

Bourn Airfield New Village

A Spatial Framework & Infrastructure Delivery
Plan

Supplementary Planning Document



GREATER CAMBRIDGE Adopted October 2019
SHARED PLANNING

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Executive Summary

Introduction

The South Cambridgeshire Local Plan was adopted in September 2018. Policy SS/7 allocates land south of the A428 at Bourn Airfield for a new village of approximately 3,500 dwellings in addition to a range of supporting infrastructure, services and facilities. This Supplementary Planning Document (SPD) has been drafted to guide the implementation of the new village, providing more detail to the adopted policy.

What does the SPD say?

The SPD provides an overview of the site context and key issues to be addressed, noting the location of the site immediately to the east of Cambourne and west of Highfields Caldecote.

The vision for the new village is:

Bourn Airfield will be 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 village 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 beautiful contemporary landscape setting.

The village will be embedded in a network of multi-functional green infrastructure, which is accessible and sustainable, being integrated with the natural environment. Supporting walking, cycling and public transport as the preferred mode of choice for travel for people within the new village and beyond, and facilitating a move towards net zero carbon lifestyles through an innovative approach to planning, design and construction.

This vision is further supported by six strategic objectives:

1. A Well Connected Place
2. Vibrant, Prosperous and Inclusive
3. Healthy, Active and Resilient
4. Locally Distinctive
5. Responsive and Sustainable
6. Cohesive, Well Planned and Well Governed

The Spatial Framework which is set out in a plan establishes the broad structure for development of the new village along with the indicative positions of key land uses, primary movement, and green and blue infrastructure. The Framework is supported by a series of guiding principles and spatial fixes, which are key to the delivery of a successful place.

The new village will form a street network that integrates movement and place, in an environment that promotes walking and cycling. The delivery of the Cambourne to Cambridge High Quality Public Transport route will provide two stops to the new village. One of the stops will be adjacent to the village centre, where a number of retail, commercial and community uses, in addition to the secondary school, will be located. These facilities will lead to the Runway Park, reflecting the alignment of the former north-south runway and providing a substantial linear park.

The SPD sets out the expectations in respect of achieving high levels of sustainable construction, but also looking to the overall layout of the new village to provide opportunities for innovation and creative planning.

There are exciting opportunities for the new village at Bourn Airfield to incorporate energy generation and efficiency measures that will mean the new village becomes an exemplar development in moving towards net zero carbon lifestyles.

The Infrastructure Delivery Plan identifies the necessary supporting facilities and infrastructure that will be required to ensure the new village is successful and cohesive. These elements include a secondary school and two primary schools, a village centre and additional neighbourhood hub with community facilities. Also, improvements to existing pedestrian, cycle and bridleway routes and the creation of new links in and around the new village. There will be a wide range of green infrastructure, including parks and sports pitches to support a healthy lifestyle for its residents.

Foreword

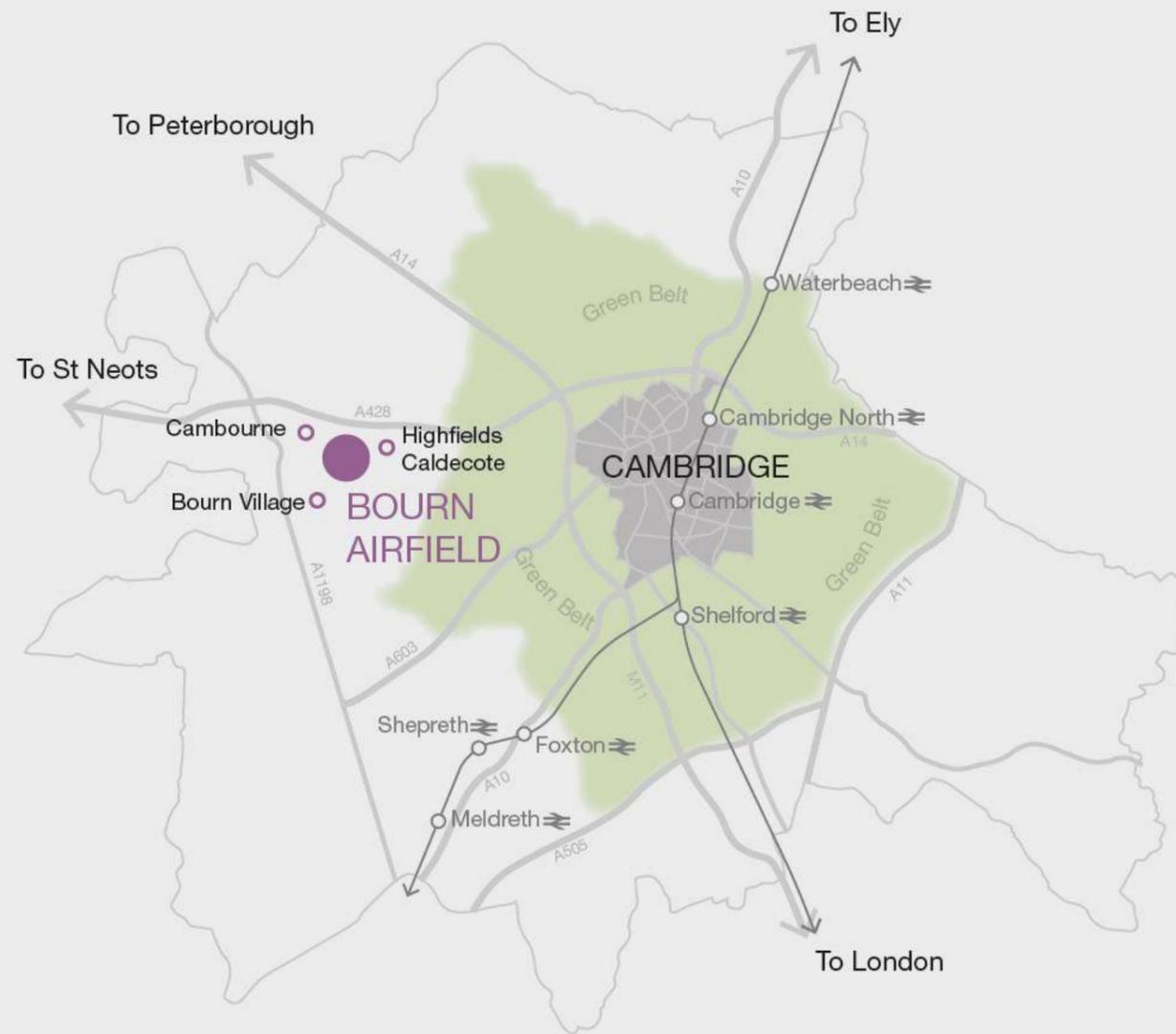
This Supplementary Planning Document (SPD) concerns the Bourn Airfield New Village. It has been prepared by South Cambridgeshire District Council (SCDC) and our consultants Arup.

The document provides guidance about how the new village should be designed, developed and delivered in accordance with Policy SS/7 of the adopted South Cambridgeshire Local Plan (2018). It is informed by survey work and analysis.

Contents

1	Introduction	3
2	Site Context	11
3	Vision & Objectives	25
4	Spatial Framework	29
5	Creating the Place	33
6	Delivering the Place	73
	Appendices	93

Figure 1 | Strategic Location



1. Introduction

1.1. Background

Bourn Airfield has been allocated in the South Cambridgeshire Local Plan (2018) for the development of a new village of approximately 3,500 homes, together with associated community facilities and infrastructure improvements (Local Plan Policy SS/7: Bourn Airfield New Village). As a major development site, it represents a significant opportunity to deliver an example of excellence in sustainable development and healthier living, which will make a significant contribution to the long-term development needs of the Cambridge area.

