

# BOURN AIRFIELD NEW VILLAGE

**A SPATIAL FRAMEWORK &  
INFRASTRUCTURE DELIVERY PLAN**

**SUPPLEMENTARY PLANNING DOCUMENT**



**GREATER CAMBRIDGE  
SHARED PLANNING**

**CONSULTATION DRAFT**

**MAY 2019 | DRAFT FOR COMMITTEE**

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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 zero carbon lifestyles through an innovative approach to planning, design and construction.

This vision is further supported by five 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 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 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.

# HAVE YOUR SAY

Consultation is for six weeks and runs between 9am on Monday 17 June until 5pm Monday 29 July 2019.

The draft Bourn Airfield New Village SPD is being consulted upon along with the following accompanying documents:

- Strategic Environmental Assessment Screening Report.
- Habitats Regulations Screening Report.
- Equality Impact Assessment.

The draft SPD and these supporting documents will be available for inspection during the consultation period at the following locations:

- Online on the Council's website: [www.scambs.gov.uk/bournairfieldspd](http://www.scambs.gov.uk/bournairfieldspd)
- At South Cambridgeshire District Council offices at South Cambridgeshire Hall, Cambourne, Cambridge CB23 6EA (8.30am – 5.00pm Monday to Friday).
- At Cambourne Library, Sackville House, Sackville Way, Cambourne, CB23 6HL (Monday & Friday 9am – 5pm, Tuesday & Saturday 9am-1pm, Thursday 4-7pm).

Public exhibitions will be held at the following locations, when officers will be on hand to answer questions:

- (Date) (Bourn);
- (Date) (Caldecote); and
- (Date) (Cambourne)

Key elements of the exhibition will then be continually on display until the end of the consultation period:

- At South Cambridgeshire District Council offices at South Cambridgeshire Hall, Cambourne, Cambridge CB23 6EA (8.30am – 5.00pm Monday to Friday).
- Online on the Council's website: [www.scambs.gov.uk/bournairfieldspd](http://www.scambs.gov.uk/bournairfieldspd)

Comments can be made:

- Using the online consultation system: <https://scambs.jdi-consult.net/localplan/>; or
- By completing the consultation response form and either emailing or posting it to us at [planningpolicy@scambs.gov.uk](mailto:planningpolicy@scambs.gov.uk) or South Cambridgeshire, Hall, Cambourne Business Park, Cambourne, CB23 6EA.

Following consultation the representations received will be considered, and will be reported along with the SPD to Scrutiny and Overview Committee for consideration and Cabinet for decision, seeking agreement to adopt including any changes arising from this consultation.





# 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.

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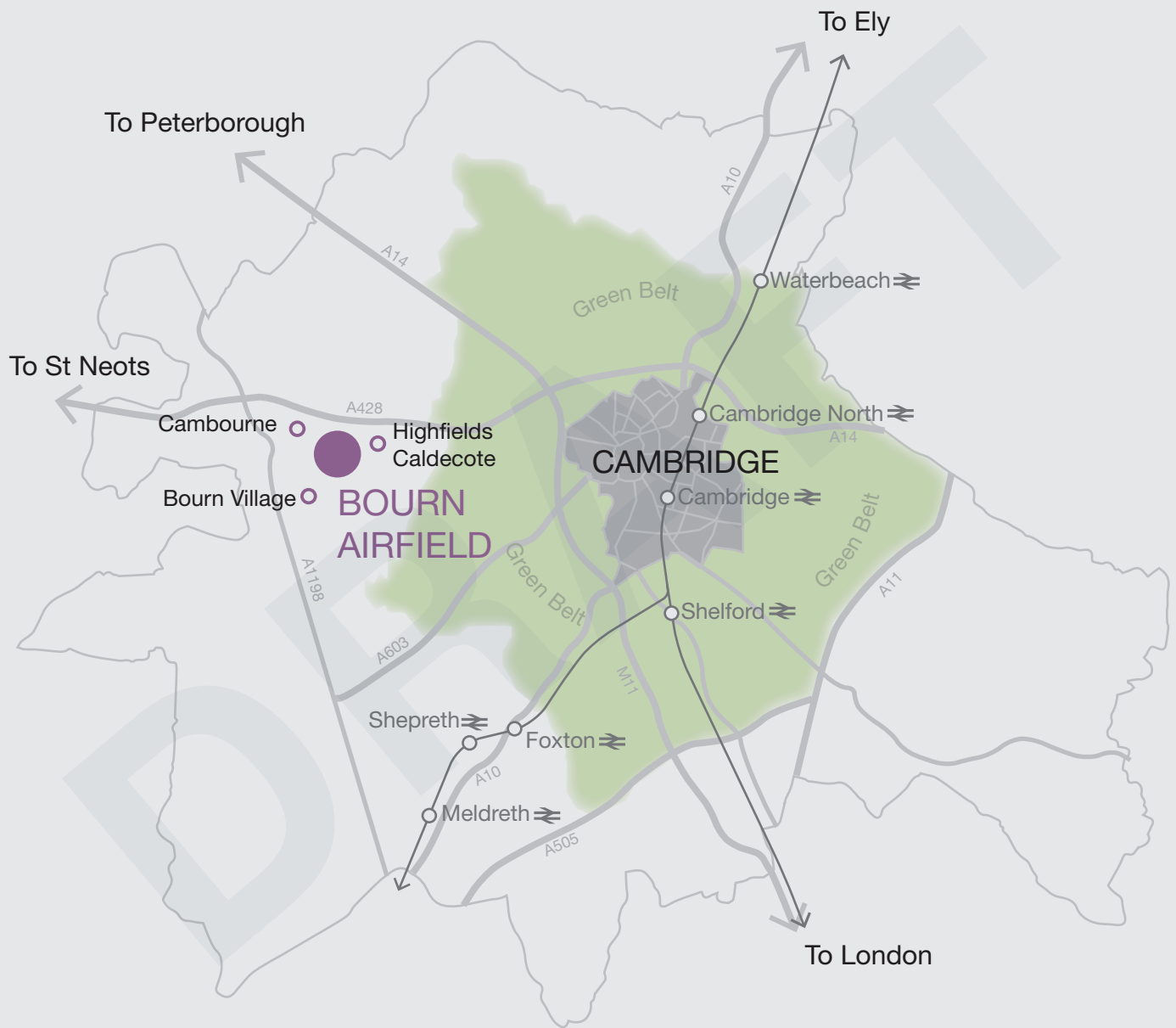


Fig. 1 | Strategic Location

# 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 draft 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 draft SPD will be subject to wider public consultation (see Sections 1.4 and 1.6 for further information on the SPD process and engagement) before the SPD is finalised and adopted by the Council.

Once adopted, the SPD will become a significant material consideration in determining any planning applications for the development of the site.

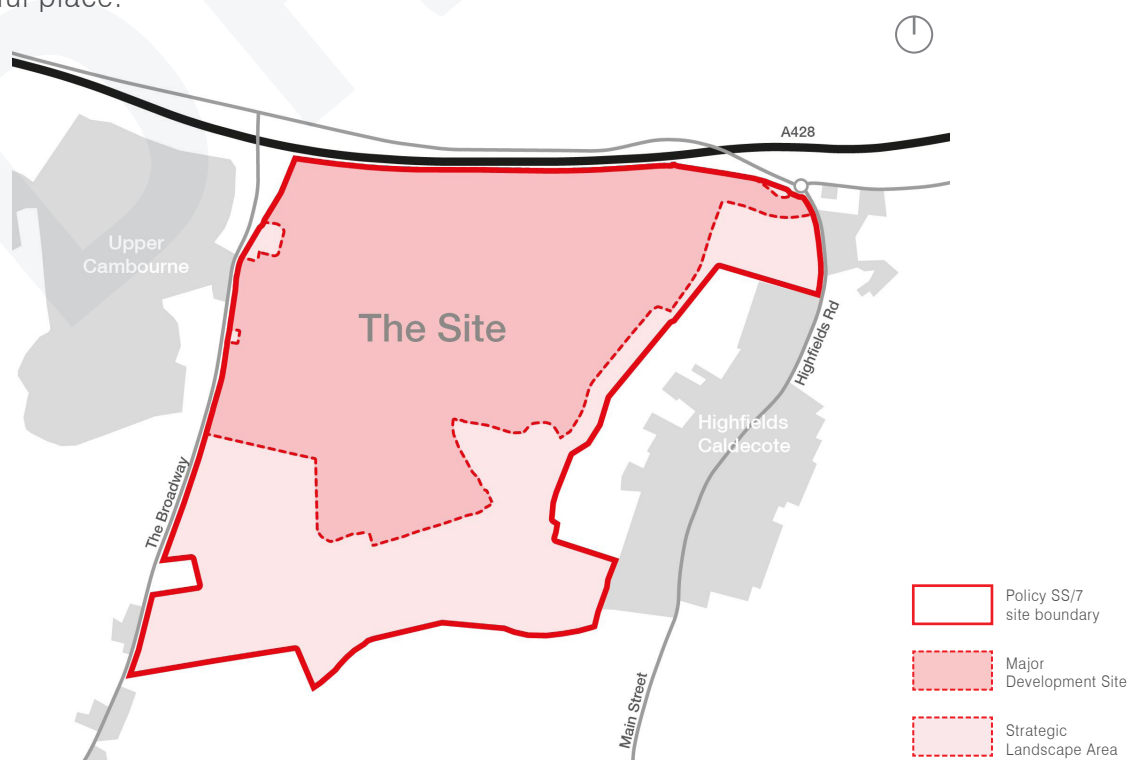


Fig. 2 | Policy SS/7 Allocation

## 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. 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.

### 3. 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 be 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.

### 4. Relationship with the 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.

### 5. 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.

### 6. 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.

## 1.4 PROCESS AND PROGRAMME

Fig 3 sets out the key next steps and indicative programme to progress the SPD to adoption.

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 have informed the draft SPD.

In order to comply with legislation, the draft 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 is 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 will be considered by the Council before finalising the SPD (and the accompanying documents).

Once adopted by the Council, the SPD, accompanying documents and an Adoption Statement will be published. The adopted SPD becomes 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 Fig 3.

