

## Bourn Case Study

### Matter SC 6- SC6C Bourn Airfield hearing

#### Submission (18202) 56952

**Introduction.** The proposal to establish a village on a brownfield site is a nominal contribution (>1%) towards the urgent reduction of the Cambridge City region housing deficit. The significant changes in national infrastructure proposed by the National Infrastructure Commission change fundamentally the opportunity to focus growth in many new locations close to the City fringe and as towns not villages, enhances the quality of life for all. These opportunities are not specified in the Local Plans currently under examination. Examples are listed below

Three issues - ribbon development, critical community scale and essential car commuting should be evaluated in relation to the Bourn project. In that, its provision has to be seen as a potential threat to the City and its future shape as a European city of excellence in living and design.

**Ribbon development.** There are already examples of ribbon development shaping the growth of the city. None so far have commanded the rare high ground as is the case with Bourn. Proximity of Bourn to the North West and West Cambridge sites could with university staff bus services meet the urgent need for key worker accommodation. However that can be met easier to the immediate west of the city as an exemplar development featuring the first ever housing car free zone. The consequent emphasis upon commuting by foot or bike is also an endorsement of a city focussed upon research into better health and wellbeing.

**Critical Community Scale.** Established communities such as Wisbech, Haverhill, Saffron Walden and Royston are vital satellite towns to Cambridge. Waterbeach, Northstowe and possibly Cambourne can expect to grow both in size and community infrastructure. As Cambridge provides the professional jobs so these towns linked by high capacity rail as intended provide the better of two worlds - country living, international city working. Key worker and social housing will be needed and can be provided without the need for time absorbing long distance commuting. E.g high density housing at the new Cambridge North station

**Essential car commuting.** Whilst the desire of the Cambridgeshire County Council has been to give road priority to bus services, there has been no shift in the % travel to work by bus, rather a steady decline to 5% in 2015. The guided busway has in part kept the decline to its present level. Even subsidised services of proven reliability would never provide an attractive convenience alternative to the car. ("DataShine Commute" based upon the 2011 census, has the comprehensive data) There have been no studies in terms of travel behaviour to argue the case for any viable alternative. That car commuting presents a serious challenge to the city is recognised. Policies need to take account of new infrastructure as underway (A14 and A428 upgrades) and now under consideration (Wisbech and Haverhill rail)

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