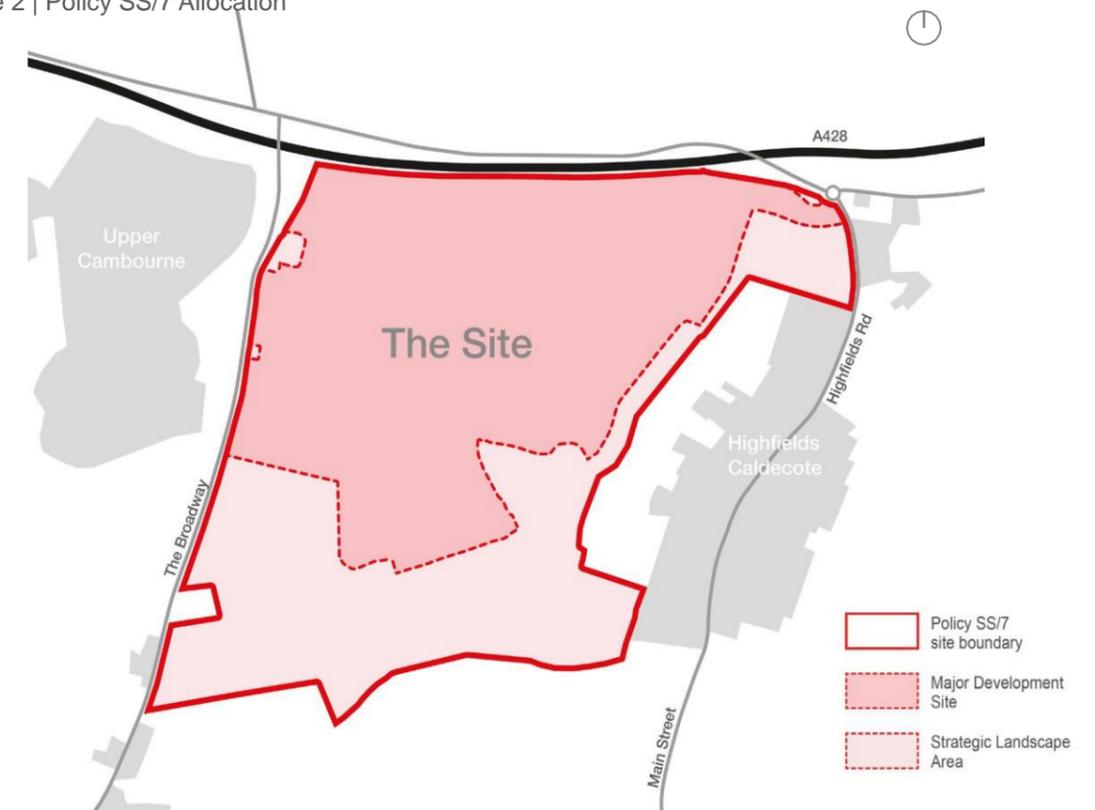
The Bourn Airfield New Village Supplementary Planning Document (SPD) expands upon Local Plan Policy SS/7 and provides additional details and guidance relating to comprehensive development and delivery of the new village and the creation of a successful place.

This SPD has been prepared in partnership by Arup and South Cambridgeshire District Council (SCDC), working in collaboration with technical and community stakeholders, and the site promoters.

The SPD has been subject to wider public consultation (see Sections 1.4 and 1.7 for further information on the SPD process and engagement).

The SPD is a significant material consideration in determining any planning applications for the development of the site.

Figure 2 | Policy SS/7 Allocation



1.2. Purpose & Scope

The purpose of this SPD is to ensure a comprehensive approach to masterplanning and development of the new village, in a manner which is responsive to its local context. It provides clarity to assist developers, landowners and delivery stakeholders in creating a place that integrates new housing with a range of land-use, infrastructure, landscapes and existing communities.

The SPD provides a clear vision, and framework for planning the new village and sets out broad delivery mechanisms.

The SPD is structured to provide a clear explanation of how the new village should be developed:

1. **Site context** outlines existing land-uses, landscape, heritage assets, access and connectivity, and relationships to nearby communities, as well as opportunities and constraints for the site;
2. **Vision and Objectives** sets out an overarching, high level vision and strategic objectives for the new village;
3. **The Spatial Framework** identifies the broad locations and requirements for various components of the new village;
4. **Creating the Place** provides a series of guiding principles, which explain how the strategic objectives should be delivered, and spatial fixes which are required to deliver them on-site where appropriate;
5. **Delivering the place** includes an Infrastructure Delivery Plan and outlines the mechanisms and collaborative approaches to phasing and delivery of the new development to ensure a well-served and functioning place is established from the start.

1.3. Key Issues

The success of delivering a new village will be dependent on a variety of factors. Several key delivery issues have been identified for the SPD to address:

1. Delivering a strong community with its own identity

It will be important for the new community to establish a distinct sense of identity. Due to the location of the site, and given its proximity to surrounding villages, a balance needs to be struck between creating a new place with its own unique identity and building an appropriate relationship with the form and character of existing local settlements and landscape.

This SPD sets out an overall infrastructure requirement necessary for the new village, focusing on what will be required early in the development to help secure the foundation of strong community cohesiveness, as well as establishing appropriate relationships with existing communities.

2. Green to the core

In recognition of the impacts of climate change SCDC aspires to create a cleaner, greener and zero-carbon future for all its communities. It will therefore be necessary for all elements of the new village to integrate with the natural environment, be innovatively designed and planned to meet and where possible exceed sustainability policy targets, and to secure net gains in biodiversity. Any adverse environmental impacts will not be supported unless they can be appropriately justified and mitigated.

3. Settlement pattern

The new village will be situated close to Cambourne to the west and Highfields Caldecote to the east and to the north of Bourn Village, each of which has a strong landscape setting. The respective

historic settlement patterns (and on-going growth of Cambourne) will be a fundamental consideration in determining the physical relationships, context and setting between new and existing places.

The development of Bourn Airfield should not result in the coalescence of settlements. In particular, there should not appear to be a continuous ribbon of development along the A428, as required by Section 6b of Local Plan Policy SS/7. Each settlement should be defined by substantial structural landscape.

4. Supporting a shift towards sustainable access and movement

There is significant opportunity to create a well-connected and sustainable development through the promotion of high-quality pedestrian and cycling connections and improved public transport infrastructure. The success of this will be dependent on resolving existing movement and access limitations, the provision of strategic supporting infrastructure, and the ability to provide meaningful connections with existing settlements and destinations.

Policy SS/7 sets out no vehicular access will be provided to the Broadway for southbound traffic, therefore, traffic management solutions must be considered from the outset and incorporated into design proposals to prevent 'rat running'. Achieving enhancements to the wider walking, cycling and horse-riding network connectivity is also a key requirement.

The SPD sets out key access and movement principles, alongside a package of critical transport infrastructure, to help support a shift from the reliance upon the private car to more sustainable transport modes for journeys internal and external to the new settlement.

5. Relationship with the existing employment site

An existing manufacturing use, under separate ownerships, is located towards the north-eastern corner of the major development site. The design and layout of development will need to consider how to accommodate or integrate the employment uses should they remain in their current format, expand and re-develop, or vacate the site.

This will include consideration of the visual and aesthetic impacts, amenity issues (including noise and air quality), and the need to retain suitable vehicular access for future residents and visitors to the new village.

Successful comprehensive delivery of this site will require engagement, collaboration and co-ordination between site promoters and landowners of both the principal site and employment sites to ensure that the new village is cohesively designed with the necessary supporting infrastructure provided at the right time.

6. Potential capacity of the site

Local experience has shown that new settlements of this scale can support a secondary school which is also important for community cohesion. This must be balanced with housing built at appropriate densities across the site, sensitive to setting and context.

Policy SS/7 provides that the final number of dwellings will be determined through a design-led approach and spatial framework diagram within this SPD. This SPD will consider those factors when drawing together the spatial options.

1.4. Process and Programme

Figure 3 sets out the key steps in the preparation of the Supplementary Planning Document.

Prior to the preparation of the draft SPD the Council undertook initial engagement with landowners, stakeholders and local community representatives (see Section 1.7). Initial proposals for the site have been subject to review by the Cambridgeshire Quality Panel in June 2016 and December 2017. These processes informed the draft SPD.

In order to comply with legislation, the SPD is accompanied by the following documents:

1. Strategic Environmental Assessment Screening Report (SEA).
2. Habitats Regulations Screening Report (HRA).
3. Equality Impact Assessment (EQIA).

Each of these documents was published for public consultation alongside the draft SPD.

The Council is also required to publish a Consultation Statement which outlines the consultation undertaken in accordance with the provisions of the Statement of Community Involvement.

All the comments received on the draft SPD and accompanying documents during the consultation period were considered by the Council before finalising the SPD (and the accompanying documents).

The adopted SPD is a significant material consideration in the determination of planning applications for development.