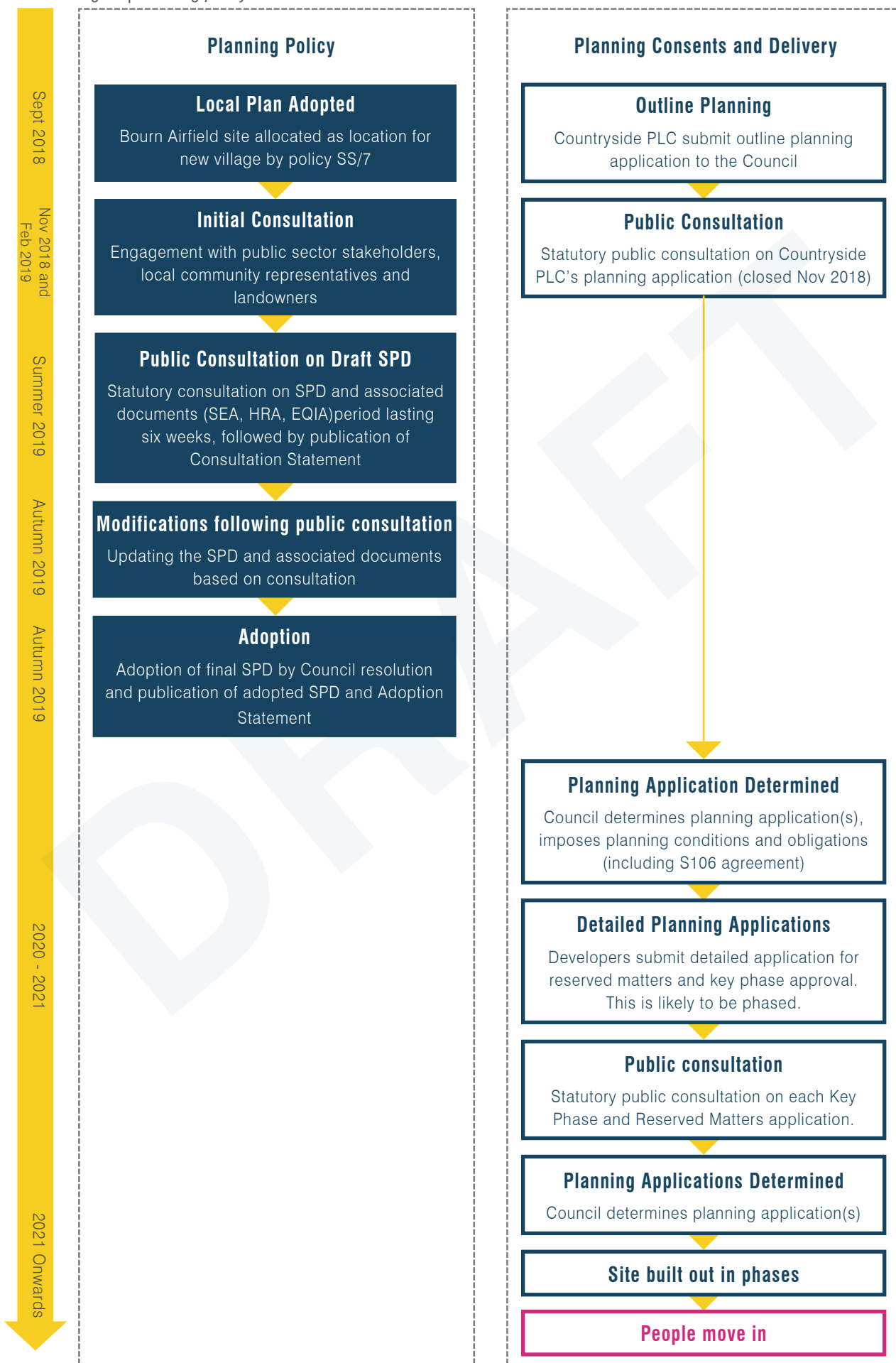
In parallel to the preparation of the SPD, the site promoters have submitted their outline planning application to the Council for determination. However, the Council will not determine the planning application until the SPD has been adopted. Applications that fail to demonstrate a comprehensive approach to development, as set out in this document, will be refused planning permission.

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.



Fig. 3 | Planning policy and consents timeline



## 1.6 PLANNING POLICY CONTEXT

### National Planning Policy Framework (NPPF)

The NPPF<sup>1</sup> 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 Guidance<sup>2</sup>, providing additional detail to national policy.

### South Cambridgeshire Local Plan

The South Cambridgeshire Local Plan (SCLP)<sup>3</sup> 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.

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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](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: [https://www.scambs.gov.uk/media/12740/south-cambridgeshire-adopted-local-plan-270918\\_sml.pdf](https://www.scambs.gov.uk/media/12740/south-cambridgeshire-adopted-local-plan-270918_sml.pdf)

## 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 Cambridgeshire<sup>4</sup>. 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<sup>5</sup> is responsible for delivering the new route between Cambourne and Cambridge; the alignment will serve the new village. Consultation on Phase 2 of the scheme has closed. The SPD has taken forward the option considered “preferred” at this stage, that will give the most sustainable outcome.

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, which has the potential to be part of this network. Whilst recent reports have found a ‘compelling case’ for the scheme, it is not yet confirmed.

## 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 has been 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 Council will publish the draft SPD for public consultation between 9am Monday 17 June to 5pm Monday 29 July 2019.

Fig. 4 | Community Stakeholder Engagement Event



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/>

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# 2 SITE CONTEXT

## 2.1 THE SITE AND ITS LOCATION

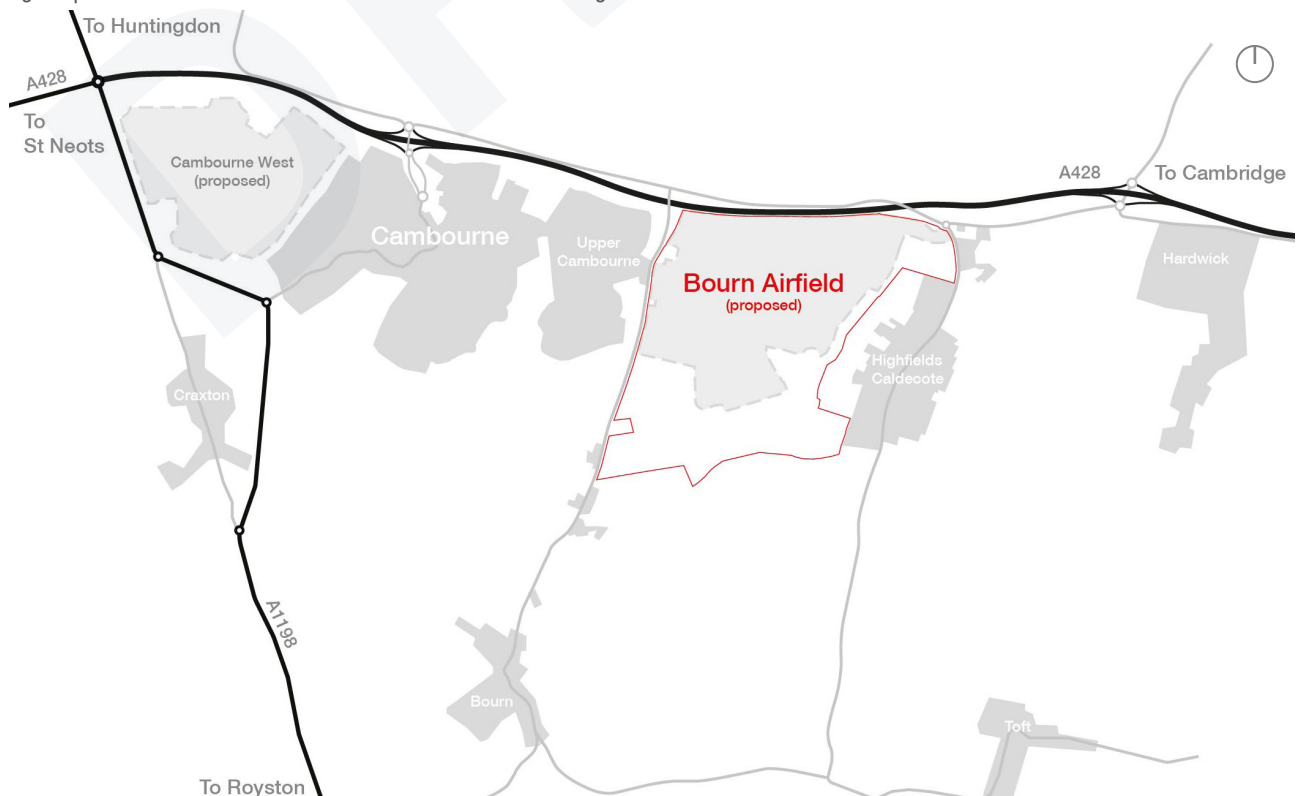
The site is located approximately 11km west of Cambridge City Centre, bounded by the A428 and St Neots Road to the north and Broadway to the west. The site sits beyond the Cambridge Green Belt close to the new settlement of Cambourne, and in close proximity to a number of established settlements within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

The site comprises a former 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.

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 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 Fig 2, on page 3).

Fig. 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 (fig 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.

## 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.

A small established employment area is sited within the north-eastern corner of the site, accessed via Wellington Way.

