

CAMBOURNE PARISH COUNCIL  
District of South Cambridgeshire

Council Meeting 15<sup>th</sup> January 2019

**Bourn Airfield**

Further to Cllr D Jones and The Parish Clerk attending the Supplementary Planning Document (SPD) workshop the notes and presentation have been circulated. These are attached for information. There will be further workshops and detailed public consultation as the SPD is developed.

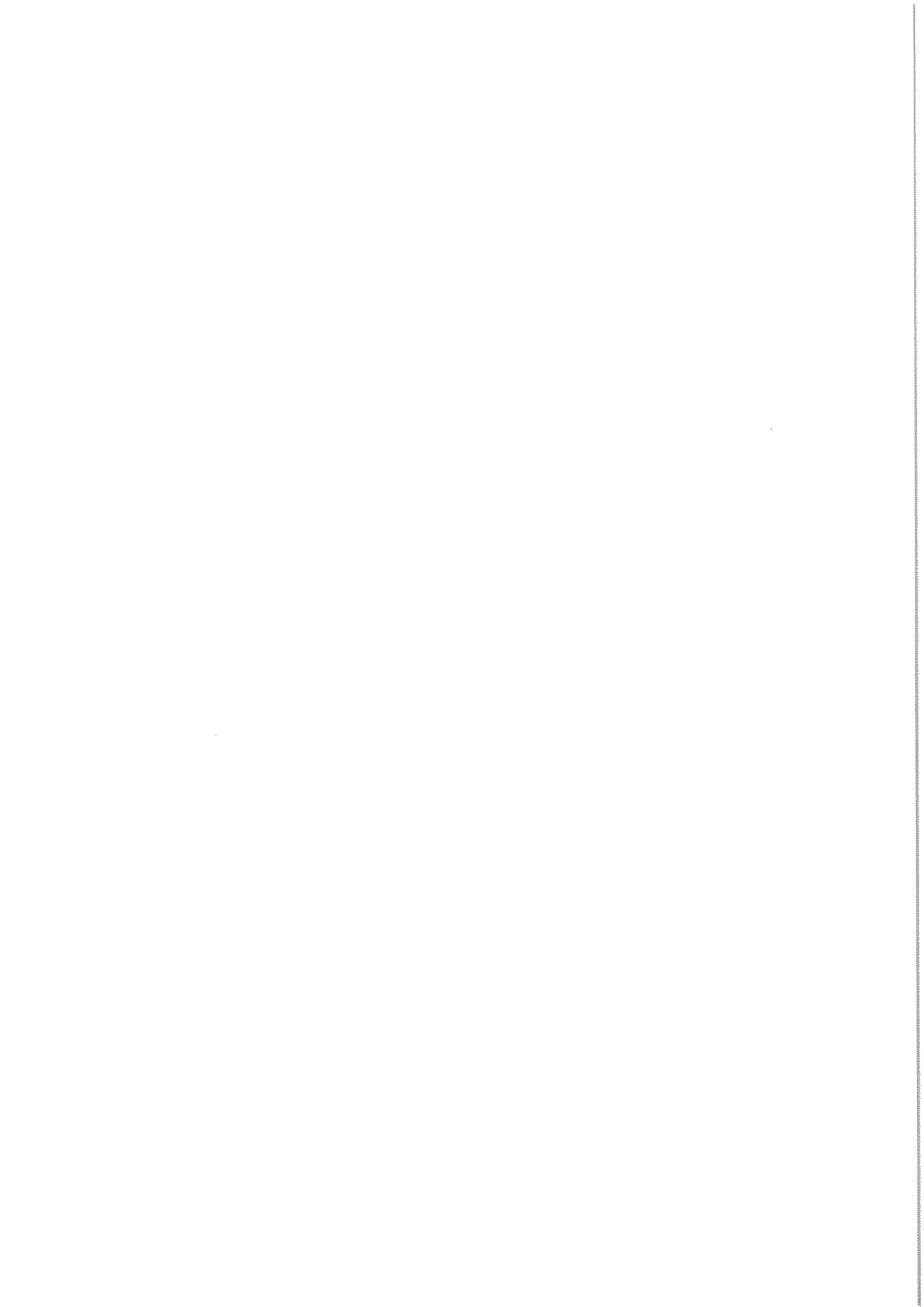
The next workshop for SPD is to be held on Wednesday 6<sup>th</sup> February 2019. This session is to be led by Arup and will include discussions on the emerging features of the SPD document including the vision principles and key structuring elements of the new village. Details are below:

**Date:** 2.00-4.30pm, Wed 6th Feb 2019

**Venue:** Caldecote Village Hall, Furlong Way, Highfields Caldecote, Cambridge, CB23 7ZH

It is

**Recommended** that the report be received.



# Bourn Airfield Supplementary Planning Document (SPD):

## Community engagement Workshop

21<sup>st</sup> Nov 2018

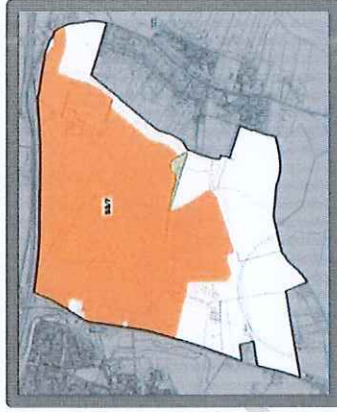


# Background

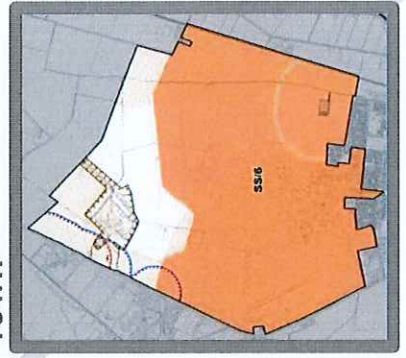
Local Plan, incl. new settlements policies



**Policy SS/7**  
New Village at Bourn  
Airfield



**Policy SS/6**  
Waterbeach New  
Town



**Inspectors' report**  
3 Sep '18

**Adoption**  
27 Sep '18

SPD process

SPD process

## **Bourn Airfield SPD: purpose**

**Ensure a comprehensive approach to the delivery of development, guiding planning applications for the site by adding further detail to the Bourn Airfield allocation policy SS/7 in the adopted South Cambridgeshire Local Plan 2018.**

# What will it include?

A design-led approach to the development...