1.5. Planning consent for development

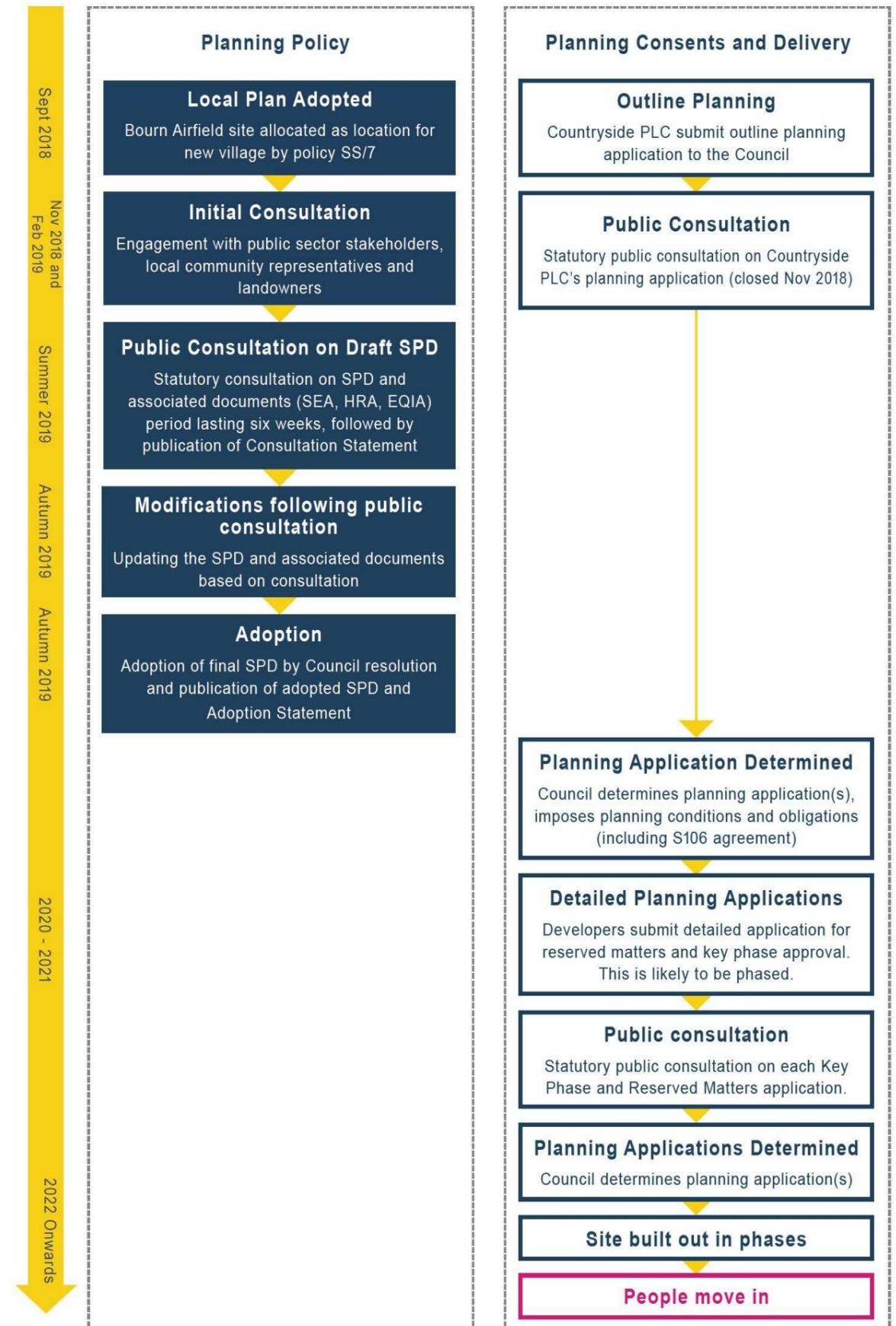
The SPD forms one part of the planning process between Local Plan allocation and people moving in to the built settlement. This process is set out in Figure 3.

In parallel to the preparation of the SPD, the site promoters submitted their outline planning application to the Council for determination. The Council can determine the planning application now the SPD has been adopted. Applications should demonstrate a comprehensive approach to development, as set out in this document.

There are three key land holdings within the overall site of Bourn Airfield. For the largest part of the site, Countryside PLC submitted an outline planning application (S/3440/18/OL) in September 2018. Additionally, there are two further smaller landholdings in the north east section of the overall allocation for the new village. It is understood that these are to remain in employment use, and a planning application has been submitted (reference number: S/1031/19). The Council will be mindful of these additional, but separate, processes which are running in parallel to the preparation of the SPD.

The development of the new village will take several years to obtain the necessary planning consents and longer to build out. It is important to ensure that each of the individual phases is accompanied by the timely provision of appropriate infrastructure and facilities to serve the new residents and enable the new community to establish itself.

Figure 3 | Planning policy and consents timeline



1.6. Planning Policy Context

National Planning Policy Framework (NPPF)

The NPPF¹ provides a positive policy context for the consideration of the new village. A presumption in favour of sustainable development is at the heart of Government policy and place making based upon the ‘three pillars’ of sustainability – economic, social and environmental components.

In addition, the achievement of high-quality buildings and places is a fundamental strand of planning. Good design is a key aspect of achieving sustainable development and healthy communities, creating better places in which to live and work. In brief, the delivery of the new village would contribute to this agenda by:

1. Delivering a range of new homes to meet housing needs;
2. Providing a well-designed, sustainable place that is well connected;
3. Providing economic opportunities (new jobs and connection to existing jobs);
4. Providing new and enhanced facilities and infrastructure for existing and new communities;
5. Prioritising sustainable modes of transport and movement;
6. Bringing previously developed land back into use; and
7. Managing and enhancing the natural and historic environment.

The NPPF also recognises the positive role that large-scale developments can play in delivering sustainable places and inclusive communities. The NPPF is

further supported by the Planning Practice Guidance², providing additional detail to national policy.

South Cambridgeshire Local Plan

The South Cambridgeshire Local Plan (SCLP)³ was adopted in September 2018 following an extensive independent examination. The Local Plan covers the development period 2011-2031. Policy SS/7: Bourn Airfield New Village allocates the site for approximately 3,500 new homes.

Policy SS/7: Bourn Airfield New Village provides detail on the components for the New Village including the requirement for an SPD to provide greater detail and clarity on spatial outcomes and delivery. Guidance is also provided on the land use components and the range and mix of land uses expected to support a thriving New Village (See Appendix 1 for the full policy and supporting text).

This SPD cannot create new policy but expands upon Policy SS/7 to provide additional guidance for the development of the site.

It follows that the SPD is not a standalone document and must be read in conjunction with the ‘parent’ policy (Policy SS/7) and other policies in the Development Plan, including the Cambridgeshire and Peterborough Minerals and Waste Development Framework, the NPPF and other national policy guidance.

Transport strategy for Cambridge and South Cambridgeshire

There is an emphasis on achieving a comprehensive sustainable movement framework within the new development and beyond, in accordance with the Transport Strategy for Cambridge and South Cambridgeshire⁴. This means prioritising

cycling, walking and public transport, including the delivery of high-quality public transport links to Cambridge, as part of a rapid, high quality, route between Cambourne and Cambridge.

The Greater Cambridge Partnership (GCP)⁵ is responsible for delivering the new route between Cambourne and Cambridge; the alignment will serve the new village. The alignment through the new village (shown on the Spatial Framework Diagram) has been agreed in consultation with the GCP and Cambridgeshire County Council.

The Cambridgeshire and Peterborough Combined Authority is the Local Transport Authority and is preparing a new Local Transport Plan for Cambridgeshire and Peterborough. The Mayor aspires to develop a world class public transport system which may include a metro, and the proposed GCP Cambourne to Cambridge route has the potential to be part of this network.

Caldecote Village Design Guide Supplementary Planning Document

The Caldecote Village Design Guide covers the lands immediately east and south east of Bourn Airfield, therefore, any proposal should consider the guide to help achieve wider aspirations of neighbouring settlements. One of the key design priorities outlined is to ensure that the relationship with the new settlement at Bourn Airfield is positive and allows good off-road connections whilst maintaining distinct settlements. The importance of good quality pedestrian and cyclist connections to Bourn Airfield are also important, with proposed connections outlined in the Connections Map (Figure 11, page 15). Furthermore, the need to ensure appropriate edges are provided to preserve the character of Caldecote are set out, which is directly of relevance for any proposals.

1.7. Community Engagement

Many people and organisations have an interest in the proposals to develop Bourn Airfield New Village. National policy requires that this should be more than a simplified process of scrutinising proposals but involve a creative exercise in finding ways to enhance and improve the places in which people live their lives.

The draft SPD was prepared following discussions with public sector stakeholders, local community representatives and landowners, to gather initial concerns, aspirations and ideas, and later to refine initial thinking about the vision, objectives and spatial framework. Further information is included in the Consultation Statement.

The Consultation Statement also provides a summary of the representations received during the public consultation and how the Council has taken them into consideration in finalising the SPD for adoption.