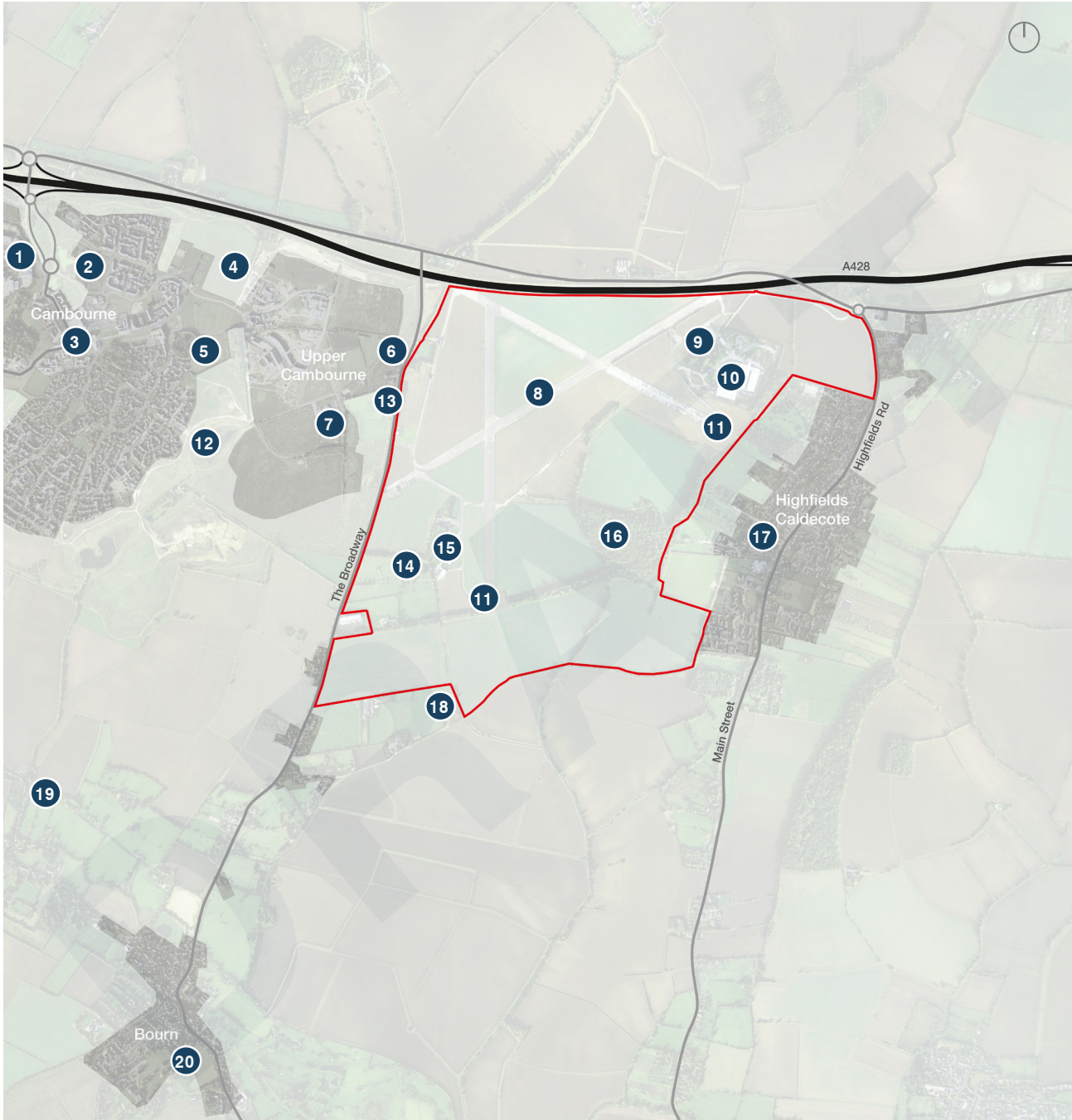
Existing farm buildings associated with the Grange are located in the south western corner of the site, and include a farmhouse and a grade II listed pair of C18th barns. The grade II listed Great Common Farmhouse is located on the Broadway, opposite and outside the site.

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

Fig. 6 | Site ownership



Fig. 7 | Site features and surrounding context



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

## 2.4 ACCESS, MOVEMENT & CONNECTIVITY

### Active Travel (Cycling and Walking)

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 do 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 currently proposed with the route potentially passing through the northern part of the site, however, discussions are ongoing and scheme requirements and details are not yet finalised.

There is currently no railway service within this area, the nearest stations being at St Neots and Cambridge North. 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. Due to the timing of this project and the lack of certainty over the final route little consideration can be given to this in this SPD, although there is clearly the potential for much greater public transport connectivity in the future. The SPD therefore would not prejudice any future connectivity proposals to the new village.

### Road

The A428 forms the main route into Cambridge and provides connections to both the M11 and A14/A1. 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 consultation on detailed design will take place in Summer 2019. St Neots Road, Broadway and Highfields Road form the main local



road network, connecting to neighbouring villages, linking to the A428, and providing potential access points 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 SPD does not explore a direct, grade access to the A428 from the new village as no strategic case for this requirement

has been made. 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 create unnecessary weaving with traffic changing lanes raising greater safety risks and increased congestion.

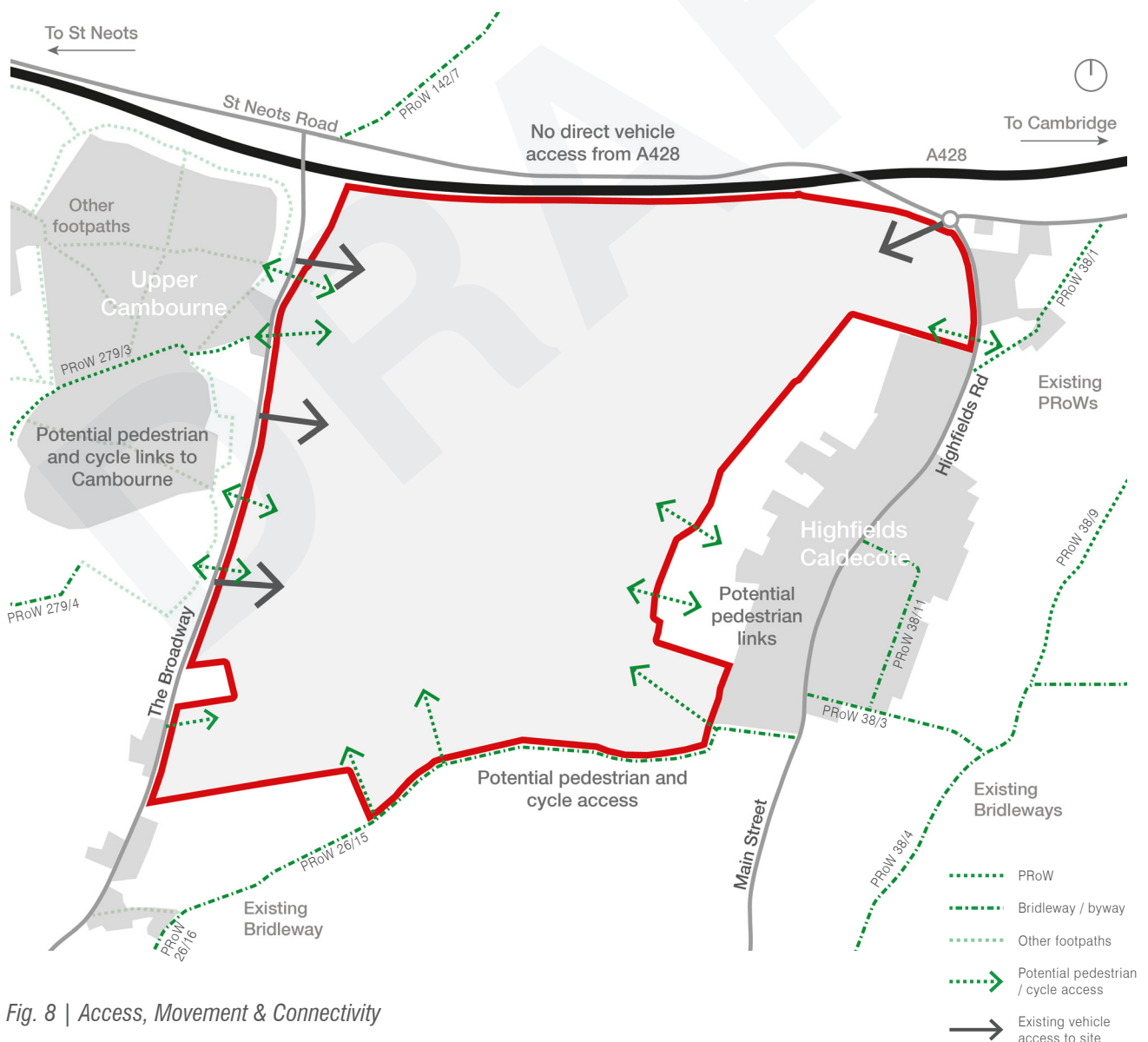


Fig. 8 | Access, Movement & Connectivity

## 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 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 (TPO's) 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.

Any application for development must consider the ecological impacts on habitats within the site and beyond, 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 Historic Parks & 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.

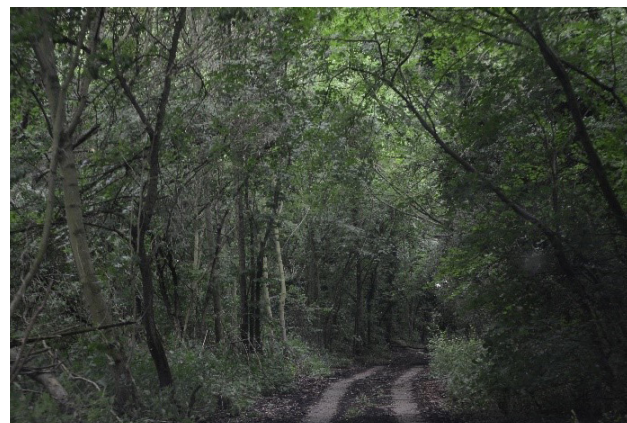
*Fig. 9 | The runways and employment site*



*Fig. 10 | Western boundary*



*Fig. 11 | Woodland track*



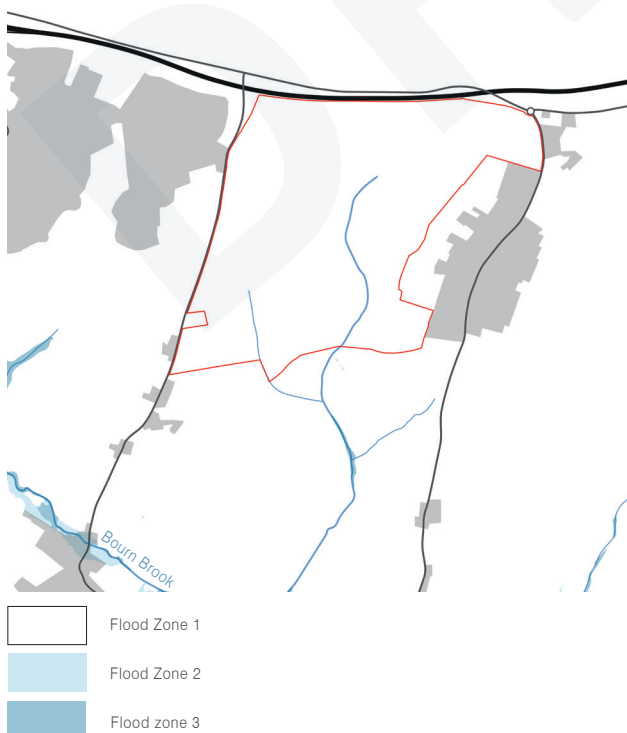
## 2.6 FLOOD RISK

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.

Fig. 12 | Flood Zone Map



Refer to Environment Agency Flood Map for Planning for full details

## 2.7 TOWNSCAPE & BUILT 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)

Cambourne has a modern suburban townscape character typical of C21st 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.