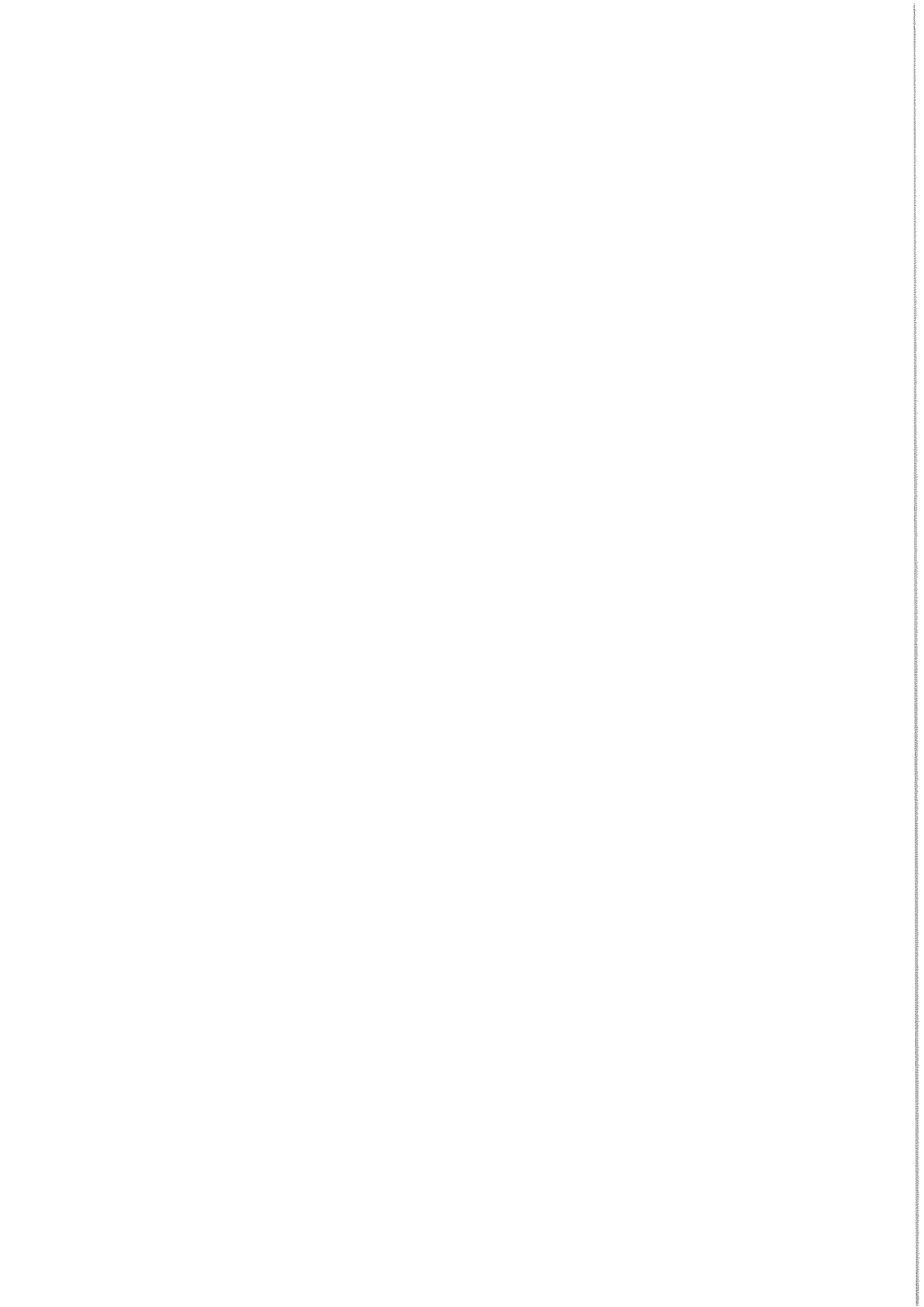
The SPD will include (SS/7 section 14):

- Overarching, high level vision for the new village
- Consideration of context, including key constraints and opportunities
- Broad location of the components of the new village which are essential to support comprehensive and seamless development, including a spatial framework diagram
- Phasing and delivery of key infrastructure.

	In scope	Out of scope
Where	Within the allocated area	Outside of allocated area (eg route of guided bus)
What	Add detail to Local Plan policy	Change policies set out in the Local Plan

# SPD timetable

Date	Event
Oct/Nov 2018	1 <sup>st</sup> round of engagement with stakeholders, landowners and community representatives
Late Jan/early Feb 2019	2 <sup>nd</sup> round of engagement
Winter/Spring 2019	Drafting of SPD
Spring/Summer 2019	SPD taken to Committee / Cabinet for approval to go out to consultation
Summer 2019	Consultation period
Summer / Autumn 2019	Take into account comments / responses and amend SPD accordingly
Autumn 2019	Final SPD agreed at Cabinet





# **Bourn Airfield SPD Community Workshop number 1**

**21<sup>st</sup> November 2018**

## **Caldecote Village Hall**

### Invited

Caldecote Parish Council; Bourn Parish Council; Cambourne Parish Council; Coalition of Parish Councils; Stop BAD; Cllr Tumi Hawkins, Cllr Aidan Van de Weyer, Cllr Mark Howell; Cllr Nick Wright; Cllr Ruth Betson; Cllr Shrobona Bhattacharya; Cllr Gavin Clayton.

### Attendees:

- |                           |   |
|---------------------------|---|
| • Cllr Tumi Hawkins       | Caldecote Ward/Planning Portfolio Holder                  |
| • Cllr Aidan Van de Weyer | Deputy Leader, with responsibility for strategic planning |
| • Parish Cllr Des O'Brien | Bourn Parish Council                                      |
| • Parish Cllr Les Rolfe   | Bourn Parish Council                                      |
| • John Vickery            | Cambourne Parish Council (parish clerk)                   |
| • Parish Cllr David Jones | Cambourne Parish Council                                  |
| • Caroline Hunt           | South Cambridge District Council                          |
| • Stuart Morris           | South Cambridge District Council                          |
| • Julian Pye              | Arup  |
| • Matthew Marshall        | Arup  |
| • Danielle Nevin          | Arup  |

### **Introduction**

Caroline Hunt welcomed attendees.

