

DRAFT BOURN AIRFIELD NEW VILLAGE SUPPLEMENTARY PLANNING DOCUMENT

The South Cambridgeshire Local Plan was adopted in September 2018 and includes the allocation of a new village at Bourn Airfield.

The draft Bourn Airfield New Village Supplementary Planning Document (SPD) supplements the new Local Plan policy for the area (Policy SS/7).

This policy allocates land over the period to 2031 and beyond for the development of a new village of approximately 3,500 homes.

The new village will provide a long-term supply of new market and affordable homes.

Policy SS/7 of the Local Plan also commits the Council to preparing an SPD to provide further guidance and detail on how the new village will be prepared and delivered. The Council is now consulting on the draft SPD and is seeking views from a range of stakeholders, including the local community, on how it can be further improved.

WHAT IS A SUPPLEMENTARY PLANNING DOCUMENT (SPD)?

A Supplementary Planning Document (SPD) adds further detail to the policies of the Local Plan, in this case Policy SS/7. It can be used to provide further guidance on environmental, social, design and economic objectives relevant to the Local Plan allocation. It can be a material consideration in planning decisions. An SPD cannot set new or amend existing planning policy.



HOW WILL THE SPD BE USED IN PLANNING DECISIONS?

As the site is in multiple land ownerships, the SPD has been prepared to guide a joined up approach to development and infrastructure across the whole site. This is to ensure that the new village is delivered comprehensively. It sets out an approach to delivery that requires coordination between developers, key elements of which will be secured through enforceable legal agreements (S106 agreements).



The Council has received planning applications covering the whole site that would provide in the order of 3,500 homes and business redevelopment of the existing employment area.

It will be for the planning application process to test specific proposals contained in the planning applications in the context of Local Plan policy and the finalised SPD. This will determine the number of dwellings and the form and nature of the employment redevelopment that can appropriately be accommodated on the site whilst creating a high quality sustainable new community that makes best use of the land.



If you would like to find out more, contact the Greater Cambridge Shared Planning Policy team via planningpolicy@scambs.gov.uk or 01954 713183