Fig. 13 | The watercourse



Fig. 14 | Cambourne from above



Fig. 15 | Highfields Caldecote



Fig. 16 | Bourn



Fig. 17 | Cambourne



Fig. 18 | Listed 18th century barns



## 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 less than 4.8 km from the site and Comberton Village College about 8 km. 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 13.5 km 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 and Social Club. 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 seven 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

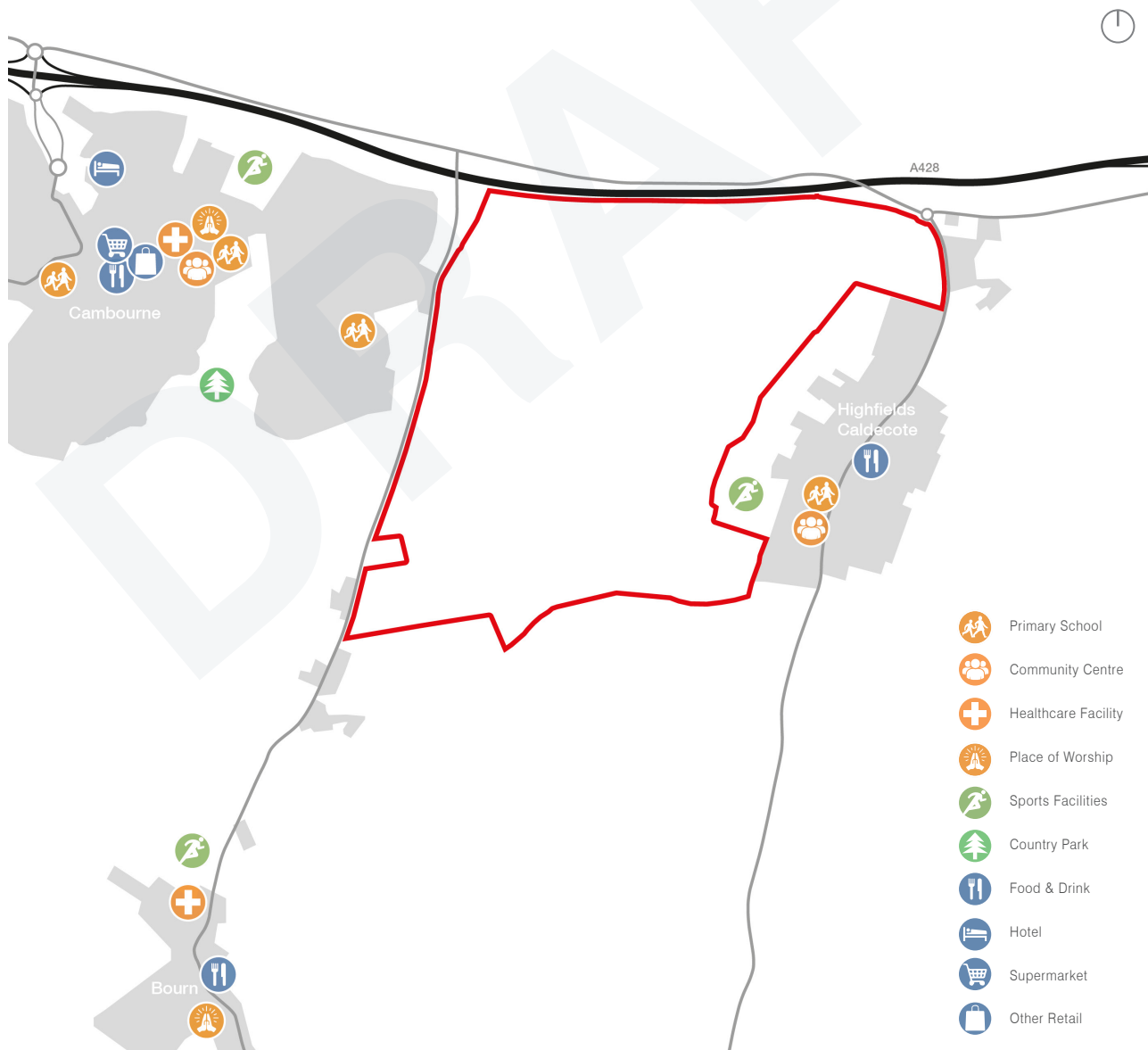
There are three doctors' surgeries in the surrounding area: Monkfield Medical Practice in Cambourne, Bourn Surgery and Comberton Surgery. The Monkfield Medical Practice is likely to require a further expansion to be able to support the New Village. A dental surgery and pharmacy are located in Cambourne. The nearest

NHS hospital, Addenbrooke's is located in Cambridge, 16 km 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.

Fig. 19 | Surrounding Facilities and Services



## 2.9 OPPORTUNITIES AND CONSTRAINTS

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

Fig. 20 | Key Opportunities

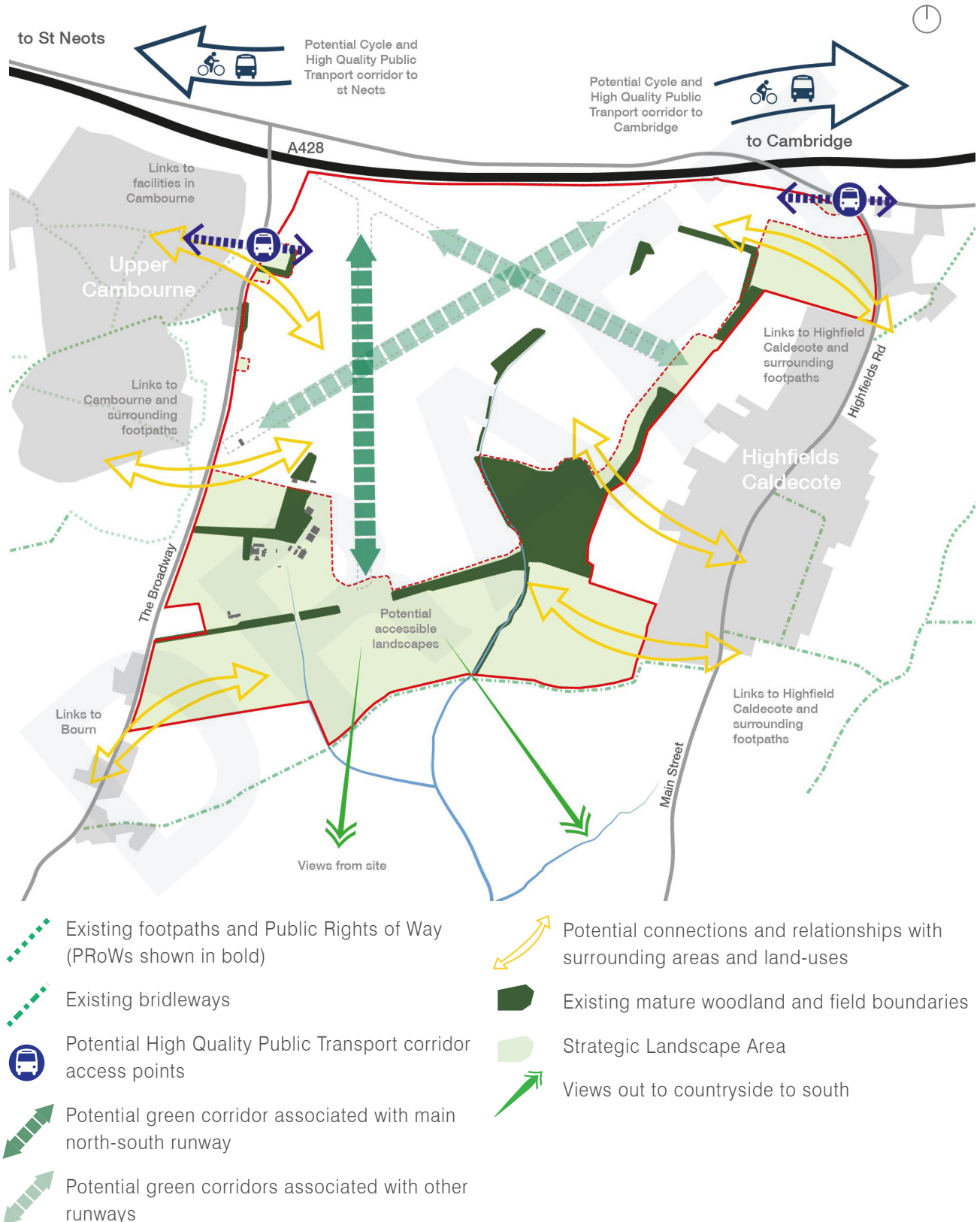
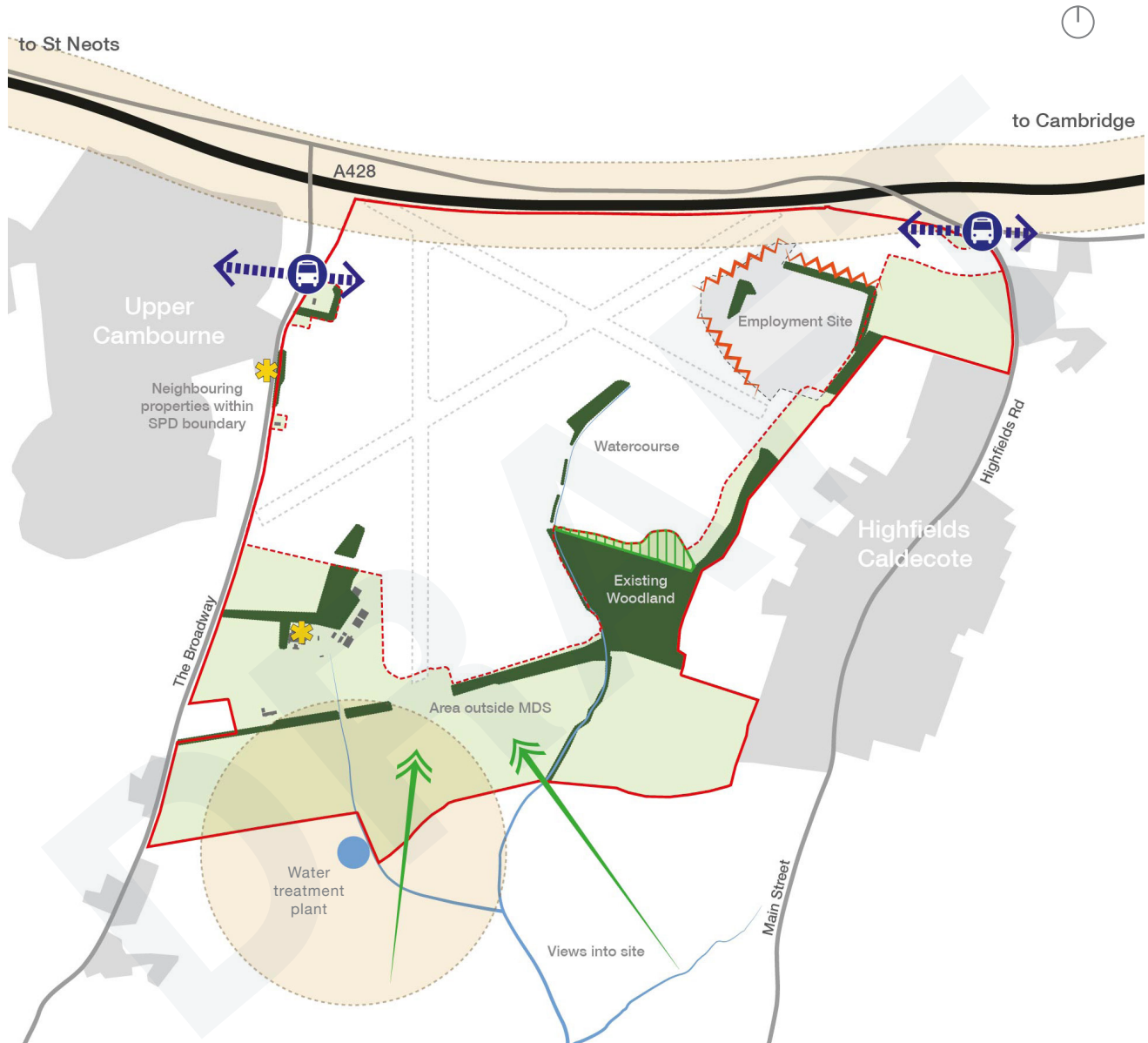