CH Outlined purpose of the SPD and that it was intended to clarify and support the Policy to assist in determining the application and the delivery of the development. It is high level though and not prescriptive on design and detail.

CH also outlined the process for developing the SPD, and set out the purpose of this first community engagement session: to gather initial concerns, aspirations and ideas from community representatives.

### Questions raised:

- How does the SPD tie in with existing planning application determination?
- Why was the red line boundary extended when the policy changed from an AAP to SPD?
- Can SPD ensure current application will be required to provide cycle and pedestrian links to existing settlements?
- What will the housing numbers (referred to inspector's reports) actually be?

In response, CH noted that:

- In Policy SS/7 of the South Cambridgeshire Local Plan, the requirement to produce an AAP was revised to a requirement for an SPD following consideration of representations and there is an audit trail of the process on public record, which the Council is happy to share.
- The SPD will be able to take account of pedestrian and cycle links through the proposed new village and connections with existing routes outside of the boundary but any wider schemes are not able to be provided under this mechanism. Any new infrastructure requirements must pass statutory tests as to being necessary and reasonably related to the development and of appropriate scale etc.
- The housing numbers quoted in the policy are an approximate target but as the Policy says this is a design led development and the precise number will be as a result of applying best planning practice rather than aiming to maximise numbers.

### Setting the scene

Julian Pye spoke about the purpose and approach, methodology, components of a sustainable community, facilities at different scales, large scale development (opportunities and constraints), and quality of place.

Questions/points raised:

- Planning application does not appear to address legibility/density/blending out in to the countryside.
- Local Centre of development is not in the middle of the site

### **Activities**

Following introductory presentations from Caroline and Julian, attendees engaged in two activity sessions to enable them to voice their views.

#### Activity 1

The nature of the first activity was to focus on the key issues and constraints of the site. A large plan of the site (nine A1 sheets joined together) was provided for everyone to add their 'top 5' issues/concerns to plans and to include any commentary that they felt relevant. In addition, attendees were asked to consider the key things that are required for the new village to work positively and sustainably, and to identify any other features/sensitivities on the plan that they think require consideration along with any ideas on suitable approaches.

This activity was followed by a group discussion which provided attendees an opportunity to discuss points raised with SCDC and Arup.

#### Activity 2

Following activity 1, attendees remained gathered around the map to focus on the following key themes:

- **Access and Movement** (connections, primary movement, priorities, public transport etc

- **Facilities and Services** (local centres, transport, schools, shops, health, open space, location, scale/form, etc)
- **Local Distinctiveness** (historic features, landmarks, landscape, trees, uses etc)
- **Community & Coalescence** (relationships, integration, space, decision making, governance etc))

A summary of the key points raised in activity 1 and 2 is subdivided into social, economic and environment categories. Points raised are related to current issues and potential future issues, to help ensure that the site can be developed sustainably and smartly. In addition to the points below, a simple mark up of some of the key spatial issues raised have been marked on a plan, in a similar manner to the event.

## Key points raised

### 1. Social

#### 1.1 Facilities and services

- Concern that main Local Centre should be central to development so easily walkable from within the site and not more attractive to Cambourne residents than the new Cambourne town centre shops.
- Test requirement for at least two local centres (notwithstanding the location of the main centre).
- Community hub – retail should be convenience type, importance of pub and café for social activities. Questioned if there is a need for a development brief/strategy for community hubs?
- Rows of shops/corner shops rather than large scale supermarket would create a nicer environment in the new village. It was also raised that a small supermarket will not provide enough, and most will have to travel for major household shopping.
- Relationship with Cambourne is vital for success of Bourn Airfield. It shouldn't compete or undermine viability of Cambourne.
- Debate around the feasibility of leisure centres – possibility for Bourn Airfield to provide some mixed used facilities and Cambourne to enhance existing facilities – greater viability. Possibility of new schools providing joint use raised. Also noted that Cambourne gym/sports facilities oversubscribed so need for additional (But not of swimming pool size).
- Anti-social behaviour in surrounding villages has occurred in the past due to the lack of facilities for teenagers – the new village will need to provide facilities. Need for community buildings for all to use, suggestion that cricket pavilion in planning application could include community area for example.
- It was acknowledged that there is a need to locate new facilities on primary routes.