Figure 4 | Community Stakeholder Engagement Event



References

- 1 - National Planning Policy Framework (February 2019), available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/779764/NPPF_Feb_2019_web.pdf
- 2 - Planning Practice Guidance, available at: <https://www.gov.uk/government/collections/planning-practice-guidance>
- 3 - South Cambridgeshire Local Plan (September 2018), available at: www.scambs.gov.uk/localplan2018

References

- 4 - Transport Strategy for Cambridge and South Cambridge (April 2014), available at: <https://www.scambs.gov.uk/media/11028/transport-strategy-for-cambridge-and-south-cambridgeshire.pdf>
- 5 - Greater Cambridge Partnership, website: <https://www.greatercambridge.org.uk/>

2. Site Context

2.1. The site and its Location

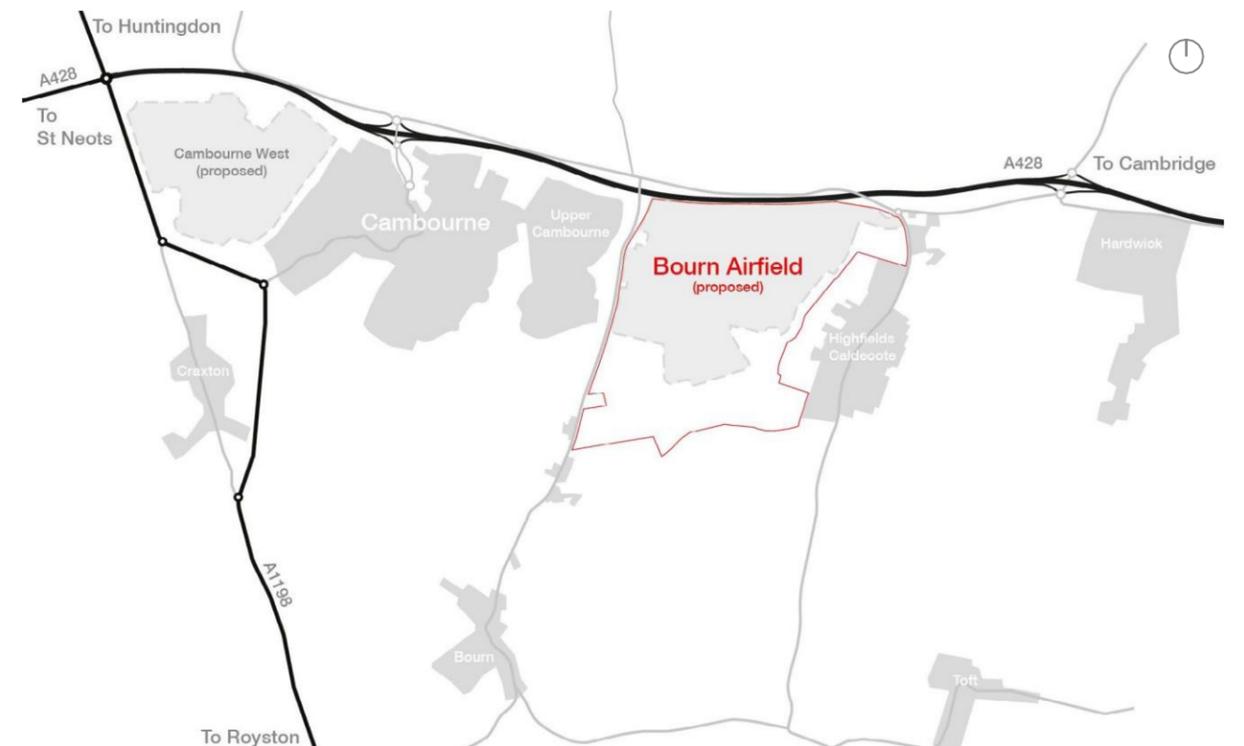
The site is located approximately 11km west of Cambridge City Centre, bounded by the A428 and St Neots Road to the north and Broadway to the west. The site sits beyond the Cambridge Green Belt close to the new settlement of Cambourne, and in close proximity to a number of established settlements within open countryside: Highfields Caldecote immediately to the east, Knapwell village to the north, Cambourne to the west, and Bourn to the south-west.

Cambourne is one of South Cambridgeshire's newest settlements, located directly to the west of the site. New homes are currently being built at Upper Cambourne and further homes have been proposed / approved to the west of Lower Cambourne.

The site comprises a former World War Two (WWII) airfield, adjoining agricultural land and a partially occupied employment site. Existing uses of the former airfield include facilities for light aircraft by Rural Flying Club (RFC), storage of tower cranes and shipping containers, and as the location for Bourn Market which takes place four times a year. The site includes a number of existing private properties with access from the Broadway including Grange Farm.

The total site area is 282ha, of which 171.2ha comprises the 'Major Development Site' (MDS) identified by policy SS/7, forming the extent of the site that will accommodate the built development of the village (see Figure 2, on page 3).

Figure 5 | Location of Bourn Airfield in relation to surrounding settlements



2.2. Ownership

Much of the airfield site is owned and managed by the Taylor family who currently farm the surrounding land. Countryside Properties have an interest in the site and (with the Taylor family) now control most of the allocated site.

The employment area in the north east of the site (approx. 10 ha) is owned by two separate land owners (D B Group and Diageo Pension Fund) who have indicated they wish to continue employment-led operations on the land (figure 6). Highways England own land adjacent to the site, associated with the construction of the A428, which may be required to form access points. The SPD process has included engagement with all of these parties.

Some parts of the site are in other private ownership. These areas fall outside of the Major Development Site and will not be developed.

Figure 6 | Site ownership



2.3. Site features and Surrounding context

The site is dominated by the three runways associated with the former airfield use. Part of the runway is used for flying light aircraft by the RFC flying club with associated facilities located on the site.

An established employment area is sited within the north-eastern corner of the site, accessed via Wellington Way. The operations and processes which take place on the DB Group site include the following:

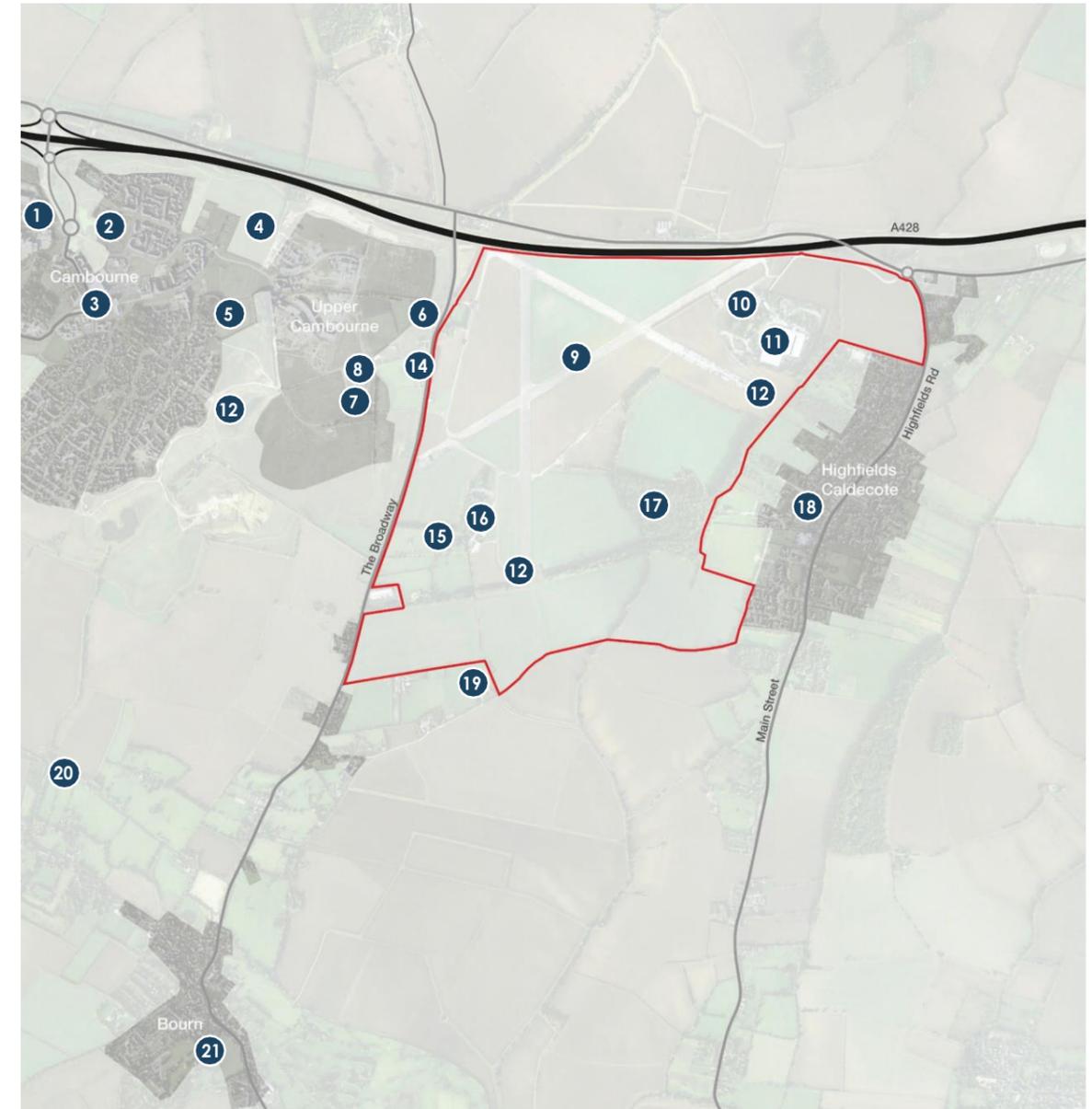
- Sand grading - filtering sand to provide different levels of fineness;
- Production of additives used in concrete mixes - blending of powders from silo storage;
- Warehousing - receipt and dispatch of goods either manufactured or purchased off site for resale.