Fig. 21 | Key Constraints



-  Pollution, odour and noise from surrounding infrastructure.
-  Listed Buildings (Grade II) within and close to the site
-  Protected access points for potential High Quality Public Transport corridor
-  Existing buildings associated former site uses
-  Existing tarmac runway.
-  Existing watercourses
-  Existing mature woodland and field boundaries
-  County Wildlife Site (Bucket Hill Plantation Grassland)
-  Sensitive Relationship with existing employment uses
-  Potential visual impact on surrounding views
-  Southern limit of Major Development Site (MDS) defined by Policy SS/7
-  Strategic Landscape Area



# 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 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 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.

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# 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 PLAN

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








### LAND USE

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

-  Residential
-  Employment
-  Mixed-Use
-  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 plan is illustrative and should not be used for measuring areas.



Fig. 22 | Spatial Framework Plan



Fig. 23 | Summary of structural fixes

- |          |  |     |
|----------|--|-----|
| <b>A</b> | Main points of access and primary street                   | p38 |
| <b>B</b> | Strategic walking and cycling connections                  | p39 |
| <b>C</b> | Cambridge to Cambourne High Quality Public Transport Route | p40 |
| <b>D</b> | Village Centre and Neighbourhood Hub                       | p44 |
| <b>E</b> | Density and Scale  | p53 |
| <b>F</b> | Green edges and corridors                                  | p54 |
| <b>G</b> | Recreational walking, cycling and horse riding routes      | p61 |
| <b>H</b> | Outdoor sports and play facilities                         | p62 |
| <b>I</b> | Protected biodiversity areas and corridors                 | 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.

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.

### ● 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.

## 1 A Well Connected Place

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.

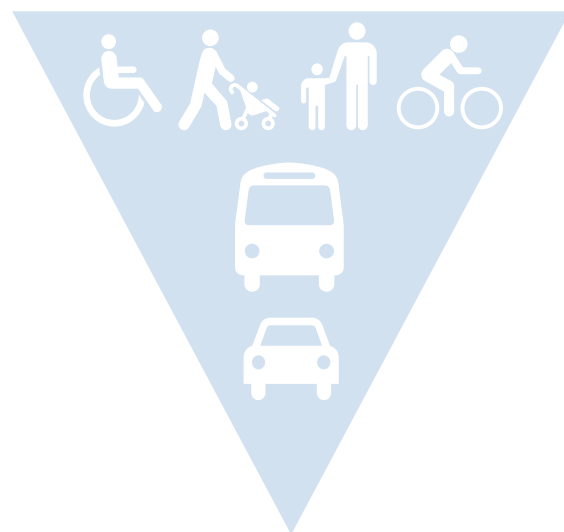
The design of streets should consider their role in the character the site, incorporating high-quality materials and landscapes, and should create an integrated network which connects with open spaces, green corridors and other movement routes.

- 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

Fig. 24 | Road-user hierarchy



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](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/341513/pdfmanforstreets.pdf)

**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 in key locations such as the local centre, at public transport stops, and close to community facilities.
- 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 e-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.

## 1C Access to high quality public transport facilities

Public transport is the preferred mode of travel for longer distance routes, as it is lower carbon, creates less congestion, and puts less pressure on existing highway infrastructure. People who use public transport are potentially more likely to make mixed-mode trips by walking or cycling if bus stops are conveniently located close to other local facilities.

The proposed Cambourne to Cambridge High Quality Public Transport route (HQPT) is due to have two stops in Bourn Airfield, providing future residents with the opportunity to use other alternatives than the car to travel to Cambridge city and in the longer term, St. Neots. Whilst the final scheme has not yet been determined, considerations has been given to segregate the HQPT from road traffic and/or sections of on road routing, to ensure journey times are quicker than driving, to help encourage use.

The new village should provide:

- A protected route for the proposed HQPT through the site, with two stops located in convenient locations for use, at locations identified by **Fix C**.

Fig. 25 | Public Transport



- A street network which allows other bus routes to efficiently serve the site, potentially utilising the HQPT alignment to provide direct access between the village and Upper Cambourne.
- Local facilities and higher-density development clustered around public transport and village centre and neighbourhood hub, to encourage and facilitate greater patronage.
- Provision of high-quality travel information at stops and key public facilities, potentially including tailored digital 'real time' timetabling, route information and ticketing facilities for residents.
- Facilities to assist mixed-mode travel, including 'bike & ride' facilities at HQPT stops and appropriate waiting facilities.

Small-scale passenger parking facilities could also be provided on the site adjacent to the HQPT stops, and preferably, where possible, shared parking spaces for mixed uses to decrease impact on public realm, in line with Policy TI/3.

A high-quality environment surrounding public transport stops is essential, enforcing low traffic speeds and ease of crossing. The public realm should provide places to sit and shelter from the elements.

Phasing should ensure that public transport provision is incorporated from the early stages of development.

## 1D Managing Private and Service Vehicles

Private vehicles are the least preferred mode of travel, due to their impact on the quality of the environment and local character, air quality, congestion, and road safety. However, many trips will still need to be made by private vehicles in order to reach locations which are poorly served by public transport, are too far to walk or cycle, or involve transport of large items. Private cars are also essential for some people to enjoy full mobility and independence.

Appropriate action should be taken through the design and layout of the site and associated infrastructure to discourage car use for short and non-essential trips. This should include:

- Limiting traffic speed within the site to 20mph or lower by narrowing carriageways and junctions and incorporating appropriate traffic management features into the highway design.
- Reducing the amount of car parking available at local facilities.
- Residential parking should be accommodated through a range of integrated on-plot, parking court and on-street solutions. This should be designed as part of the total streetscape, minimising visual and public amenity impact whilst aiding management of traffic. Parking should be designed in accordance with the guidelines set out in Policy TI/3 and the associated table at Fig 11: Parking Provision, with an aspiration for low car ownership.
- Limiting the number of through-routes for private vehicles, particularly within residential areas.
- Giving priority to other users, including through frequent formal and informal pedestrian crossings.

- Consideration to the provision of 'homezones' in low traffic streets prioritising use of the street for socialising and play amongst residents.
- Submission of a Travel Plan(s) to demonstrate that opportunities for sustainable travel have been maximised, including for schools and other community facilities, to encourage alternative modes of travel (Policy TI/3).

The development should also help to promote a move towards low-carbon and low-emissions vehicles in order to address climate change and to help tackle the impact of driving on local air quality. This should include provision for electric vehicle charging at all car parking locations, and the provision of charging points or sockets within private dwellings and on residential streets.

Design of the road network should also consider the need for service vehicles to access all parts of the site, particularly emergency services and refuse collection vehicles.

The new village will not be served by direct access from the A428.

Fig. 26 | Electric vehicle charging point



**Fix A** **Main Points of Access and Primary Street**

The site will be accessed from two points at the eastern and western edges of the site identified on the plan below. This will include creating new or enhanced junctions to provide appropriate highway capacity and safe pedestrian / cycle access to the site as follows:

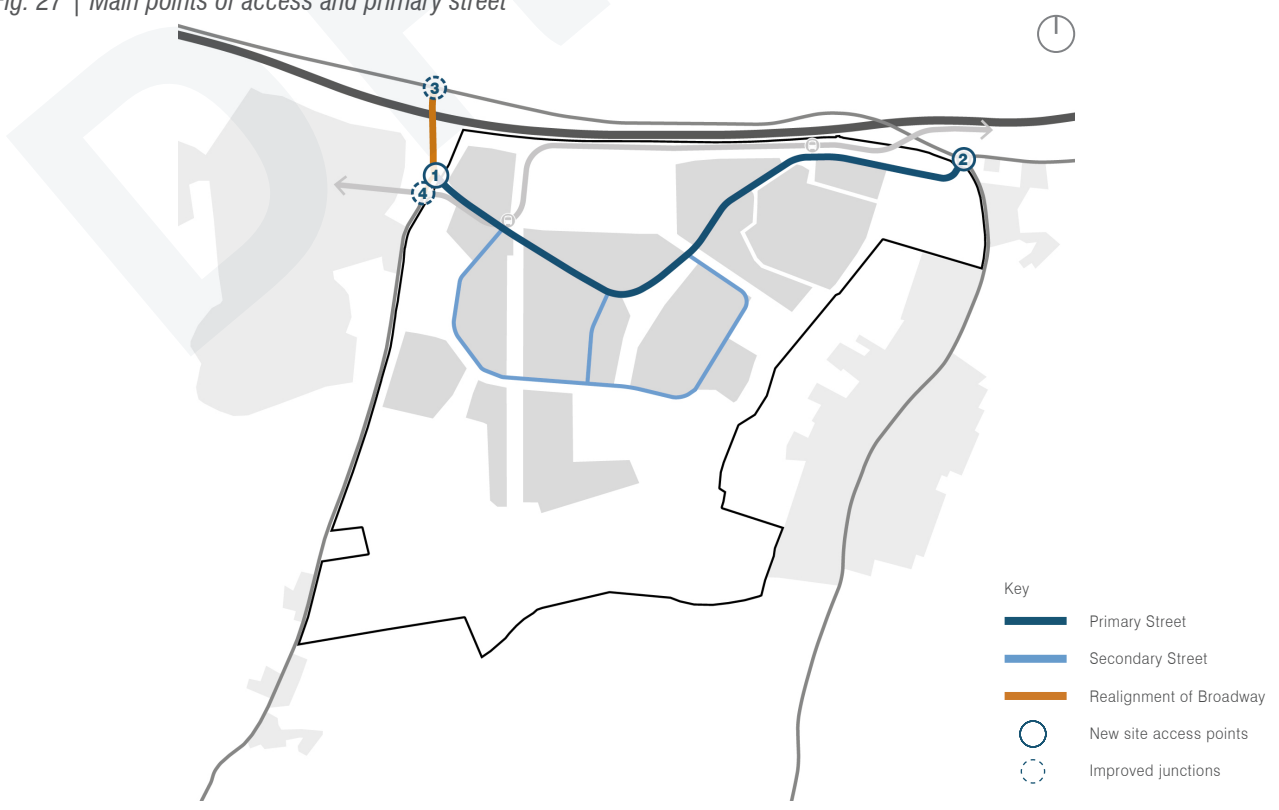
- ① A western access from the Broadway which reconfigures the existing highway to provide priority to the primary street entering the site and ensure there will be no direct vehicular access for southbound traffic from the new village (subject to availability of third party land).
- ② Enhancement to the existing junction between St Neots Road and the Broadway, ensuring the HQPT route can travel through without hindrance by queuing traffic.