#### 1.2 Governance

- Importance of governance was stressed. Delay in establishment of a parish council in Cambourne hindered the rate of development at high street and contributed to the loss of the market square space – seek to avoid this scenario in Bourn Airfield.

- Possibility for Bourn and Cambourne to form coalition of parish councils in early days to help new community establish – e.g. given of problems with effectiveness of management companies and how different neighbours are paying different rates.
- Early set up of governance will help resolve any issues early on.

### **1.3 Local Distinctiveness**

- Thought should be given to hierarchy and scale – Bourn Airfield should not replicate what Cambourne will offer.
- Some attendees feared that the development would essentially be an extension to the existing settlement of Cambourne and be known as ‘Cambourne East’. Many strongly felt that the new village should have its own identify.
- Development should follow traditional patterns with lower densities on countryside edge and higher near centre.

### **1.4 Community and Coalescence**

- Cambourne residents would like connection with Bourn Airfield, especially through good pedestrian and cycle links, as the two settlements have potential to work well together.
- Need to ensure visual separation to Cambourne and Highfields Caldecote, through buffer planting to make clear this is a separate settlement, a new village.

### **1.5 Art**

- Urban/public art could tie in to memorial.
- Memorial/recognition to RAF servicemen, runway and history of the site is important.

### **1.6 Housing**

- Avoidance of ‘dead spacing’ between housing.
- Need for well-integrated affordable housing.

### **1.7 Health**

- Doctors surgery – NHS have told Countryside that it is not necessary. Need to liaise with existing practices.
- Medical facilities should be provided considering impact on adjoining surgery, timescale for provision, etc.

### **1.8 Community spaces**

- Sports provision should be separate to education and provided early to assist with place-making.
- Early provision of community space.
- The development should be designed in a way that does not significantly restrict access to Bourn and Cambourne so that community spaces can be shared.

### **1.9 Education**

- Consider short term impacts on local schools.

- Learn from Cambourne experience – primary school, 2 form entry. Need to ensure provision is of appropriate scale to forecast population.

## **2. Environmental**

### **2.1 Energy**

- The new village should seek a renewable energy usage of greater than 50% and use low carbon technologies.

### **2.2 Air quality and noise**

- A concern over the existing air quality issue close to A428 was expressed.
- School should not be near a major road – health impacts (need to define/manage).

### **2.3 Water**

- Foul sewerage capacity issue.
- Surface water management – fear that new village will increase flooding events.
- Approach to SUDS is critical.

### **2.4 Landscape**

- Existing runway provides a vista that deserves preserving.
- Highfield Caldecote would like further enhancement of woodland at eastern edge of site.
- Residents of Highfields Caldecote have gardens backing on to the site area but not linked. Previously mentioned link through employment site.
- North Eastern corner should remain open to ensure Highfield Caldecote identity remains and character of existing open landscape is retained. Idea of a Country Park was mentioned.
- Opportunity for Bourn Airfield to be different to developments built upon to the road boundary – idea of driving through an avenue of trees when entering area.
- There is a shallow ‘valley’ or dip (near employment and wood area) that should be preserved and incorporated.
- Importance of ecological connectivity should be considered in the design of the new village.

### **2.5 Access and Movement**

#### **Broadway**

- No road access down the ‘drift’ (debate over if this is a bridleway or highway).
- Sensitivity of Broadway as an historic route and potential increase in traffic.
- Conflicting opinions of level of access permitted to Broadway were raised.
- Upper Cambourne representatives expressed desire for no vehicle access to Broadway - busway and emergency vehicles only.
- Others felt that control of access to Broadway is unsuitable, this was not on original plan. Traffic calming measures on Broadway to ensure safe access between Bourn

Airfield and Cambourne. Access to Broadway would prevent U-turn at Broadway junction with old A428.

