

**CAMBOURNE TOWN COUNCIL**

District of South Cambridgeshire

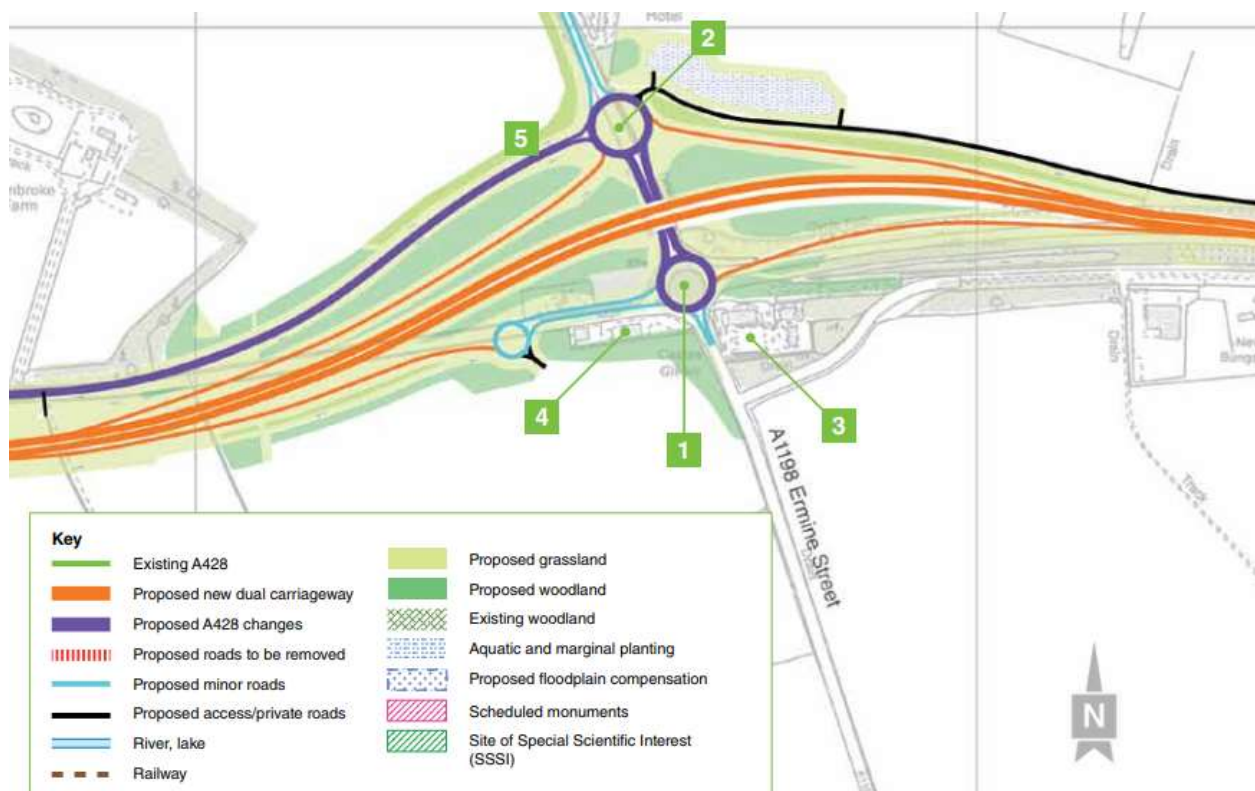
Council Meeting 16<sup>th</sup> July 2019**CORRESPONDENCE**

	<b>FROM</b>	<b>SUBJECT</b>
<b>7.1</b>	Highways England	<b>A428 BLACK CAT TO CAXTON GIBBET IMPROVEMENTS</b> To consider the draft response to the public consultation on the A428 improvements.
<b>7.2</b>	Greater Cambridge Shared Planning	<b>BOURN AIRFIELD SPD</b> To consider the draft response to the consultation on the Supplementary Planning Documents (SPD)

## 7.1 A428 BLACK CAT TO CAXTON GIBBET IMPROVEMENTS

### A428 Improvements

- Support the proposed route.
- The proposal does not include a segregated cycle/footpath along the route. This is a missed opportunity that should be rectified.
- There is no mention of any consideration of the route's relationship with the proposed east-west rail route. Two of the five route options for east-west rail follow a similar route to the A428 improvement. There are surely important opportunities to be considered in terms of providing the routes along the same corridor and ensuring that the route serves any new stations on the railway.
- I think it is important to raise a concern that the route will lead to the single lane on the A428 at the Girton interchange, being created as part of the ongoing A14 improvement project. This may be insufficient to accommodate current and future numbers of vehicles that will be using the road. This will transfer the Congestion currently experienced at the Caxton Gibbet to the Girton Interchange.
- Further clarification needed that the project will achieve a quantified biodiversity net gain. Government has a clearly stated ambition for net gain as set out in its 25 Year Environment Plan and restated for the Oxford-Cambridge 'the OxfordCambridge Arc Government ambition. Page 37 of the report currently states 'We are committed to maintaining existing levels of biodiversity where possible and leaving a positive legacy for nearby communities by providing new landscape planting and wildlife areas'. There is no mention here of net gain. This should be a key focus of the scheme.
- I would like to raise a concern/question regarding the light blue roundabout near the number 4 on the plan below. The only purpose of this roundabout appears to be to provide access into a farmer's field where there is currently none. This needs explaining.