SITE CONSTRAINTS AND OPPORTUNITIES



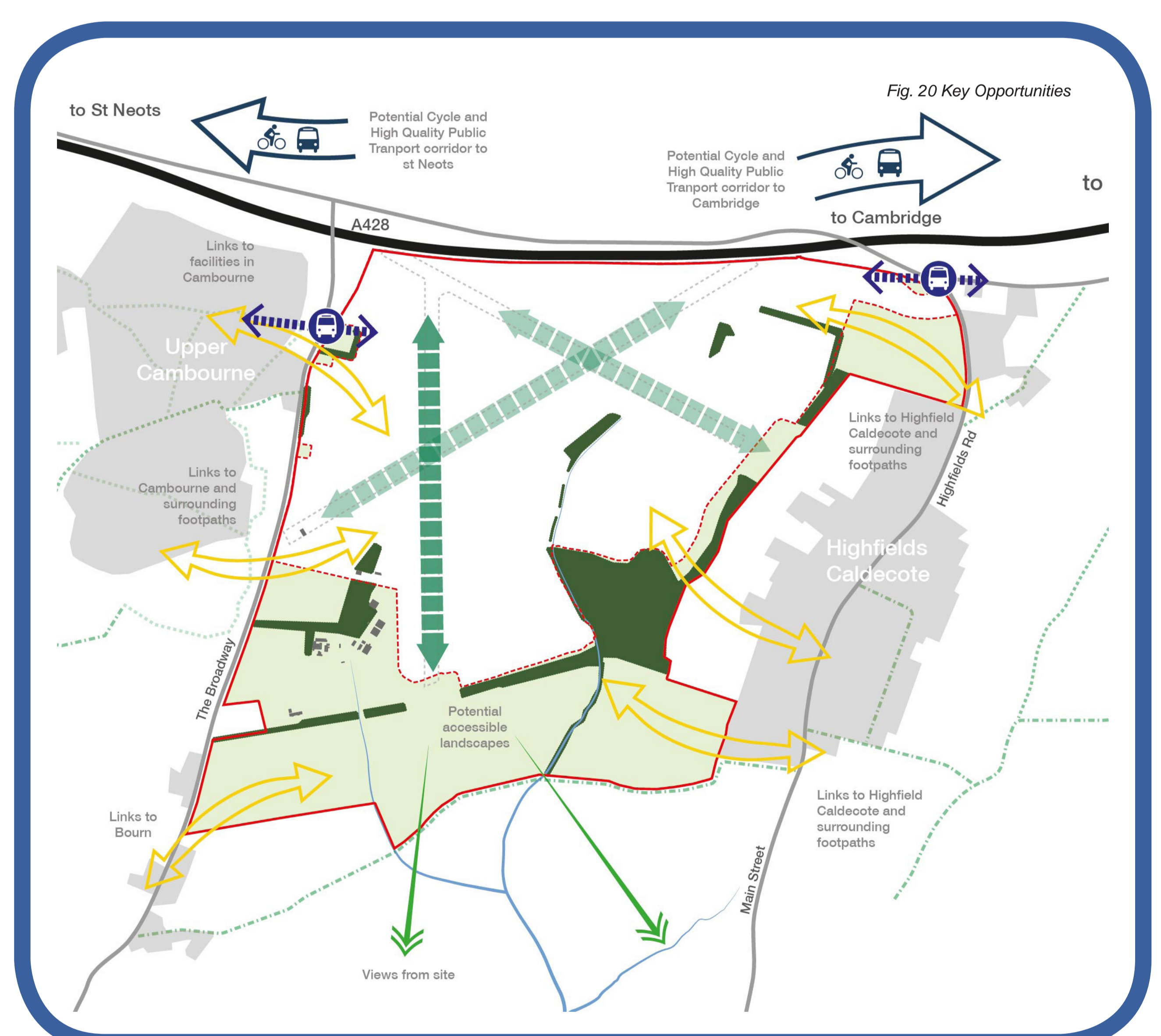
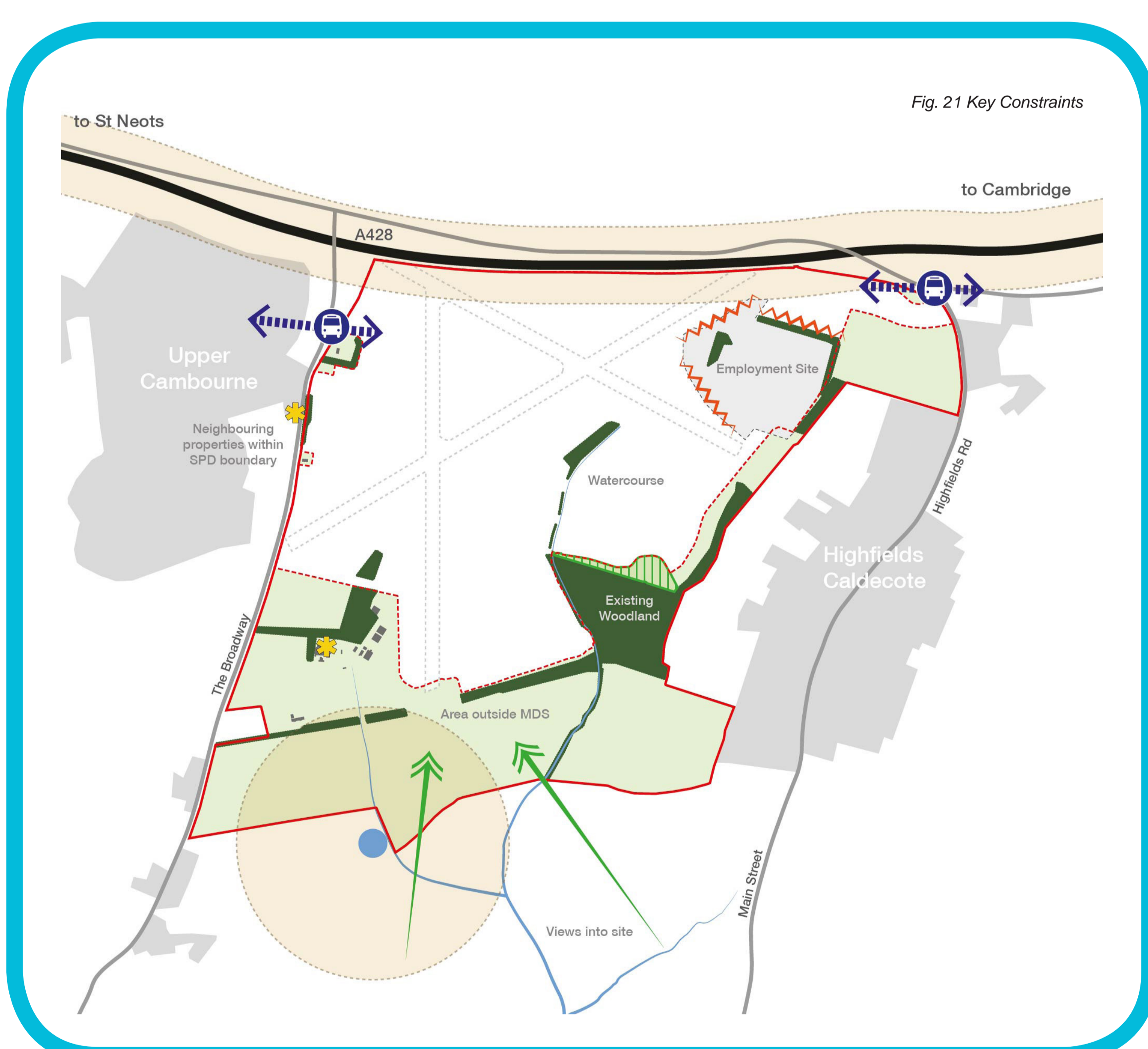
SITE CONSTRAINTS INCLUDE:

- Sources of noise, pollution and odour
- Listed buildings and their settings
- Public transport access points
- Existing employment uses
- Proximity to Cambourne and Highfields/Caldecote
- Existing woodland and field boundaries
- County Wildlife Site
- Potential views into the site from the south



SITE OPPORTUNITIES INCLUDE:

- Linking to a new cycle and public transport corridor
- Making connections to existing footpath, cycling and bridleways
- Providing appropriate links to Cambourne, Highfields/Caldecote and Bourn
- Green corridors and parks to mark airfield heritage
- Retaining existing and creating new strategic landscaping
- Space for a new Country Park
- Potential views out from the site to the south



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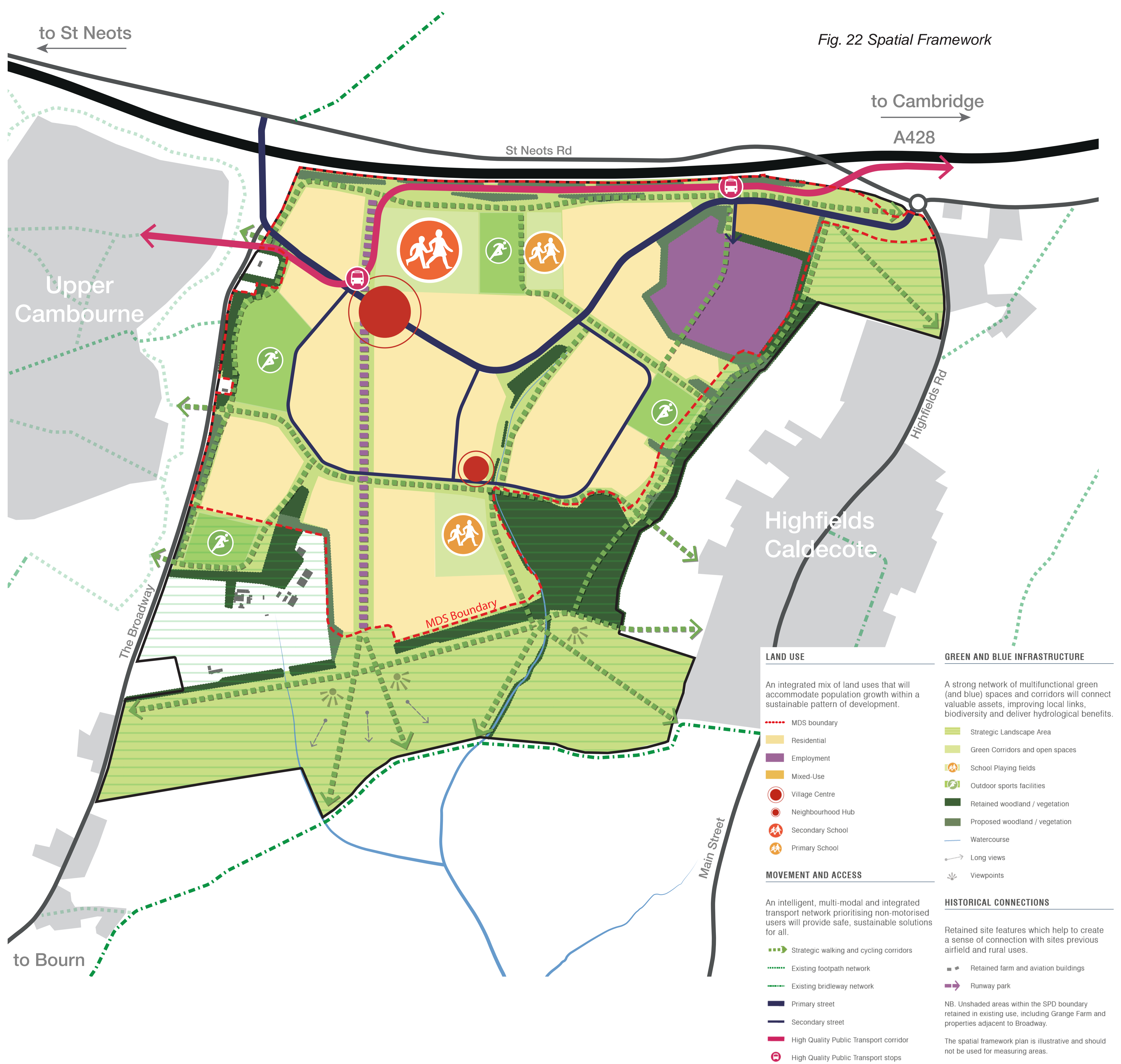