The blending and grading process undertaken on site generates external noise, particularly in respect of the extraction system used to reduce material spillage and particles in the air. The site is also serviced by an average of 2 incoming and 3 outgoing HGV movements a day.

Existing farm buildings associated with the Grange are located in the south western corner of the site, and include a farmhouse and a grade II listed pair of 18th century barns. The grade II listed Great Common Farmhouse is located on the Broadway, opposite and outside the site.

A number of other residential and commercial properties are located within the site adjacent to Broadway, which are excluded from the Major Development Site.

Figure 7 | Site features and surrounding context



- | | |
|--|---|
| 1 Cambourne Business Park | 11 Diageo site |
| 2 Cambridge Belfry Hotel | 12 Airfield approaches |
| 3 Cambourne Village Centre and Supermarket | 13 Cambourne Nature Reserves / Country Park |
| 4 Cambourne Fitness & Sports Centre | 14 Great Common Farmhouse |
| 5 Jeavons Wood Primary School | 15 The Grange farmhouse and barns |
| 6 Communications mast | 16 RFC Flying Club |
| 7 The Vine Primary School | 17 Woodland |
| 8 Co-op supermarket | 18 Caldecote Primary School |
| 9 Runways | 19 Water Treatment Plant |
| 10 D B Group site | 20 Bourn Windmill |
| | 21 St Helena and St Mary's Church |

2.4. Access, Movement & Connectivity

Active Travel (Cycling, walking and horse riding)

A high proportion of trips in Cambridgeshire are made by bicycle compared to the rest of the UK, however only 2-5% of work trips

are made by cycle within the wards directly surrounding the site. The site is currently poorly connected for long distance cycling, with no national cycle route designations in the area. The site is approximately a 40 minutes cycle ride from central Cambridge however the route is not completely traffic-free and is largely along St Neots Road. The part of the route from Hardwick to Cambridge is off-road. However, the Greater Cambridge Partnership intend to include cycling and pedestrian facilities within their Cambourne to Cambridge Better Public Transport Project.

Pedestrian and cycle movement from and across the site is further restricted by physical and perceived barriers such as enclosed private land, which interrupt the connectivity of Public Rights of Way (PRoWs) and footpaths within the surrounding countryside.

Cambourne, however, features an extensive network of cycleways and footpaths, with several connections to the Broadway and other villages in the wider area, such as Caxton and Elsworth. The existing PRoWs present an opportunity to create stronger linkages with Cambourne (via PRoW 279/3) and to a lesser degree Highfields Caldecote (via PRoW 26/15).

A bridleway passes close to the southern boundary of the site, providing a route between Highfields Caldecote and Bourn village, and onwards to surrounding countryside. Again, there is an opportunity to link and extend existing bridleways to create more extensive and permeable for all non-motorised users throughout the site and surrounding areas.

Public Transport

The local area is served by several bus services, with existing stops in surrounding villages. The Citi 4 bus route provides an express service from Cambourne to Cambridge and the 18 service serves Bourn. A high-quality public transport route linking

Cambourne to Cambridge is being planned with the route passing through the northern part of the site.

There is currently no railway service within this area, the nearest stations being at St Neots and Cambridge North. The Cambourne to Cambridge high quality public transport route will connect to Cambridge North station, and ultimately serve St Neots station in the longer term. Consultation closed in spring 2019 in respect of potential route options for the Bedford to Cambridge section of the East West Rail connection between Oxford and Cambridge, two of which could include a station at Cambourne. If a new station is proposed at Cambourne it would be accessible to Bourn Airfield residents via the high quality public transport service and an extensive network of cycle and walking routes.

Road

St Neots Road, Broadway, Highfields Road and Knapwell High Street form the main local road network, connecting to neighbouring villages, linking to the A428 and A14, providing potential access to site. There are multiple existing access points serving existing properties and from the roundabout in the north-eastern corner of the site, via Wellington Way. There is no direct vehicle route between the site and Cambourne, immediately to the west.

The A428 forms the main route into Cambridge and provides connections to the A14/A1 and the M11 via the A1303. Junctions providing access to the A428 are located 2km to the east and west of the site. The road was substantially upgraded to a dual carriageway in 2008. Further work is due to take place between Black Cat and Caxton Gibbet to the west of Cambourne.

The SPD does not explore a direct, grade separated access to the A428 from the new village. Extensive transport modelling was undertaken to support the preparation of the Local Plan, taking into consideration all planned development. It did not identify a need for a new junction but did identify a need for a dedicated high quality public

transport route to link with jobs and services in and around Cambridge. The overarching vision for the adopted Local Plan, including for the new settlements, is to secure a modal shift away from use of the private car. The Inspectors examining the Local Plan found this approach 'sound'. Highways England Policy 'Circular 20/2013

The Strategic Road Network and Delivery of Sustainable Development', sets out that a need must be established with no alternative solutions for the development of a new junction. In addition, in line with current design standards, Highways England have outlined there is marginal room for a new junction and junctions

which are spaced too closely, creating unnecessary weaving with traffic changing lanes raising greater safety risks and increased congestion.

Figure 8 | Access, Movement & Connectivity



2.5. Landscape, Ecology &

Water

The site has an undulating topography, falling gently into the valley created by the small watercourse which runs north-to-south through the middle of the site. The land slopes away gently towards the south.

The character of much of the site has been determined by the former airfield use, and consequently there is little natural or planted vegetation within its heart. The site is dominated by the three hard surfaced runways which cross and subdivide the field parcels. These runways continue to influence the wider landscape by virtue of gaps in the treeline to the south made to facilitate the approach to the airfield by aircraft in World War Two (WWII).

The northern edge of the site includes notable embankments particularly where Broadway and St Neots Road cross over the A428. The site falls entirely within the Bedfordshire and Cambridgeshire Claylands landscape character area as identified by Natural England. This character is defined as a broad, gently undulating, lowland plateau dissected by shallow river valleys and with large-scale arable farmland.

Boundaries include some mature, but overgrown hedgerows (common species are hawthorn, blackberry & elder) with an occasional mature hedgerow tree (often common oak). One significant stand of mature deciduous woodland exists on the south-eastern corner of the site (Bucket Hill Plantation), with three densely wooded hedgerows extending north and west from it. A smaller stand of deciduous woodland surrounds the Grange and air traffic control buildings on the western edge of the site. Significant stands of trees which are protected by Tree Preservation Orders (TPOs) and/or have been graded as Category A trees (trees of high quality and value) include:

- Site boundaries from the boundary of the industrial site with Highfields Caldecote in the east through to Bucket

Hill Plantation in the south-eastern corner;

- Mature hedgerow trees alongside the watercourse from Bucket Hill Plantation and the bridleway in the south;
- Blocks of woodland, groups of trees, and specimen trees surround the Grange in the south-western corner; and
- A hedgerow on the western boundary with Broadway, opposite Great Common Farm.

The surrounding area includes large-scale geometric fields with the occasional more organic edges due to a natural boundary, such as a watercourse.

There is one formally designated ecological site within the SPD area. The Bucket Hill Plantation Grassland County Wildlife Site (CWS), a semi-improved grassland, is located directly to the north of Bucket Hill Plantation and adjoining the south of the Major Development Site boundary. This appears not to have been managed and is currently somewhat overgrown and development will need to protect and enhance this habitat and include plans for its long-term management.

There are seven Sites of Special Scientific Interest within 5km of the site boundary (including Overhall Grove SSSI and Ancient Woodland at Knapwell), one of which is also designated as a Special Area of Conservation (SAC).

Any application for development must consider any direct and indirect impacts on habitats within the site and beyond including nearby designated sites, for example in terms of lighting and the appropriate level of public access. There is a particular opportunity to provide enhancements through new and reinforced woodland planting around the edges of the site.

Views & vistas

The site slopes away gently towards the south, allowing extensive views over the surrounding countryside. Horizons are often distant, but most are wooded with key views to the south and into the site.

The fields which slope away to the south of the woodland are more sensitive to external views. The design and layout of the site will need to consider the visual impacts of the existing employment site and views from surrounding properties, public routes and main roads.

There are three Registered Parks and Gardens located within the vicinity of the site at Childerley Hall to the north, Bourn Hall to the south west and Longstowe Hall further to the west. There is no identified inter visibility between these sites and the proposed new village, however additional assessment of visual impact should be considered in detail through future planning applications.