## 7.2 Bourn Airfield SPD:

### Cllr D Jones comments

All in all I think this is a pretty good document and they have responded to a fair bit of what we wanted. A few comments:

- Vision statement: following discussions at the stakeholder events, I am pleased to see reference in the vision to "a range of facilities and services to complement, not compete with, existing local provision". This is an important recognition of the need for the new village not to compete with existing provision in Cambourne. I think we need to consider whether this statement goes far enough, or whether we would like to push for a reference to Bourn Airfield forming a distinct village within the wider town of Cambourne?
- 1.3 Cambourne is referred to as a village
- 2.1 Cambourne is a town, not a settlement
- 2.8: We should indicate our strong support for this statement: "The new settlement should provide complementary facilities to serve its residents rather than competing and should help to support the wider existing offer."
- 2.8: check measurements - Cambourne Village College is less than 4.8km from the site? It is more like 2.5km
- Figure 19. misses off Upper Cambourne co-op
- Landscape buffer to Broadway is minimal. This is ok to northwest where Cambourne is also close to the Broadway, but southwestern parcel shown close to road should be moved back. 3F on page 52 states that the following is needed: "Consideration of the existing 'country lane' character of the Broadway, and the potential value of retaining this." Current buffer doesn't look to achieve this.
- As per Ruth Betson's update, we need to consider if we put our voice behind calls for a new junction onto the A428 from Bourn Airfield. It seems like a missed opportunity not to do this in my view. I am also worried about the following statement: "A western access from the Broadway which reconfigures the existing highway to provide priority to the primary street entering the site and ensure there will be no direct vehicular access for southbound traffic from the new village (**subject to availability of third party land**)." If 3rd party land may be needed to achieve this option, it raises the question of its deliverability and the potential need to consider direct access onto the A428.
- I am still concerned regarding the route of the busway/metro. The stops are a long way from a lot of the house's and it means that the village centre is pushed towards Cambourne.

## 3 VISION & OBJECTIVES

### 3.1 OVERVIEW

The Vision and Objectives contained within this document have been subject to discussion with community representatives in context of the adopted Local Plan and are consistent with the adopted policy.

They have also been informed by discussions with site promoters and landowners, as well as taking into consideration the feedback received on the emerging development proposals when reviewed by the Cambridgeshire Quality Panel in 2016 and 2017.

### 3.2 A Vision for Bourn Airfield

**Bourn Airfield will be a distinct new South Cambridgeshire village, a well connected place which has its own identity, a diverse community, and a range of local facilities. The village will have a vibrant and independent heart, supporting healthy, active and inclusive community lifestyles and providing a high quality of life for its residents in a beautiful landscape setting.**

**How will the developers ensure that it is an inclusive community? What strategies do they propose to deliver this?**

**The village will be sustainable and resilient, being integrated with the natural environment, supporting walking, cycling and public transport as a primary mode of travel for all, and facilitating a move towards zero carbon lifestyles through an innovative approach to planning, design and construction. What do you mean by sustainable? Is a zero carbon lifestyle a realistic aspiration and, if so, what are the innovative approaches you refer to?**

**Fig 1 SKETCH - Illustrative image [un-numbered / only if time permits]**

### 3.3 Strategic Development Objectives

- 1 **A Well-Connected Place:** Facilitating sustainable movement from, to and within the site, shaped around a network of traffic-free active travel routes, integrated public transport, and delivering excellent connections to Cambridge via a new guided busway route. **How is this movement sustained once the fixed-term bus subsidies have expired?**
- 2 **Vibrant, Prosperous and Inclusive:** Meeting the needs and aspirations of a broad and diverse community, with a village centre integrating a range of community facilities alongside convenient and independent retail, along with opportunities for local employment and entrepreneurship within the site. **How will you encourage and support independent retailers?**
- 3 **Healthy and Active:** Providing for the wellbeing of residents as an essential aspect of the village's fabric, encouraging walking and cycling as a part of daily life, offering opportunities for physical recreation and social interaction for all, and supporting access to fresh and healthy food choices. **How will you support access to fresh and healthy food? How will you provide for the wellbeing of isolated or marginalised residents? Community Development Fund/Worker?**
- 4 **Locally Distinctive:** Responding to the existing context of the site and the inherited assets of the airfield and its landscape, whilst delivering a bespoke and modern built environment which includes unique and locally inspired buildings and public spaces.
- 5 **Sustainable and Resilient:** Building in a manner that is sensitive to the environment, delivering enhanced outcomes for biodiversity and hydrology, and incorporating low-carbon buildings, renewable energy and low-emission travel beyond existing standards. **How will you provide renewable energy and low-emission travel beyond existing standards?**
- 6 **Cohesive, Well-Planned and Governed:** Considering the lifetime of the village through conception, construction, completion and maturity, utilising tools such as masterplans and design codes to manage quality, supporting community building and ownership models, and creating community focused governance models allowing residents a strong and active role in how the village evolves. **If the 'lifetime of the village' is a real objective, will lifetime homes and single storey dwellings be provided to accommodate residents through their life cycle and to provide housing for existing additional needs?**

**Fig 2 Diagram - key principles**