- ③ Enhancement to the existing roundabout on St Neots Road.
- ④ A new junction on the Broadway which allows the HQPT and pedestrian / cycle route priority crossing into Cambourne.

The development will create a primary street linking the main access points, which must:

- Serve the village centre and provide direct vehicle access to the existing employment site.
- Be aligned and configured to provide a key role in the pedestrian and cycle movement network.
- Be supported by a network of secondary streets to provide access to and legibility within the wider site.

Fig. 27 | Main points of access and primary street





**Fix B Strategic walking and cycling connections**

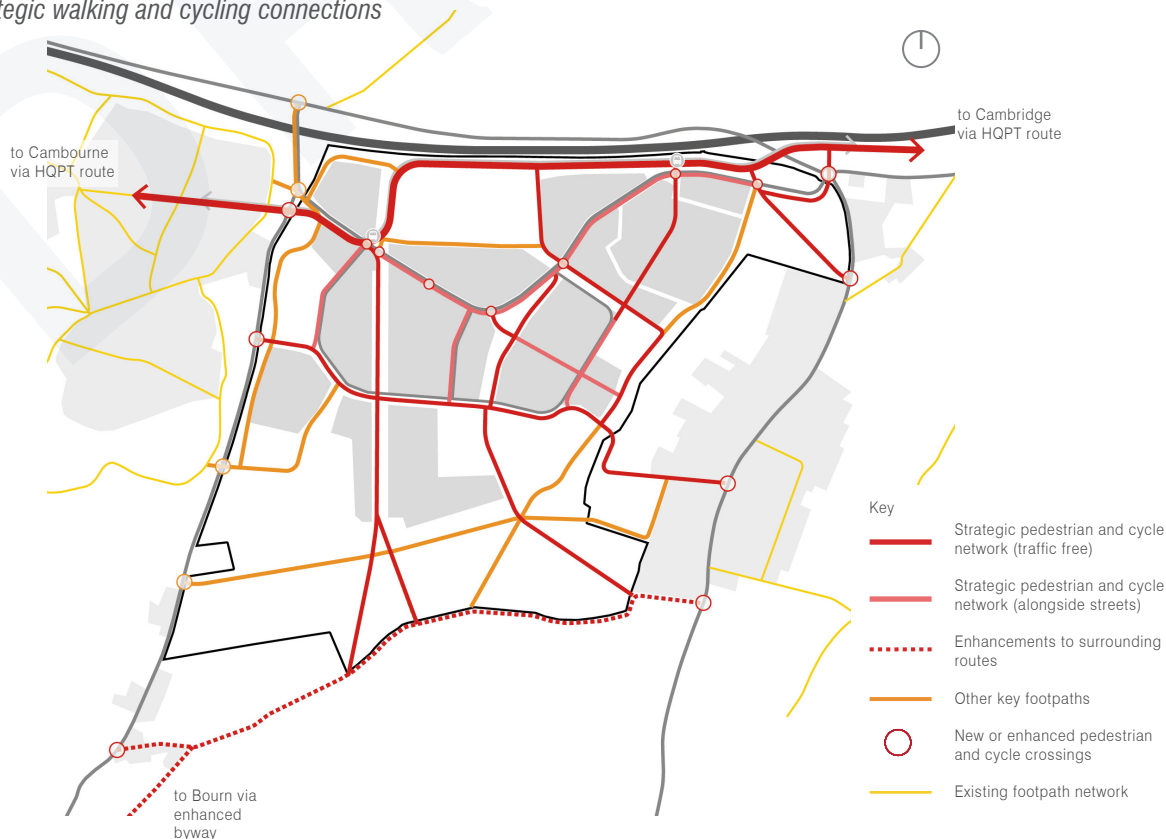
The site will have a network of routes which incorporate infrastructure for walking, cycling and horse riding, to include:

- A shared pedestrian and cycle route along both sides of the primary street and secondary streets, except where a parallel traffic-free route is provided directly alongside. Segregated pedestrian and cycle routes should also be included to ensure an inclusive design and safety for blind and partially sighted people.
- Provision of walking, cycling and horse riding routes suitable for all non-motorised users within the site's green corridors identified on the plan.
- Connections to the existing footpath network surrounding Cambourne (at the locations shown), connections with residential streets in Cambourne, and appropriate crossing points over the Broadway.

- Connections to Highfields Caldecote, including footpaths through the woodland on this edge of the site, providing access to Furlong Way and Grafton Drive. Routes through woodland areas should be sensitively designed and lit.
- Connections to the existing bridleyway running along the southern edge of the site, with enhancement to existing paths that link the site with Bourn and Highfields Caldecote.
- A long-distance route associated with the proposed HQPT route, running parallel to the route through the site, and with secure cycle facilities provided at each stop.
- Appropriate signage and interpretation boards including distances / time to destinations.

Recreational routes are set out **Guiding Principles 4A** and **Fix E**.

Fig. 28 | Strategic walking and cycling connections





### Cambourne to Cambridge High Quality Public Transport route and stops

The new village will incorporate a corridor for the proposed HQPT Route which will pass through the site, along with the provision of sites for two stops. The proposals must:

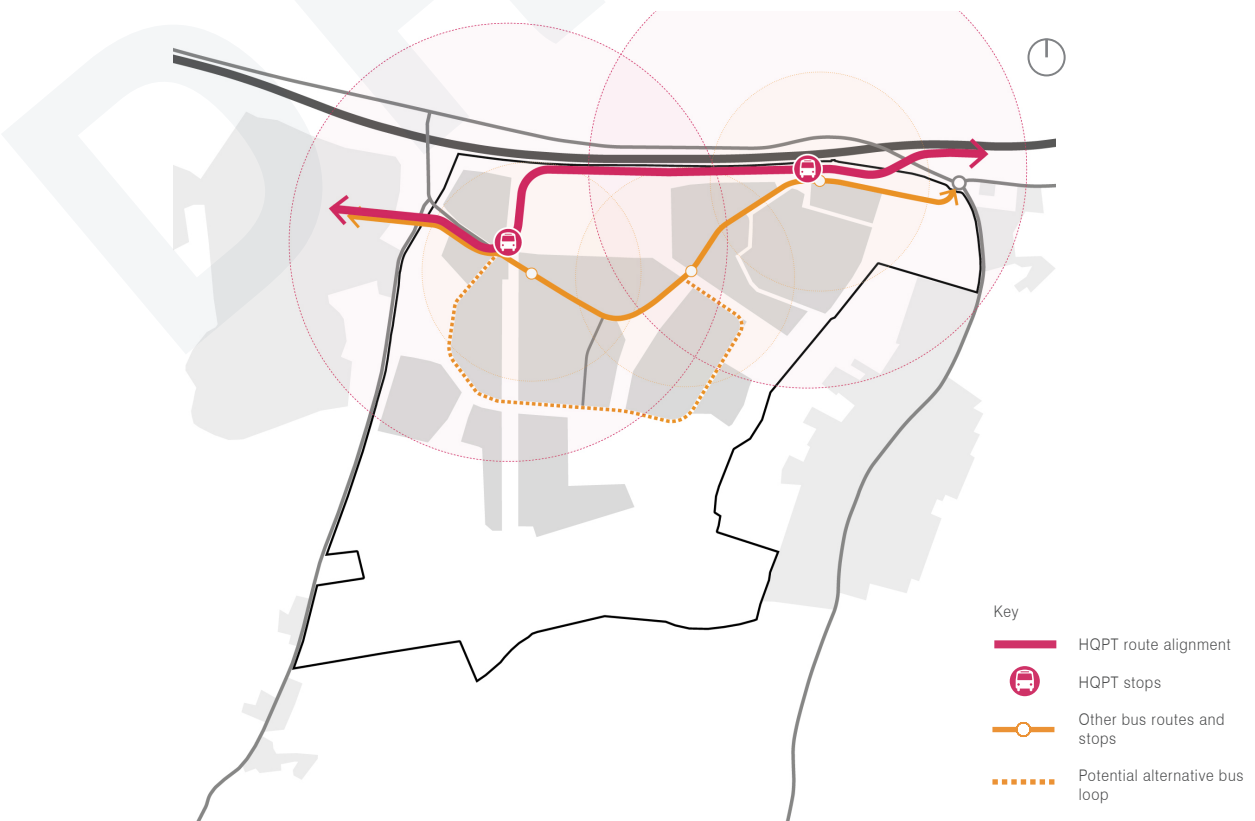
- Provide for a largely segregated alignment as shown on the plan, subject to detailed discussion with Greater Cambridge Partnership.
- Provide for the operating needs of a rapid transit service, with limited interruption by other modes of travel, continuous 55mph travel between stops, and a minimum corner radii of 100m.
- Provide a segregated combined walking and cycling path with a minimum 3m width alongside the route.
- Include potential to integrate with other local bus routes if possible.