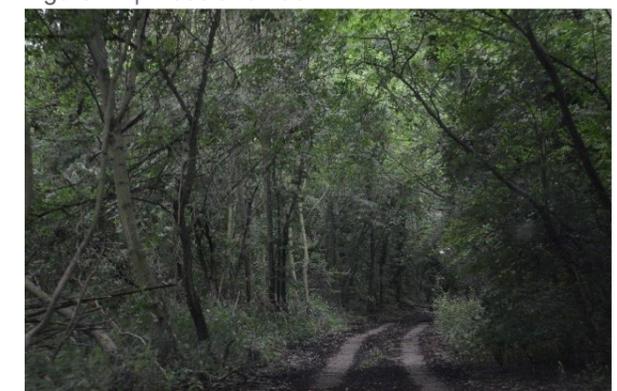
Figure 9 | The runways and employment site



Figure 10 | Western boundary



Figure 11 | Woodland track



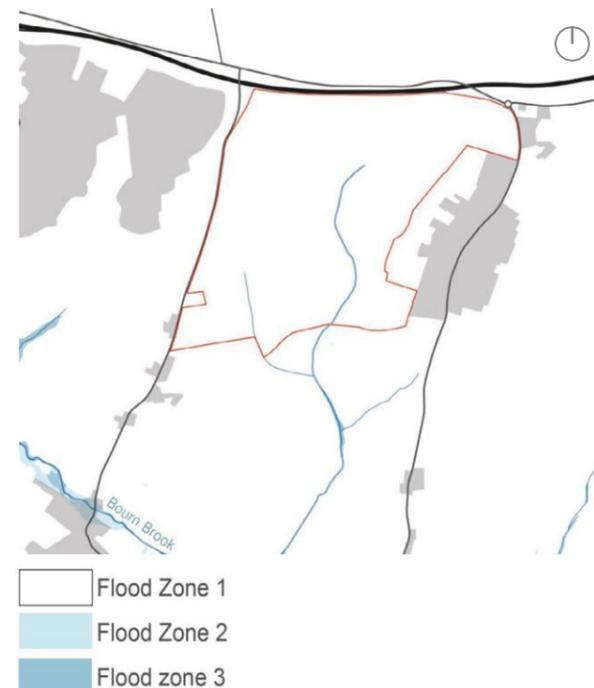
2.6. Flood Risk

The site falls entirely within Flood Zone 1, indicating a low probability of a river flood event (<1 in 1000 annual probability).

The site is within the Bourn Brook catchment area, with the main channel of the Brook about 2km to the south. However, there is a tributary channel within the site, which connects to the Brook. It is known that there have been flood events associated with the Bourn Brook further downstream and any development will need to ensure the provision, management and maintenance of a sustainable drainage scheme designed to mitigate the risk of flooding beyond the site boundaries.

Some areas of localised potential for surface water flooding within the site have been identified, associated with low lying areas of land but it is concluded that these can be incorporated into the blue or green infrastructure requirements for the site.

Figure 12 | Flood Zone Map



Refer to Environment Agency Flood Map for Planning for full details

2.7. Townscape & Built Environment

Environment

The surrounding area has a mixed townscape character with several established villages located nearby. Buildings in surrounding villages are typically 1 and 2 storeys in height (8-9m to ridge).

The site contains two Grade II listed barns dating from the 18th century which form part of The Grange Farm buildings. The main house at The Grange dates from the 19th century, and whilst it is of distinctive historic character, it is not listed or directly associated with the listed barns.

The existing runway and other elements associated form part of the legacy of the RAF Bourn Airfield, which is associated with the Battle of Britain. However, the site is undesignated, and few structures associated with the airfield remain. There are two extant gaps in the hedgerows on the edges of the site to the south and the west which were used to guide pilots to the runways during WWII. It will therefore be important to consider the relationship of the existing historic context when considering sight lines within and from outside the site to facilitate good legibility and wayfinding.

The surrounding area has a mixed townscape character with several villages located nearby. In particular, Conservation Areas are located in Bourn village to the south and Knapwell village to the north. Bourn is a historic rural settlement with a distinctive and attractive townscape character.

Key buildings in the surrounding area include the church of St Helena & St Mary at Bourn, Bourn Windmill, and numerous notable large houses. Any proposal must ensure sensitive heritage assets are considered and mitigation is provided where necessary to avoid any significant affects.

Figure 13 | The watercourse



Figure 14 | Cambourne from above



Figure 15 | Highfields Caldecote



Figure 16 | Bourn



Figure 17 | Cambourne



Cambourne has a modern suburban townscape character typical of 21st century residential development, with some variety across the three Cambourne villages. The layout is based on a series of primary streets which feed a variety of cul-de-sacs. Housing is typically two or three storeys. Materials used are typically red and buff brick, cream render and pitched roofs. Cambourne also includes some four storey buildings and more substantial commercial buildings, including the Belfry hotel and a large supermarket building.

Bourn has a distinctive and attractive townscape character associated with its historic development as a rural settlement. This includes traditional cottages built from a range of materials and includes distinctive thatched roofs.

Highfields Caldecote, is a linear development located to the east along Highfields Road which historically consisted primarily of large modern bungalows set back from the street, which contributes to a limited townscape distinctiveness. However, after recent developments the village now contains a significant number of two storey properties so has a somewhat mixed character.

St Helena & St Mary's Church in Bourn is a notable landmark with its spire around 25m in height. Other key buildings in the surrounding area include Bourn Windmill, and numerous notable large houses.

Great Common Farmhouse, a late 16th/early 17th century farmhouse located to the west of Broadway adjacent to the site, is grade II listed.

2.8. Community Facilities and Services

As Bourn Airfield is situated within close proximity of the existing settlements of Cambourne, Highfields Caldecote and Bourn, there are established community facilities and services in the surrounding areas which new residents would be able

to access. The new settlement should provide complementary facilities to serve its residents rather than competing and should help to support the wider existing offer.

Retail facilities

Bourn village High Street and Highfields Caldecote consist largely of residential development, with limited retail, food and drink options. Cambourne hosts a few cafes, restaurants and public houses, in addition to convenience retail offerings, including a supermarket. There is a small convenience store in Hardwick, over 6km east of Bourn Airfield. Cambridge city centre represents the nearest location for higher order comparison retail.

Community Facilities

Several venues in the vicinity provide community meeting space: The Hub (Cambourne Community Centre), Bourn Village Hall, The Blue School in Cambourne (hall and three classrooms are available to hire for community use), Cambourne Soul (primarily for youth) and Caldecote Village Hall. There are post offices located in Bourn, Toft and Hardwick.

Education

Early years provision is provided for through the private and community sectors in the surrounding local villages. Primary education is met through The Vine Inter-Church Primary School, Jeavons Wood Primary School, Monkfield Park Primary School and the Hardwick and Cambourne Community Primary School in Cambourne, Caldecote Primary School, Bourn C of E Primary School and Hardwick Community Primary School. Cambourne Village College is approximately 5.6km by road and 3.5km by bike, from the site and Comberton Village College is about 8km. Both Village Colleges are operating at full capacity. There are no special schools within the immediate vicinity of the site, however, Gretton School is located 13.5km to the north east.

Sports and leisure facilities

There is an existing leisure centre at Cambourne which provides a fitness suite, exercise studios, sports hall and 5-a-side pitch facilities, in addition to Cambourne Sports Pavilion. Caldecote Sports Pavilion provides outdoor play facilities, courts and fields, with Caldecote F.C. in the village also. There are sports facilities, including a football pitch, cricket pitch, skate ramp and tennis courts at the Hardwick Recreation Ground.

The village of Bourn contains a sports field and park and Bourn Golf Club is located almost 3km south of the site. There are several areas for informal recreation in the vicinity, including Cambourne Country Park, Eco Park and Nature Reserve.

In addition, Cambridge provides a further array of facilities for sports and leisure, including those managed by the University of Cambridge on the western edge of the city, which are available for hire by members of the University and wider community.

Faith

There are several churches in the surrounding areas of the site: Cambourne Church Centre, Peacehaven Baptist Church (Cambourne), Church of St Helena & St Mary (Bourn) and Caldecote Church.

Health

There are three doctors' surgeries in the surrounding area: Monkfield Medical Practice in Cambourne, Bourn Surgery and Comberton Surgery. A dental surgery and pharmacy are located in Cambourne. The nearest NHS hospital, Addenbrooke's is located in Cambridge, 16km away.

Emergency and Civic Services

The closest police and fire service are based in Cambourne. The offices of SCDC are in Cambourne and many Parish and Town Councils exist in the wider vicinity.

Figure 19 | Surrounding Facilities and Services



2.9. Opportunities and Constraints

The contextual analysis reveals a broad range of potential opportunities and constraints which will help to shape future development proposals.

