and not on land bought outside these boundaries by Northstowe's developers, Homes England.
- 2. Statements 3.3.69. 10. & 11.** We note and support the clear policies to maintain a green separation between Northstowe and Oakington and Westwick. It is important that there is no development from the Oakington and Westwick boundaries nor a further expansion of Northstowe. We note and support the commitment to plant additional trees and the need to maintain the green separation as "the pastoral parkland." We strongly object to any development being allowed in the green separation or that the green separation should take the form of playing fields, allotments, cemetery or for any other form of planned use.

We note with concern that the planning permission recently granted, after appeal, for a proposed development of eight houses on the field between Manor Farm Close and the Northstowe boundary would seem to contradict this policy. We suggest that the South Cambs/Cambridge planners submit an appeal against this development in order to maintain this green separation.

- 3. Statement 26** We welcome the statement regarding flood mitigation, but there is a complete lack of detail and specifics in terms of location and form of flood mitigation. The Plan must include a statement regarding these issues.
- 4.** We note that the inset map provided in the consultation document (see below 5.) is contradictory, suggesting that the area marked is both a green separation and also an area where certain forms of development could be permitted within the green separation. Just as important, the green separation must not be used for playing fields or an organised park, which would prevent this area being a wildlife corridor. The map therefore needs to be redrawn to make absolutely clear that no development will be allowed between Northstowe and Oakington and Westwick and a policy statement should be included in the document to this effect .



5.

**Policy S/SHF: Land north of A1307, Bar Hill (Slate Hall Farm)**

This policy allows for an extensive development of 113.3 hectares providing approximately 220,000 square metres of “small- to medium-scale” units within the uses of Class B2 (General Industrial) and Class B8 (Storage or Distribution). Oakington and Westwick is a semi-rural community which has recently seen extensive development from the neighbouring town of Northstowe, which includes two business areas within its boundaries, one of which is located in Phase 3a, the part of Northstowe nearest to Oakington and Westwick. The building and commercial operation of yet another, extensive business area will further damage the community and, and as envisaged by The Local Plan, bring few, if any, benefits to the local community, but will create significantly more traffic, and erode the wildlife and countryside in the area.

### **Policy: Building Heights**

We welcome Refs: Heading **Vision statements 3 and 5**, and Heading **Built Form, statement 10**; however, the land on which the development is to be built is flat and, as noted earlier, the development will contain extensive B8 storage and distribution buildings B8 storage units can be more than 15 metres high. Clearer guidance is needed within the Local Plan on maximum heights of buildings. In particular, the development should not be visible from Oakington .

### **Policy: Flood Mitigation**

Refs: Heading **Context statement 11** and Heading **Resources statement 19**, we welcome the statements regarding the water management from the site but call for a much stronger statement than simply “opportunities for betterment” of water management for Oakington Brook. The Plan should include a requirement that the water management of the site should significantly reduce the risk of flooding in Oakington and Westwick.

### **Policy: Movement**

We support the policy statements regarding Traffic Management, Active Travel and Public Transport. However, as in our comments on Flood Mitigation and Building Heights above, we are of the opinion that the policy statements *2 and 15 a, b* tend to be aspirational rather than specific and compulsory.

*With reference to policy statement 15 a and b.*

Dry Drayton Road (marked in yellow on Figure 107 below) running from Oakington and providing access to both the site and 1307, is an unclassified road which is already suffering from overuse by vehicles cutting through to the A14/Northstowe from central Cambridge. It will also become an access road to Northstowe (see Outline Planning Permission Northstowe Phase 3A) and is already to be the subject of various traffic management procedures related to this. As road use will inevitably increase as a result of the Slate Hall Development, what is required is a complete upgrading, restructuring and widening of Dry Drayton Road to include dedicated, safe cycle and pedestrian paths, as well as speed reduction measures. A related ban on heavy lorry travel through Oakington and Westwick also needs to be introduced.

*Policy Statement 15a* also refers to a “Mobility Hub”. There is no definition of the term in the document, nor details provided, nor an indication of its location. According to the *Cambridgeshire and Peterborough Draft Strategy on Mobility Hubs*

<https://democracy.cambridgeshirepeterborough-ca.gov.uk/documents/s1627/Appendix%20E%20-%20Mobility%20Hub%20Strategy%20Scope.pdf>

“Mobility hubs bring together shared transport with public transport and active travel in spaces designed to improve the public realm for all.” Currently no buses serve the proposed site and no proposals are made in the draft Local Plan. Dry Drayton Rd in its current state would not support a regular bus service. Therefore, we suggest greater clarity over the design, location and transport links to any Mobility Hub should be included in the document and further, we refer to our earlier point that Dry Drayton Rd must be significantly improved with the inclusion of cycle and pedestrian paths.