- Provide a stop adjacent to the village centre.
- Provide a stop adjacent to the existing employment site.

Stops should be designed to be user friendly including:

- Shelter for waiting passengers
- Real-time information
- Wifi hotspots
- Signage to the walking and cycling routes and key destinations within and beyond the site.
- Provision for secure and safe cycle parking which is prominent and easy to access.
- Car parking for disabled users near to the stop.

Fig. 29 | Public transport routes and stops



## 2 Vibrant, Prosperous and Inclusive

It is essential that the new village has its own sense of public life and community: a place where people live, work, learn and socialise, which provides for residents' changing needs throughout their lives, and for residents with different incomes, abilities and needs.

Proposals for the new village should be able to demonstrate how it incorporates the concept of a 'lifetime neighbourhood' which provides for residents at different stages of life and would allow them to comfortably remain in their community without the need to move away to meet their changing needs.

### 2A Mixed Use Neighbourhoods

The new village should be a mixed-use community, providing places to live and work within close proximity and providing a range of community facilities and services, in order to create a vibrant place that is busy throughout the day and which provides opportunities for interaction across the social spectrum.

The new village should include:

- A wide range of housing types and tenures throughout the site, including affordable housing and specialist housing for older people.
- A range of housing density, with higher densities clustered around the village centre, neighbourhood hub and public transport stops.
- Retail premises including a small supermarket and a range of other units with space for small and temporary/pop-up premises for local entrepreneurs.

- Food & drink premises, including places which are open in the evening and potentially including a local pub.
- A range of community facilities, including schools and early years child care.
- Facilities for co-working and agile / home working, potentially including a co-working hub.
- Digital connectivity including high-speed broadband and 5G data connectivity.
- Employment opportunities that are integrated with the surrounding development, including integration of the existing employment areas and new small premises for local entrepreneurs.
- Redevelopment of the vacant and underutilised land within the existing employment site to provide premises for Small and Medium Enterprises (SMEs), including enhanced integration and connectivity with the new village.
- A mixed-use extension to the existing employment site, potentially to include a hotel and associated facilities alongside small scale employment uses, which is carefully integrated with the site, HQPT stop and primary street.

Opportunities to mix-uses vertically should be considered, including providing flats above retail and commercial premises within the village centre.

Proposals should ensure that the design of buildings will facilitate adaption and/ or change of use to appropriate alternative uses in the future, particularly on primary routes through the site and on key corners and/ or key active locations.

## 2B Amount of housing and range of housing types and tenures

Local Plan Policy SS/7 provides that the new village will deliver approximately 3,500 dwellings. However, the final number of dwellings will be determined through a design-led approach and be appropriate to creating a high-quality community which can support a range of local facilities. The new village should provide:

- An average density of 40 dwellings per hectare (Policy H/8)
- A range of house types, tenures and sizes to meet the needs of different groups in the community in accordance with Policies S/2 and the criteria set out in Policy H/9, ranging from single bedroom flats through to large family houses.
- 40% affordable housing of a tenure mix determined at the time of granting planning permission (as set out in Policy H/10: Affordable Housing) unless it can be demonstrated that an exception should be made.
- Dwellings that meet or exceed residential space standards, as set out in 'Policy H/12: Residential Space Standards'.
- Housing for older people, through opportunities for 'downsizing' to smaller properties, assisted living and communal housing for older people. 5% of homes should be constructed to the accessible and adaptable dwellings M4(2) standard (Policy H/9).
- Dwellings that are design to support home-working.
- Opportunities for co-housing development and build to rent.
- Opportunities in each phase of the development for self-build, custom build and modular build development models, potentially creating a custom-build community within the site (Policy H/9).
- Dwellings that are designed to allow future adaptation, enabling partial conversion, extension or change of use, to provide opportunities for working at home and small commercial enterprise, outlined in Policy H/18.

Fig. 30 | Co-housing for older people (Source: resilience.org)



## 2C Social Infrastructure and Neighbourhood Hub

The new village will provide a range of community facilities that are accessible to both residents and visitors from the surrounding area.

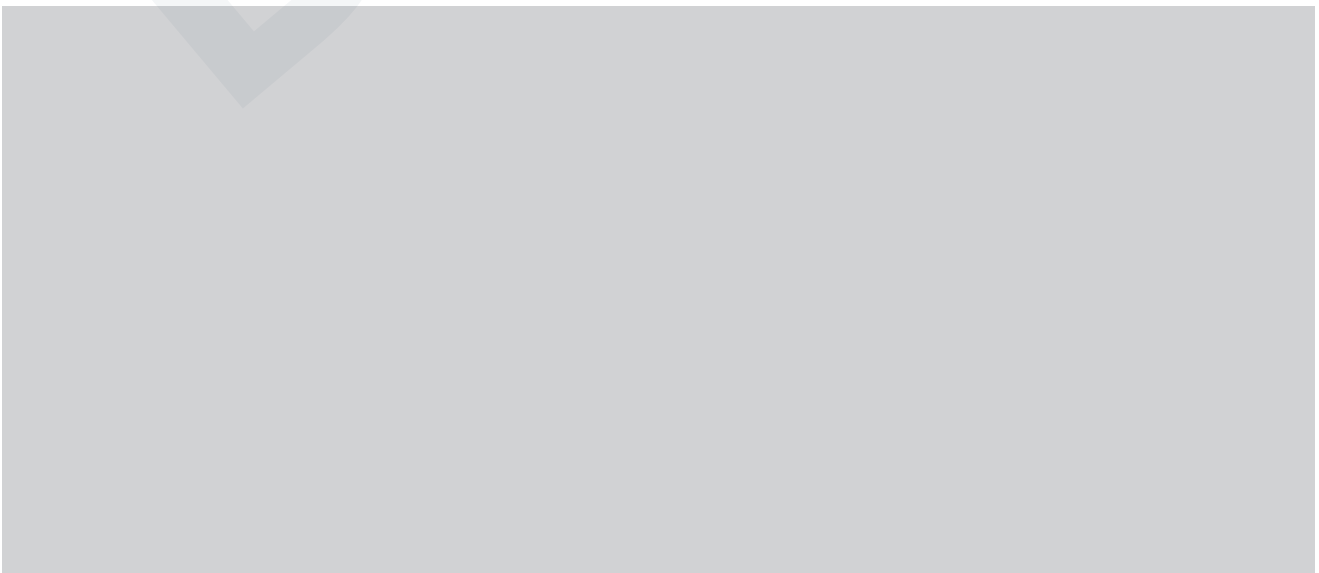
Where possible, a synergy should be sought between different uses and the contribution that they make to the character and vibrancy of the village. This should include ensuring that, as appropriate to their purpose, community infrastructure and local facilities are:

- Co-Located within or close to the village centre and the Neighbourhood Hub to contribute to the vibrancy and character of the village and the viability of retail businesses, as set in **Fix D**.

- Located in accessible and convenient locations, close to public transport and active travel infrastructure, to allow for linked trips.
- Designed to be prominent and recognisable features within the village, forming landmark buildings and key frontages where appropriate.

Opportunities should be considered to co-locate facilities or for facilities to share infrastructure or staff. This could include provision for community-led retail, cafés or other entrepreneurial activity to share spaces and staff with public and community buildings.

Fig. 31 | Village Centre image to be added



Fix  
D

### Village Centre and Neighbourhood Hub

The new village will include a village centre and a smaller neighbourhood hub, as identified on the plan below.

#### 1 The Village Centre

A focal point of the new settlement, within a 10 minute walk of most residents and providing for many of the day-to-day needs of residents. It should have the following features:

**Location:** as close to centre of the site as practicable, ideally within 800m walking distance of most of the site. Co-located with the primary street, HQPT stop, Runway Park and other community facilities.

#### Built Environment and Public Realm:

Focussed around a village/market square and 'high street' environment.

Buildings typically 4 storeys in height, providing a sense of urban enclosure around streets and public spaces, with scope for 5 storey landmark buildings in key locations subject to detailed design. This should include flats and other uses above active ground floor uses. A fine grain of buildings and uses contributing to the sense of activity and variety. Larger footprint units should be 'wrapped' with finer grain uses to create active frontages to avoid creating inactive edges unwelcoming spaces within the public realm.

The alignment of the primary street to serve the centre should be carefully considered in order to facilitate a distinctive townscape environment and encourage slower traffic speeds.

Fig. 32 | Location of village centre and neighbourhood hub



The public realm must be designed and managed to facilitate a regular farmers market.

**Social and Community Facilities:** Primary school and secondary school close to village centre; community centre, nursery, place of worship, and gym. Potential to locate specialist care accommodation close to or within the village centre.

**Retail Facilities:** Opportunities for employment, a range of retail units, including a small supermarket appropriate to a Rural Centre Village centre (Policy E/22), with residential/employment uses above shops. Food and drink units, including potential pub/bar, restaurant and café uses.

Car parking for retail and other uses should be carefully integrated with the local centre and should not dominate the public realm. Entrances to retail units should be directly from the public realm rather than from car parking areas.

## 2 The Neighbourhood Hub

The neighbourhood hub will provide a small range of facilities in the southern area of the village where residents are more than a c.10 minute walk away from the village centre, in order to provide access to basic needs and create a focal point within this part of the site.

**Location:** Close to the south-eastern corner of the site, serving areas which are further from the Village Centre. Co-located with the primary school, secondary street, green corridors and surrounding public open spaces.

**Built Environment and Public Realm:** Formed around the secondary street, with frontage onto adjacent public open spaces. Potential for buildings of a scale which stand out from the surrounding lower density residential areas in this part of the site.

**Facilities:** Primarily driven by social/community facilities and relationship with landscape/open space;

**Uses:** Potential for modest retail and food and drink premises, community meeting places (potentially associated with Primary School), subject to not undermining viability of primary centre, and small scale employment uses.

Fig. 33 | Potential illustration to be added



## 2D Inclusive Access

The new village should ensure that its facilities, houses and public spaces are accessible to all of its residents and visitors, going above and beyond Building Regulations standards for accessibility where possible.

In particular, this should ensure:

- The public realm includes level-access and step-free routes throughout and incorporates comfortable places to rest.
- Primary means of access for all public buildings are step free. Public facilities located on upper floors are accessible by lift.
- Appropriate tactile facilities for blind and partially-sighted people are provided throughout, and public facilities and services are designed to be accessible to blind and partially sighted people.
- Provision of 'blue badge' accessible parking spaces close to the entrances of all public facilities and in appropriate locations within the village centre.
- Provision of adaptable housing suitable for changes in lifestyle / personal circumstances.
- Streets and other routes are safe for independent use by all age ranges and abilities, and are well lit and comfortable during the hours of darkness.