Figure 20 | Key Opportunities

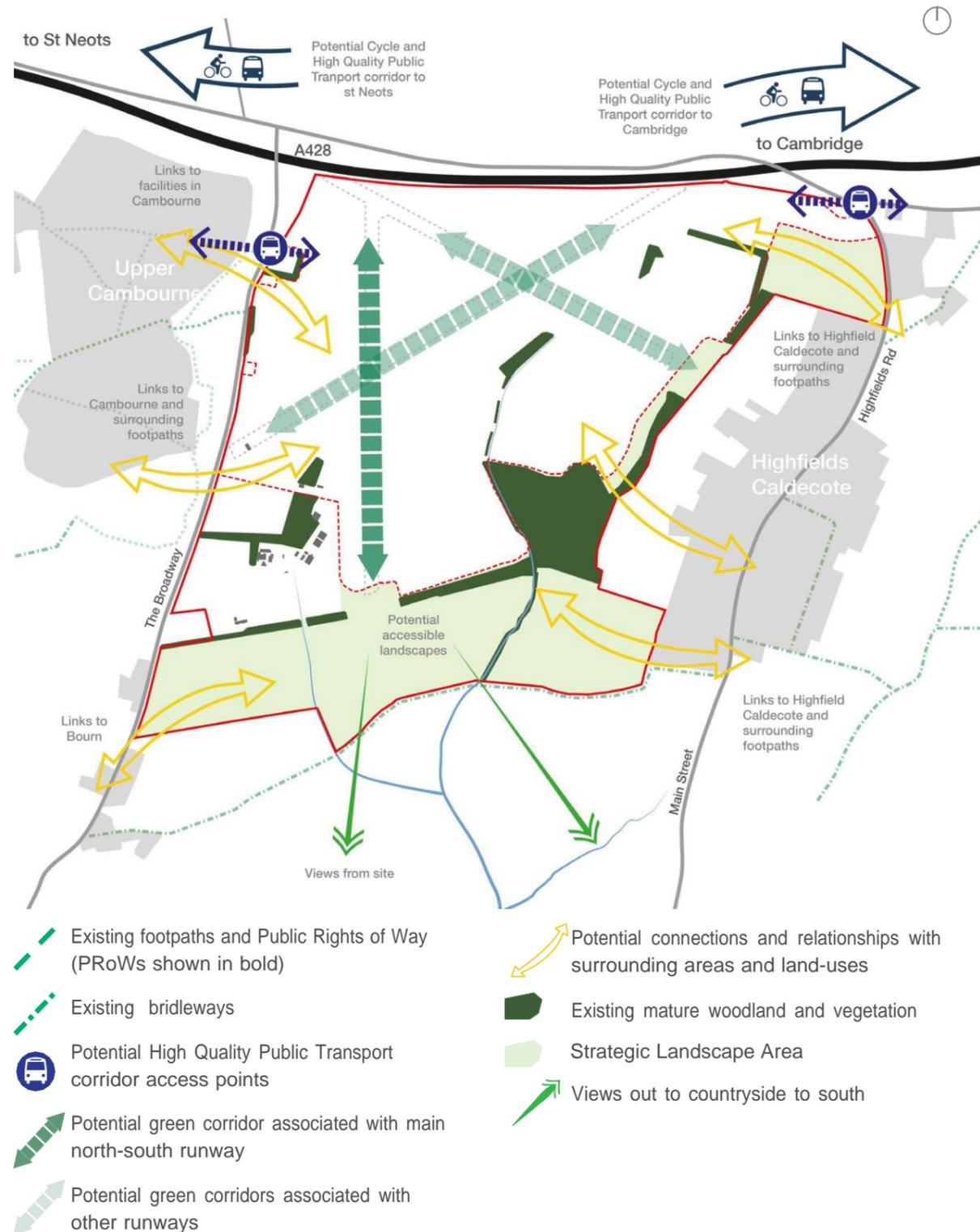
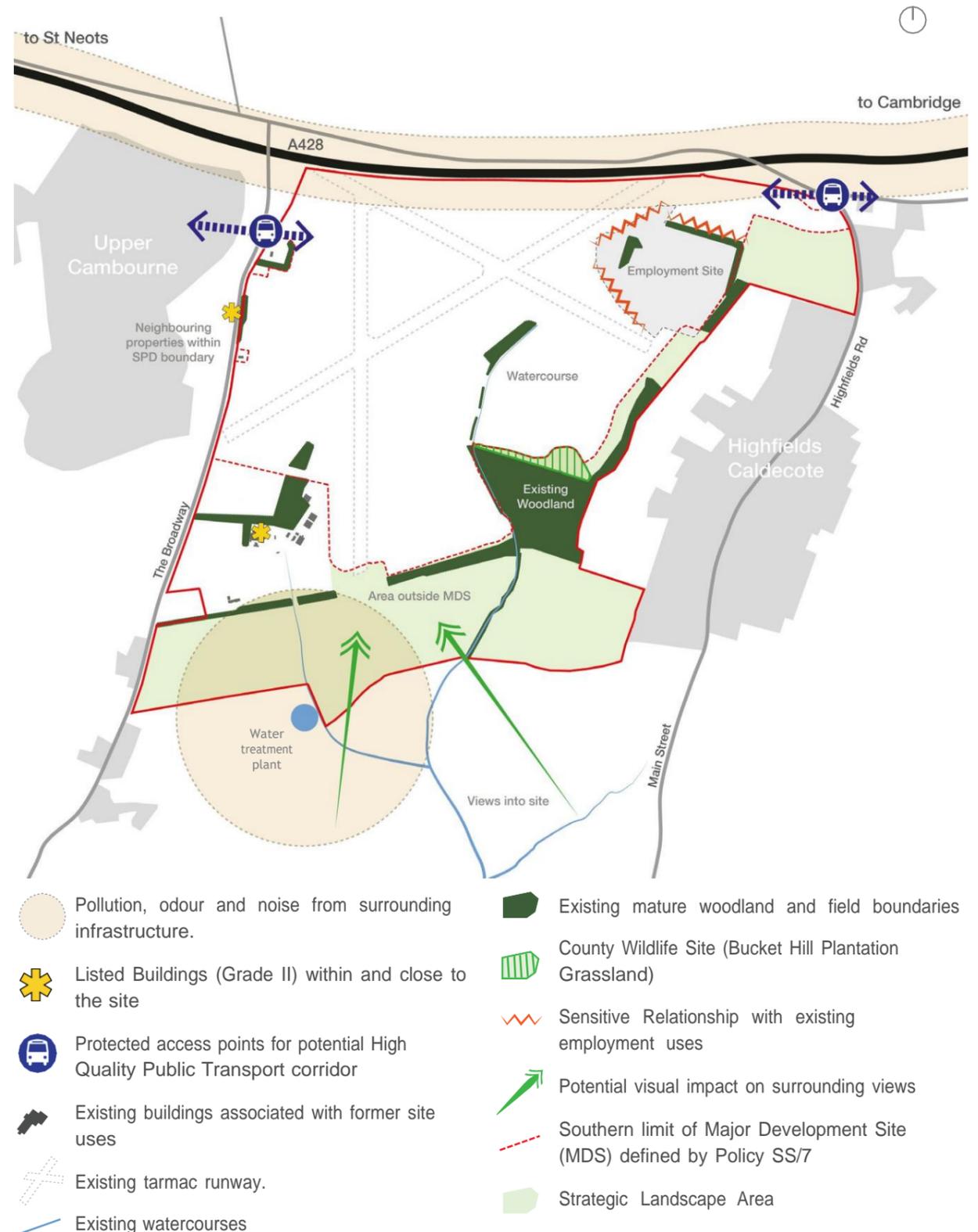


Figure 21 | Key Constraints



3. Vision & Objectives

3.1. Overview

A vision has been set out which reflects the long term aspirations for the type of place which will be created at Bourn Airfield.

The vision is supported by six key strategic objectives which set out how the vision will be achieved.

The vision and objectives 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, landowners, and other key stakeholders, as well as taking consideration of feedback received on the emerging proposals when reviewed by the Cambridgeshire Quality Panel.

A Vision for Bourn Airfield New Village

Bourn Airfield will be 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 village 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 beautiful contemporary landscape setting.

The village will be embedded in a network of multi-functional green infrastructure, which is accessible and sustainable, being integrated with the natural environment. Supporting walking, cycling and public transport as the preferred mode of choice for travel for people within the new village and beyond, and facilitating a move towards net zero carbon lifestyles through an innovative approach to planning, design and construction.

Strategic Objectives

1 - A Well Connected Place

Facilitating sustainable movement within the site and to and from surrounding villages, shaped around a network of traffic-free active travel routes, integrated public transport, and delivering excellent connections along the A428 corridor to St Neots and Cambridge via a new high-quality public transport route.



2 - Vibrant, Prosperous and Inclusive

Providing a range of housing types and tenures to meet the local housing needs (including for low cost and affordable housing) and aspirations of a broad and diverse community. Meeting the educational needs of its community, with a village centre integrating a range of community facilities alongside convenient and independent retail, with opportunities for local employment and entrepreneurship within the site.

3 - Healthy, Active and Resilient

Providing for the wellbeing of residents as an integral 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. Designing spaces that encourage social interaction for all and supporting the residents to connect and form their own community.



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 high quality public spaces and unique and locally inspired buildings, including opportunities for custom and self-build.

5 - Responsive and Sustainable

Building in a manner that is responsive to climate change and sensitive to the environment. Delivering enhanced outcomes for biodiversity and hydrology, and incorporating low or net zero carbon buildings, renewable energy and low-emission travel that aim to exceed existing standards within the Local Plan.