### **Busway**

- A concern was expressed over the busway only stopping at Upper Cambourne and Bourn Airfield, which may result in Cambourne becoming a less attractive destination.
- Highway Authority Policy of reliance on modal shift is flawed since guided busway does not serve all employment locations and need to properly accommodate cars.
- Greater Cambridge Partnership seem to have already fixed the route of the Guided Busway through the site, which seems to have influenced the location of town centre in the application masterplan – should have been the other way around!
- Segregated route could be tricky to cross, act as a barrier if came to centre but could give it some thought?
- Primary street and how would it interact? Elsewhere people cross all the time – not a barrier but tricky to co-locate with a primary street.
- Debate how far residents would be willing to walk to the bus stop (assume 400m – 600m reasonable distance)
- Need cycle parking at Bus stops.
- Noted that policy does not specify exact location of two access points.
- Guided Bus Way as a divider of communities?
- Guided Busway should go through, not around – walking distance <500m of all homes (note, it will only have two stops in the settlement).
- To enable the Busway to act as a swift commuter route it needs to follow a relatively straight route, with no sharp turns.
- Viability of off-road bus through Cambourne?

### **Access to site**

- If access from Broadway is permitted and if the local centre is in the location suggested by Countryside this could make the new centre more attractive than Cambourne.
- It was felt that no vehicle access southbound on Broadway should be permitted.
- Possibility to have direct access to A428? Effectively another primary junction to access. Concerns that this option was not investigated properly and openness about why it is not an option should be provided (need evidence and technical issues).
- Why not divert access to A428 or at least over the A428 to St Neots Road to disperse traffic?
- Access around north eastern corner of the site is important.
- Potential to provide access through 5 year land supply site at Caldecote (however, it does not adjoin to the red line boundary).

### **Cycle and pedestrian facilities**

- Sensitivity of Broadway – an historic route, opportunity as a cycle route.
- Opportunity for strong, high quality, cycling and pedestrian routes to Bourn.

- Concerns over location of town centre and reasoning behind it, fear that it will not encourage modal shift if located too far from southern and far eastern homes on the site.
- Opportunity to provide extensive cycle routes throughout - 'cycle centric'.
- Provision of walking and cycling links to and from employment site.
- Provide cycle shelters at bus stops.
- Provide pedestrian/cycle link from Highfields Caldecote across north eastern open space?

#### **Other considerations**

- Access to existing adequate infrastructure is key.
- Site does not contain any bridleway (Although one runs along southern boundary) – whole network through Cambourne and Upper Cambourne which is well used – potential to create links into site using green spaces.
- Policy refers to 'segregated links', SPD should look into this and provide guidance around where routes should be.
- Greenway planned to the south of the site (by Greater Cambridge Partnership) – connect into the development?
- Connections to local bus services required.
- Equestrian linkages required.
- Issue of existing rat runs, over-capacity on A428.
- Rat running through Highfields Caldecote, traffic calming required?