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WHAT GOES WHERE?

What is the proposed vision for the new village?



The aspiration for Bourn Airfield New Village is to create a place that is:

Well connected with traffic-free active travel routes and high quality public transport, both locally and to Cambridge and ultimately St Neots

Vibrant, prosperous and inclusive with housing for all, schools, sports and leisure, community uses, shops and jobs

Healthy, active and resilient with an emphasis on walking and cycling, and lots of green spaces offering opportunities for physical recreation and social interaction

Locally distinctive, respecting its context whilst creating a modern new village

Responsive and sustainable, planned to enhance the environment, be responsive to climate change and be an exemplar of sustainability

Cohesive, well planned and well governed through careful master planning and design, supporting community building and creating community focused governance



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SUSTAINABLE MOVEMENT

Good transport connections will be important in making the new village successful.

The aim is to prioritise sustainable movement, creating walkable mixed use neighbourhoods that are permeable and centred around a convenient, attractive and flexible walking, cycling and public transport network.

The new village will be connected by high quality public transport to jobs and services in and around Cambridge, including through connections with orbital routes to the north and south of Cambridge.

The Greater Cambridge Partnership (GCP) Cambourne to Cambridge scheme will provide that connectivity and the scheme has been developed alongside the preparation of the Local Plan and SPD. It remains the intention of the GCP to open the scheme by 2024.

Designing the comprehensive walking, cycling and public transport network from the early stages of development will have a positive impact on travel behaviour and help minimise the impact of the settlement on the surrounding highway network and nearby communities. The Local Plan does not identify the need or require the creation of a new junction onto the new A428.

KEY MEASURES INCLUDE:

Eastern access from an enhanced roundabout on St Neots Road and Highfields Road

Western access from the Broadway with no direct access for southbound traffic

Bus and bike only junction across the Broadway to Cambourne

Enhanced junction between St Neots Road and the Broadway

Served by a high quality, segregated public transport route to Cambridge

An environment that promotes walking and cycling

Fig. 27 | Main points of access and primary street



Fig. 28 | Strategic walking and cycling connections

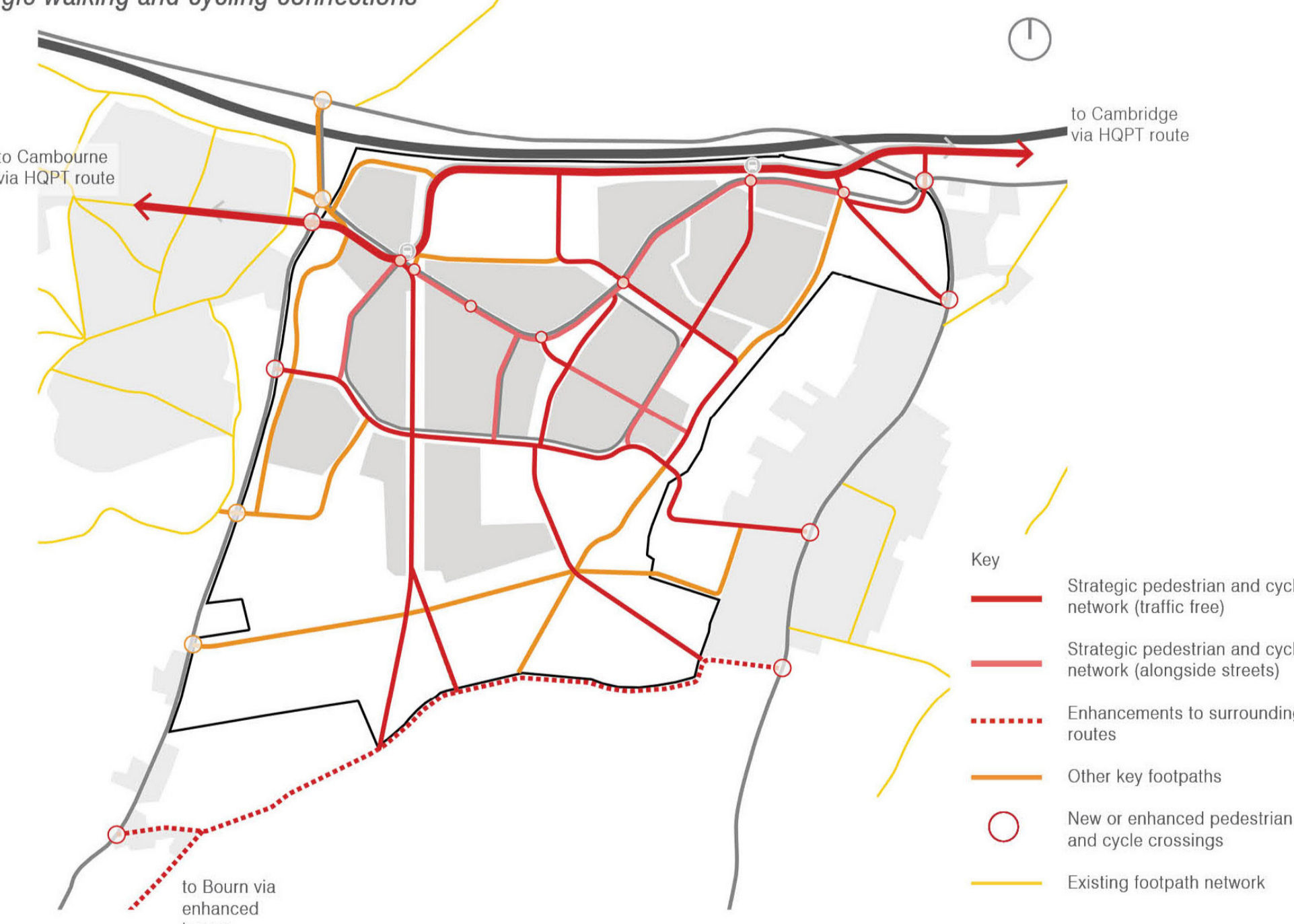
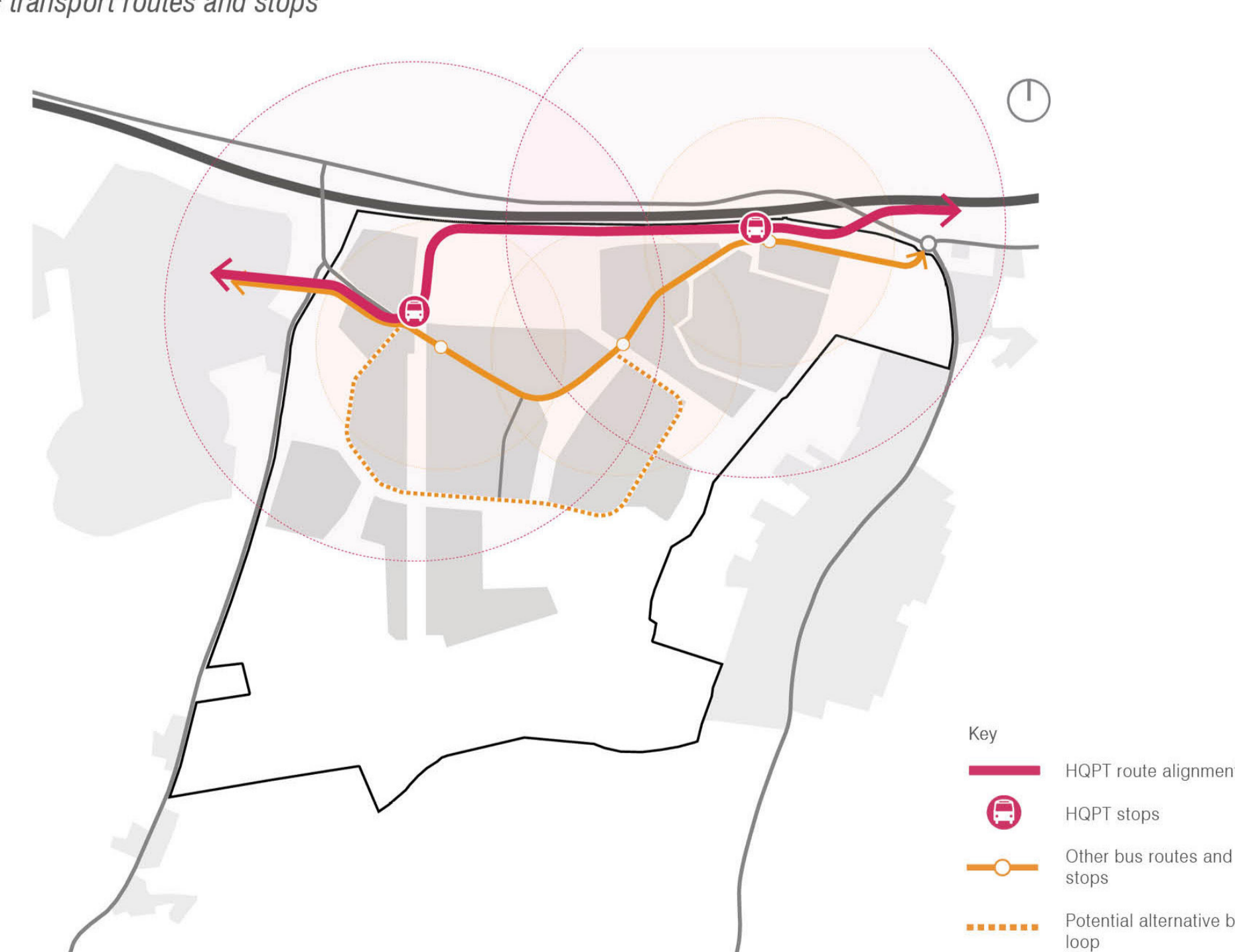