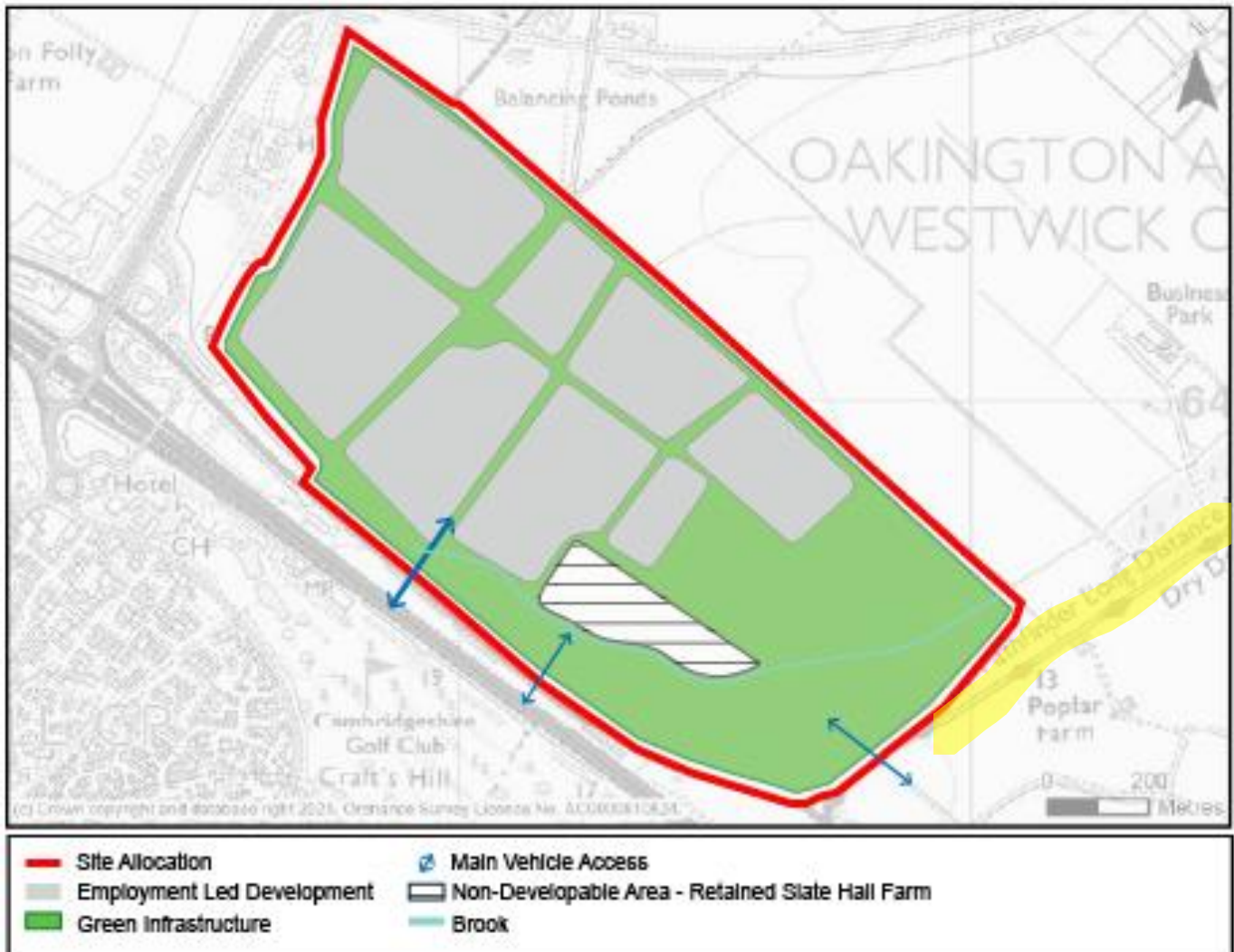


Figure 107: Spatial Framework for Policy S/SHF: Land north of A1307, Bar Hill (Slate Hall Farm)

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