6 - Cohesive, Well Planned and Well 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, placemaking and community ownership models, and creating community focused governance.

4. Spatial Framework

4.1. Overview

This section establishes the key spatial elements of the new village, required to deliver the policy expectations and the vision.

The Spatial Framework Diagram establishes the broad structure for development of the new village along with the disposition of key land uses, primary movement and locational fixes. These are consistent with the Local Plan policy requirements, which requires built development to be provided within the Major Development Site.

The framework is supported by a series of guiding principles and structural fixes which are set out in chapter 5, 'Creating the Place'.

The Spatial Framework Diagram is indicative in that the exact alignment of the routes and the precise location of buildings will be determined through the planning application process.

4.2. Spatial Framework Diagram

The overarching framework for Bourn Airfield new village is summarised below by theme, and spatially illustrated in the Spatial Framework Diagram opposite.

Land Use

An integrated mix of land uses that will accommodate population growth within a sustainable pattern of development.

- ⋯⋯⋯ MDS boundary
- Residential
- Mixed Use
- Employment
- Village Centre
- Neighbourhood Hub
- 🚶 Secondary School
- 👶 Primary School

Movement and Access

An intelligent, multi-modal and integrated transport network prioritising non-motorised users will provide safe, sustainable solutions for all.

- ➡ Strategic walking and cycling corridors
- ⋯⋯⋯ Existing footpath network
- - - - - Existing bridleway network
- Primary street
- Secondary street
- High Quality Public Transport corridor
- 🚌 High Quality Public Transport stops

Green and Blue Infrastructure

A strong network of multifunctional green (and blue) spaces and corridors will connect valuable assets, improving local links, biodiversity and deliver hydrological benefits.

- Strategic Landscape Area
- Green Corridors and open spaces
- 👶 School Playing fields
- 🏃 Outdoor sports facilities
- Retained woodland / vegetation
- Proposed woodland / vegetation
- Watercourse
- ➡ Long views
- ☀️ Viewpoints

Historical Connections

Retained site features which help to create a sense of connection with sites previous airfield and rural uses.

- Retained farm and aviation buildings
- Runway park

NB. Unshaded areas within the SPD boundary retained in existing use, including Grange Farm and properties adjacent to Broadway.

The spatial framework diagram is illustrative and should not be used for measuring areas.

Figure 22 | Spatial Framework Diagram



Figure 23 | Summary of structural fixes

<ul style="list-style-type: none"> A B C D G H E F I 	<ul style="list-style-type: none"> Main points of access and primary street Strategic walking and cycling connections Cambridge to Cambourne High Quality Public Transport Route Village Centre and Neighbourhood Hub Recreational walking, cycling and horse riding routes Outdoor sports and play facilities Density and Scale Green edges and corridors Protected biodiversity areas and corridors 	<ul style="list-style-type: none"> p38 p39 p40 p44 p52 p53 p60 p61 p69
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5. Creating the Place

5.1. Overview

This section sets out a series of overarching guiding principles, which explain how the strategic objectives should be delivered, and the key spatial fixes which are required to deliver them on the site where appropriate.

The principles and fixes are organised in accordance with the six strategic development objectives set out in chapter 3, these are:

1. A Well Connected Place;
2. Vibrant, Prosperous and Inclusive;
3. Healthy, Active and Resilient;
4. Locally Distinctive;
5. Responsive and Sustainable; and
6. Cohesive, Well-planned and Well-governed.

Each objective contains a number of subheadings, which provide detail on how the objective can be met. Within these, the guiding principles and spatial fixes are outlined to steer the development.

Local plan policy and other relevant guidance is referenced in this section where appropriate, along with appropriate mechanisms to help ensure they are secured through the planning process. Any reference to standards refer to those that are in place at the time of the publication of the SPD and any successor documents that may be produced.

The Figures contained in this section are indicative and the exact alignment of routes and the precise location of buildings and land uses will be determined through the planning application process.

● Guiding Principles

Guiding principles represent a range of ideas and concepts which should be integrated into the development, but which allow a degree of interpretation and flexibility. Planning applications should explain how these have been considered in future proposals.

● Spatial 'Fixes'

Spatial Fixes represent key elements of place making, such as site infrastructure, which must be delivered as set out in this document. Future planning applications must demonstrate how this has been achieved as part of future proposals.

A fundamental principle of the new village will be to provide excellent connectivity and access for residents and visitors, by a range of modes, with an emphasis on sustainable, low-carbon / low-emission and active modes of travel - walking, cycling and public transport (Policy TI/2 and SS/7)

1A A street network that integrates movement and place

The street network should provide a legible hierarchy of streets that forms the basic structure of the village for all users and defines the relationship between the new village and its neighbours.

The design of streets should consider their role in the character of the site, incorporating high-quality materials and landscapes, and should create an integrated network which connects with open spaces, green corridors and other movement routes.

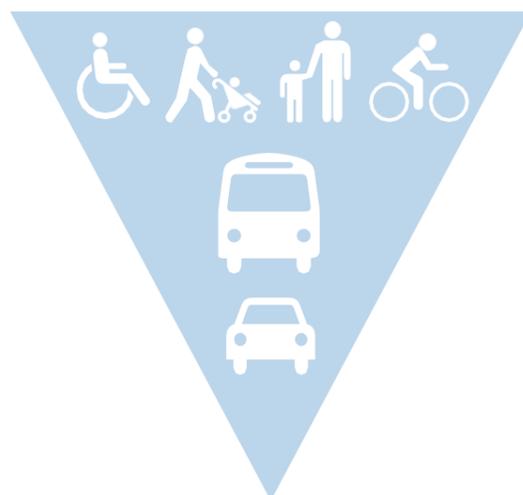
- A realigned junction at the north western access point which prioritises vehicles entering the site and prevents access onto the Broadway for southbound traffic directly from the new village, as per Policy SS/7.
- Site access points from the surrounding road network which are safe and convenient for pedestrians and cyclists.
- A Primary Street which forms the spine of the site for all users, connecting the main site entrances and serves the village centre, as set out in Fix A.
- Secondary streets which provide direct access to other areas of the site and are designed to accommodate potential bus

routes, as set out in Fix A.

- A connected and permeable network of residential streets which allow a wide range of choices of routes through the site for pedestrians and cyclists.
- A defined network of on and off-street walking and cycling routes and bridleways which provide connections with the surrounding area, providing access to existing facilities and allowing residents of nearby settlements to easily access the new facilities on the site.

The layout of the street network and design of streets should have regard to Manual for Streets.

Figure 24 | Road-user hierarchy



1B An environment that promotes walking and cycling.

Walking and cycling are the preferred mode of travel within the village and for local trips beyond. Walking and cycling are sustainable, zero-emission, promote health & wellbeing, and help to create a more vibrant and socially-interactive environment. People who walk and cycle are more likely to make linked local trips and use local services, helping increase the viability of facilities. Cross-site routes should be established from an early delivery stage to encourage residents to make active travel their mode of choice from the outset. Typical walking distances of 400m (5 mins) and 800m (10 mins) should be used to help assess whether facilities and public transport stops are within easy walking distance.

The new village should provide:

- Walkable neighbourhoods which are permeable, legible and have facilities within walking distance.
- People-friendly streets with a low-design speed, which are integrated with the built environment. Routes should be well overlooked by buildings which are in use throughout the day and evening.
- Generously-sized and high-quality spaces for pedestrians, including seating suitable for all age groups, in key locations such as the village centre, at public transport stops, close to community facilities and across the pedestrian and footpath network.
- Junctions and crossings which give priority to pedestrians, cyclists and horse riders including new non-motorised user crossings over Broadway to provide safe accessibility to Cambourne.

- High-quality, segregated (traffic-free) cycle routes which permeate the development, have a generous width, are overlooked and are well-lit at night.
- Other pedestrian desirelines and routes through considerate alignment of residential streets and provision of a permeable network of streets.
- Secure, covered cycle parking in key locations including schools, local centres and public transport hubs, and appropriate space for cycle parking in dwellings, potentially including provision for electric bike charging (Policy TI/3). Consideration should also be given to provision for off-gauge bikes to help people make the switch from using the car to using cycles more.
- Safe routes to schools providing traffic free routes, pedestrian and cycle priority crossings, and wider footpaths close to school entrances.
- Connections to the wider walking, horse-riding and cycling networks, particularly links to Cambourne, Bourn and Highfields Caldecote and the surrounding rural footpath/bridleway network, in locations identified by Fix B.
- Contributions to the enhancement of the surrounding cycle network, including potential new routes that link eastward to Cambridge along the A428 corridor.

In addition, the development should seek to contribute to the creation of bike-share schemes serving the local area.

References

1 - Manual for Streets, DfT / Communities and Local Government (2007), available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/341513/pdfmanforstreets.pdf