Fig. 29 | Public transport routes and stops



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SERVICES AND SHOPS

The site will be serviced by a village centre which will provide the main focus for the village. There will be an additional community hub to the south east to ensure services and facilities are within easy walking distance of all residents.

The day to day community, retail, services, food and drink needs of the new village will be provided primarily within the village centre close to a high quality public transport stop, community facilities including schools, shops, the runway park and primary road.

There will be opportunities for a range of new jobs to be created within the new village. It will provide a significant amount of employment land, including an appropriate mix of offices and business uses.

However, the new village is not intended to be a self-contained development, with future residents working both within the new village and across the wider area. This is an important consideration of the transport requirements for the new village.



A multi-purpose Community Centre will be provided and flexibly designed to accommodate a wide range of uses.

The development will be required to make appropriate provision for indoor sports, healthcare, library and information and advice services.

The new village will be required to provide the following educational facilities:

- Appropriate early years provision
- 2 primary schools
- 1 secondary school
- Contribution to special educational needs



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HOUSING AND DESIGN

Policy SS/7 of the Local Plan allocates land at Bourn Airfield for a new village of approximately 3,500 homes.

The SPD sets out a framework for creating a mixed community where a wide range of housing types, forms and tenures should be delivered to meet the housing needs of the area.

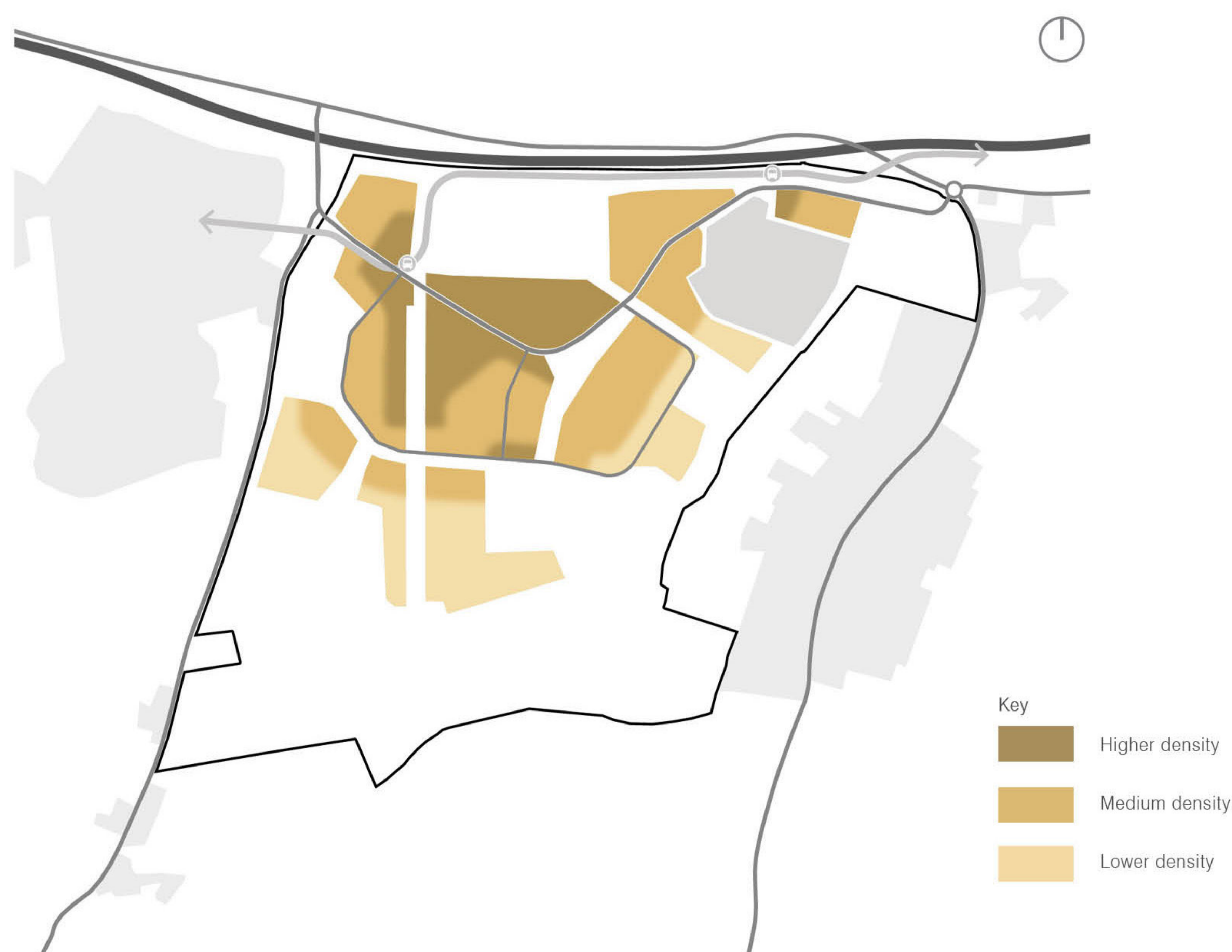
This includes affordable, self-build, key worker, extra care and older people's housing.

The cost of housing is a key concern to many households across the District. To address this, the Council's policy is for 4 in every 10 of the homes in the new village to be subsidised in various ways to be more affordable than would otherwise be the case. The aim is to provide affordable homes suitable for those looking to rent or as a step towards home ownership.

The new village will provide a wide variety of homes from flats to family homes to ensure that it is a place that people can live in throughout their lives – being a healthy place to grow up in and grow old in.

The scale and massing of buildings in the new village will respect and respond to the character of the surrounding area with higher densities and heights around the village centre and the lowest densities and heights around the village edges.

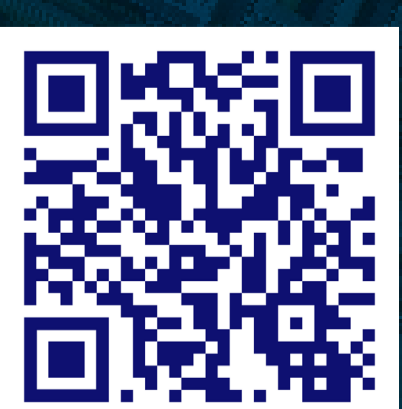
Fig. 42 | Density and Height



Higher density – Typically 3 and 4 storeys, with strong continuity and enclosure, apartment buildings and terraced townhouses. 5 storey landmark buildings may be appropriate in key locations subject to detailed design.