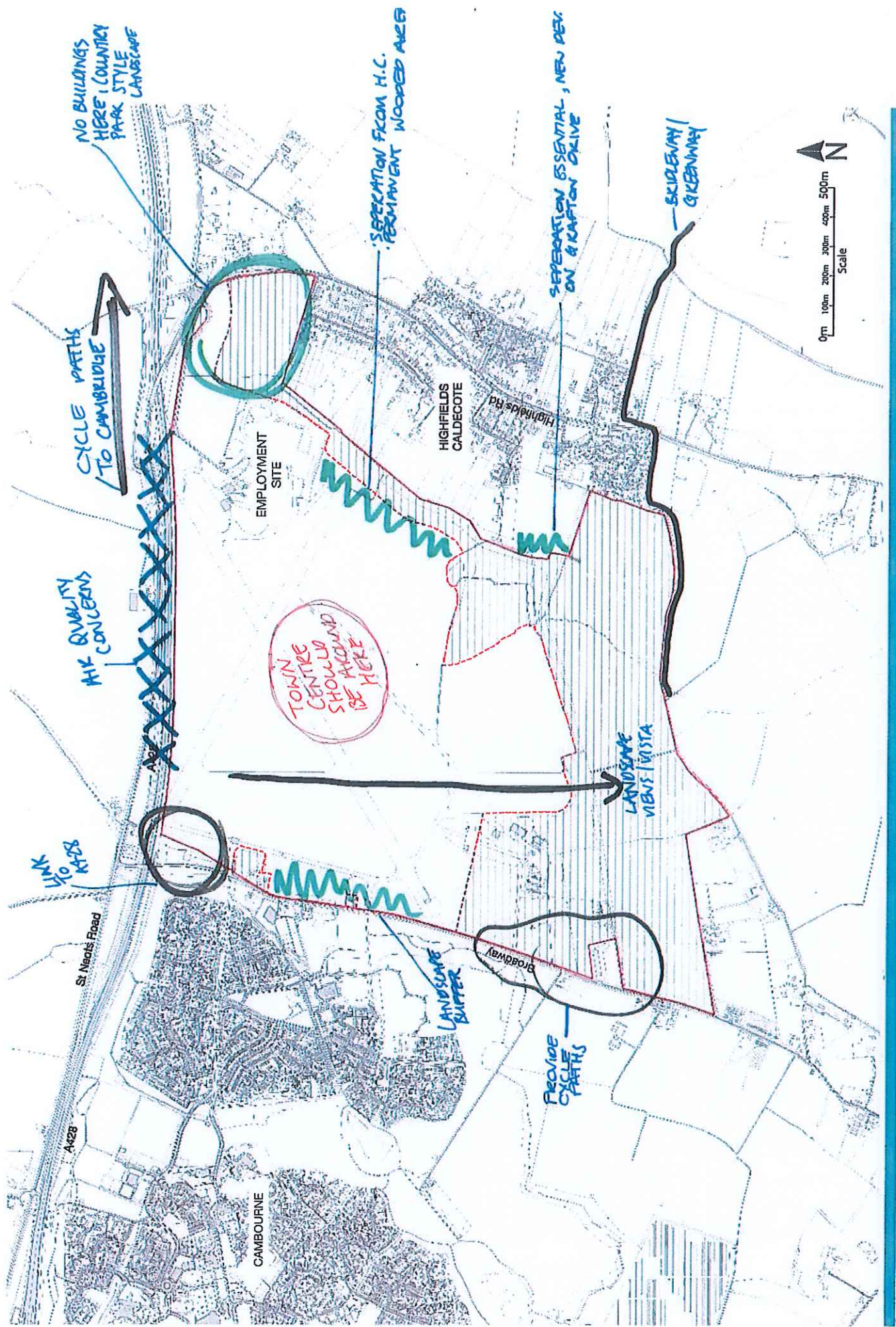
### **3. Economic**

#### **3.1 Employment**

- It was raised that a strategy may be required to ensure the scale and mix of employment is in keeping with adjoining villages and demand.
- Consider location of local employment requirements v extant sites.

#### **3.2 Retail**

- Need to agree a delivery strategy for non-residential components of the place.
- Scale of provision should be local and not detract from Cambourne high street viability.



NO BUILDINGS  
HERE, COUNTRY  
PARK STYLE  
LANDSCAPE

CYCLE PATHS  
/ TO CAMBRIDGE

AIR QUALITY  
CONCERNS

LINK  
NO BARRIERS

St Neots Road

A428

CAMBOURNE

EMPLOYMENT  
SITE

TOWN  
CENTRE  
SHOULD  
BE AROUND  
BE HERE

HIGHFIELDS  
CALDECOTE

Highfields Rd

SEPERATION FROM H.C.  
PERMANENT WOODED AREA

SEPERATION ESSENTIAL, NEW DEV.  
ON GRAFTON DRIVE

SKIDAWAY /  
GREENWAY

LANDSCAPE  
VIEWS / VISTA

LANDSCAPE  
BUTTER

Grafton Drive

PROVIDE  
CYCLE  
PATHS