Medium density – Typically 2 and 3 storeys, including a mixed built form with some apartments and townhouses.

Low density – Typically 2 storeys, creating a less enclosed built character and more detached buildings.



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GREEN SPACES AND WATER

The new village will be landscape led, retaining and improving existing landscaping within and along all site boundaries including to the A428, along the Broadway and between the new village and Highfields Caldecote.

Landscape buffers will be enhanced to provide visual and acoustic screening as necessary, but also for the creation of habitat for native species. The new Runway Park will provide a significant stretch of open space within the development, which recognises the heritage of the site as well as providing a valuable resource to residents and visitors.

STRATEGIC LANDSCAPING

Strategic landscaping of the village edges will create a soft green setting for the village, mitigate its impact on the wider landscape and help to retain a sense of separation from Cambourne and Highfields Caldecote.

Along the A428 the northern buffer will continue the generous landscaped corridor on the edge of Cambourne and help with noise mitigation and air quality.

To the east, provision of a landscape buffer, including land within the Major Development Site, will be provided. It will include new and enhanced woodland planting to create a continuous woodland buffer of at least 30 metres in width to fully screen views between the village and adjacent properties. An additional strategic landscape area is to be created alongside the new and enhanced woodland, providing further landscape setting to the new village, and ensuring separation from Highfields Caldecote to the east.

To the west a belt at least 30 metres in width of existing and enhanced woodland and shrubs along the Broadway will complement the existing strategic landscaping along the eastern edge of Cambourne.

PUBLIC SPACES

Public spaces are an integral component of the SPD. The network is envisaged as a multi-functional resource for the new community; responding to the site's existing natural and man-made assets as well as delivering integrated benefits for biodiversity, flood prevention, climate change adaptation, play, movement and health and wellbeing.

RUNWAY PARK

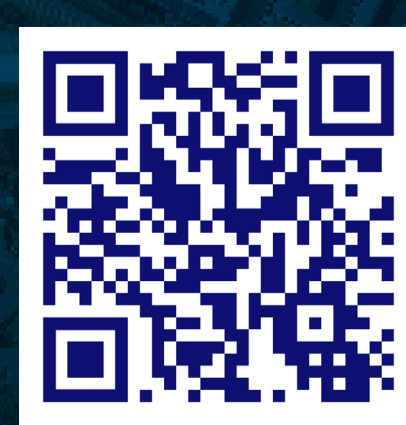
A formal linear park landscape on the alignment of the existing north-south runway with a minimum width of 50 metres. The park will incorporate and celebrate identified long distance views to the south and include interpretation of the site's history as a WWII military airfield.

COUNTRY PARK

To the south of the new village a large country park will be predominantly used as informal open space, for ecological enhancement, sustainable drainage, footpaths, bridleways and cycle ways. It also provides an extensive semi-natural green space for enjoyment by residents and visitors, and an opportunity for significant habitat creation and biodiversity enhancement.

WATER

The SPD requires the new village to provide, manage and maintain sustainable surface water drainage measures to control the risk of flooding. This includes both on site and reducing the risk of flooding to areas down stream of the development. Flood Risk Assessments will also be required to take account of climate change.



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DELIVERY

COMPREHENSIVE DELIVERY:

The Council's key delivery objectives for the SPD are to help it secure a comprehensive approach to the development of the site, to secure the delivery of necessary infrastructure within appropriate timescales and to manage the delivery of 'shared' infrastructure in a timely manner.

PHASING:

The Bourn Airfield New Village is a substantial development that will be delivered in a number of phases. The Council anticipates that the new village will deliver around a third of its new homes between 2021/22 and 2031 whilst the remaining homes will be delivered after 2031, beyond the Local Plan period.

Section 6.5 of the SPD requires the provision of homes to be phased with the provision of infrastructure and community, education, leisure and recreational facilities and areas. The anticipated first phase of development will encompass the northern third of the site.

THE INFRASTRUCTURE DELIVERY PLAN:

Section 6.2 of the SPD sets out the type of infrastructure required, who will be required to deliver the infrastructure, where it will be located, when it will be delivered and how it will be funded. It also sets out how infrastructure can be secured as part of the planning application process.



TRANSPORT

- Pedestrian and cycling infrastructure
- Public transport infrastructure
- Highway infrastructure



UTILITIES

- Waste
- Water
- Energy and telecoms



SOCIAL

- Community facilities
- Education
- Health
- Emergency services
- Retail and employment
- Open space
- Drainage



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