Fig. 34 | Potential image to be added





### 3 Locally Distinctive

The new village should be developed to a high standard of design and layout and be distinctive to its locality; a landscaped development, with a character which is rooted in the local area but which addresses contemporary needs. The way in which spaces and buildings are used will help to contribute to a distinctive identity, shaped by and responsive to its population.

#### 3A Responding to Context

The physical environment should be shaped by the existing surrounding context, creating a place which is rooted in the local area. This should include:

- Routes which connect with the existing network of lanes and paths which surround the site.
- Incorporating and respecting inherited assets including listed buildings and the WWII airfield heritage.
- Responding to topography, views and structural landscape features on the site and in the surrounding area such as the woodland areas, shallow valley, and watercourses.

Contextual design should not negate the opportunity to create a distinctive and modern development which responds to contemporary sustainability, climate change and resilience criteria.

### 3B Built Character

The appearance of buildings within the new village and their contribution to the village's townscape will form a key part of its character. The design of all buildings, from individual houses through to significant public buildings, play a role in this. Proposals should:

- Include and be shaped by townscape and landscape characterisation studies exploring the character of surrounding settlements and explaining how the new village responds to this.
  - Incorporate materials and features which are typical of the area.
  - Create a fine grain built environment with a townscape and roofscape which is varied and visually interesting.
  - Position buildings to enclose and define the public realm and open spaces, and contribute to the sense of legibility throughout the site.
  - Ensure that buildings and blocks are laid-out to create active frontages on streets and key edges, provide natural surveillance over the public realm, and limit access and views to the private backs of buildings.
  - Consist of identifiable character areas within the new village, each with its own consistent physical characteristics and each distinct from each other, aiding legibility and wayfinding within the new village and contributing to the identity of each neighbourhood.
- Provide a gradient of density which reinforces the village centre as a focal point within the village, and to a lesser extent the neighbourhood hub, reducing around the fringes of these places.
  - Include modern, innovative and original design where appropriate, including design which showcases sustainable and innovative architectural features.
  - Include gateway features at key site entrances, potentially including a landmark hotel building at the eastern gateway to the mixed-use area.
  - Integrate existing and proposed employment uses in the north east of the site with the surrounding village, with consideration to scale of buildings, townscape legibility and street frontages.

*Fig. 35 | Distinctive and locally inspired building styles, Cambridge*



### 3C Scale, Height and Massing

A varied scale of buildings should be used to help create and shape character throughout the site, helping to identify key locations, define important edges and enclose open spaces. The following principles should be applied:

- The village centre should include taller buildings of up to four storeys in height in order to create a sense of urban character and enclosure around focal areas of public realm, to distinguish the centre from surrounding residential areas, and to facilitate higher densities close to public facilities. In some instances buildings with elements up to 5 storeys high may be appropriate in key locations subject to detailed design.
- Buildings of up to three and four storeys may be appropriate at key locations on the primary street, and along the edges of key areas of open space, in order to create a sense of urban enclosure and to define these locations from surrounding residential areas.

- The scale of buildings should follow a gradient away from the village centre and main street with a maximum of two storey buildings located around the edges of the site, as shown identified in **Fix E**.
- The location of individual buildings which stand out from their neighbours in terms of scale and form should be positioned to mark corners and other key locations within the scheme to aid legibility.
- The mixed-use area at the north eastern corner of the site could include a hotel of up to 4 storeys, where this is designed to form a distinctive landmark, and gateway feature.

The impact of building height and massing on views into the site should be considered, including long distance views, and subject to detailed landscape and visual impact assessment.

Where buildings are of a scale which causes them to stand out in the built environment they should be of an exceptional design standard which responds appropriately to their prominence, visibility and context. Developers should consider whether a design competition for landmark buildings might be appropriate.

Fig. 36 | Larger scale buildings



### 3D Streets and Public Realm

The quality of streets and public realm will form a key part of the character of the village. This should include:

- Use of townscape and streetscape design to create a hierarchy of streets which aids legibility and wayfinding, with clear distinction between streets which play a key role in the movement network and those which serve and are primarily used by local residents.
- Distinctive and bespoke design of the public realm in key locations and at key nodes within the movement network, including in the village centre and local hubs as set out in **Fix D**.
- Provision of soft landscape, including street trees, as a key driver of environmental quality and identity within all appropriate streets.
- Designing for low traffic speeds in residential streets, creating places where residents can safely play and socialise.
- Incorporating public art in key public realm locations.
- Avoiding following a standardised approach to highway design, following the approach set out in Manual for Streets.

Fig. 37 | Primary street with integrated car parking and street trees



Fig. 38 | Streets which are not dominated by cars, Derwenthorpe, York



Fig. 39 | Public realm with integrated landscape, Cambridge



### 3E Open Spaces and Landscape character

The new village will be integrated with its landscape, incorporating and enhancing existing features and creating an encompassing network of landscaped open spaces within and surrounding new development. The quantity and quality of open space is key to creating a healthy and successful village, and should include:

- A new linear park utilising the alignment of the main north-south runway associated with the former airfield, providing a key axis for movement within the village, incorporating play and recreational facilities, and incorporating long views towards the landscapes to the south of the site.
- Strategic landscaping of the village's edges to create a landscape setting for the village, mitigate the impact of the new village on surrounding landscape areas and limit the sense of coalescence with adjacent settlements. There is potential to include play space that is compatible with the countryside edge. Edge treatments are set out in **Fix G** and described in Policy SS/7 (6).
- A significant landscaped, potentially bunded, buffer along the northern edge of the site should be provided to reduce the visual, noise and air quality impacts of the A428 on the development.
- A Country Park landscape within the strategic landscape area to the south of the new village, incorporating a range of naturalistic landscape features and habitats, and recreational walking, cycling and horse riding routes, informal play space and facilities, and sustainable urban drainage.
- A network of green corridors and other open spaces which are within easy walking distance of all residents, and which provide a connected, accessible network of green spaces both around the edges of the site and penetrating through it. The network of open spaces is set out in **Fix F**.
- Formal and informal play features should be designed to contribute to the character of landscaped open spaces and should incorporate natural play and integration with landscape where possible. Details of play space provision are set out under **Guiding Principle 4C**.
- Proposed sports pitches should be designed to carefully integrate with the surrounding landscape and should be designed to create a part of a parkland character where appropriate. More intensive sports provision including any artificial pitches and facilities with floodlights should be focussed in the northern part of the site. Details of sports provision are set out under **Guiding Principle 4D** and **Fix G**.
- Public art in key open space locations, potentially providing interpretation of the site's history. Public art could potentially include sculptural play equipment.
- An integrated approach to landscape design which incorporates green and blue infrastructure, movement, play and recreation into an attractive and multi-functional landscape.

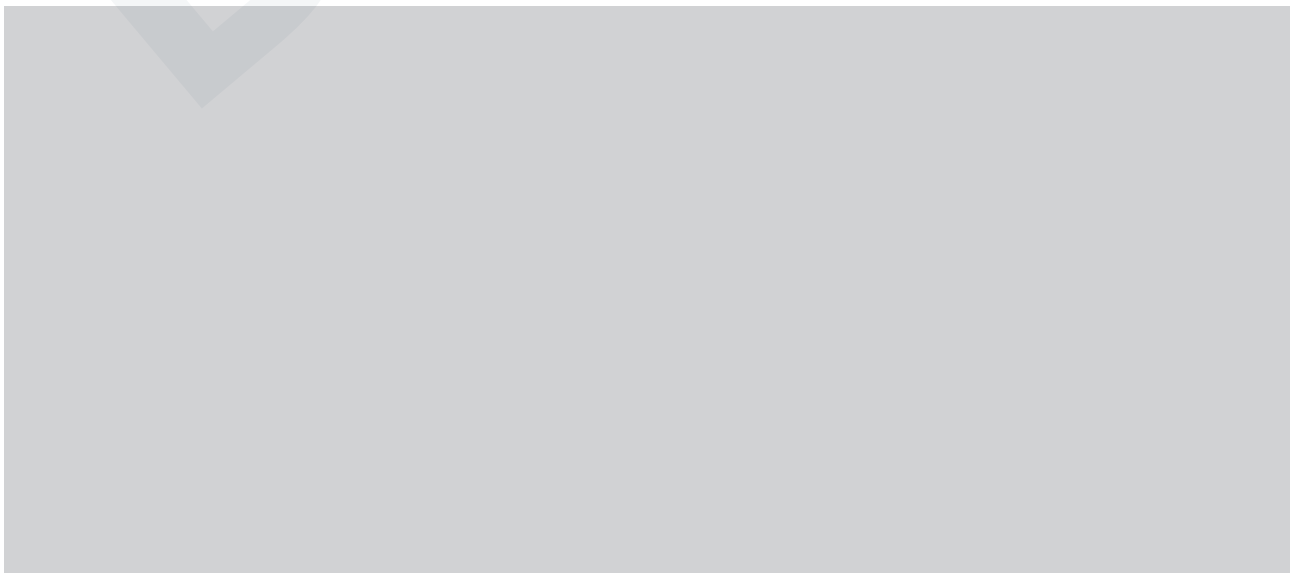
Requirements of open spaces in relation to environmental sustainability is the set out in **Guiding Principles section 5**.

### 3F Integrating inherited assets

The site has a number of existing features which should be preserved and/or incorporated into the development in order to protect existing character and contribute to the distinctiveness of the new village. This should include:

- Retention of some features of the existing airfield such as the alignments of runways.
- Incorporating the main north-south runway as a linear public park and preserve key views to the south, which are identified as having significance in relation to the use of the airfield.
- Introduction of memorial/interpretive features and public art to recognise and link the development to its past use.
- Consideration of the setting of adjacent listed buildings, and intervisibility between new development and existing listed buildings on Broadway and associated with Grange Farm.
- Protection and enhancement of existing mature woodlands and shallow valley feature within the site and around the site's boundaries as multi-functional spaces, allowing public access and activity and improving ecological diversity.
- Incorporation of existing hedgerows and other vegetation within the site where appropriate.
- Consideration of the existing 'country lane' character of the Broadway, and the potential value of retaining this.

Fig. 41 | Potential image to be added



**Fix E** Density and height

The village will have a gradient of density ranging from higher density close to the village centre, along the primary street and runway park and at the north-eastern gateway, reducing to a lower density on the southern and eastern edges. The average net density across the site will be approximately 40 dwellings per hectare (dph).

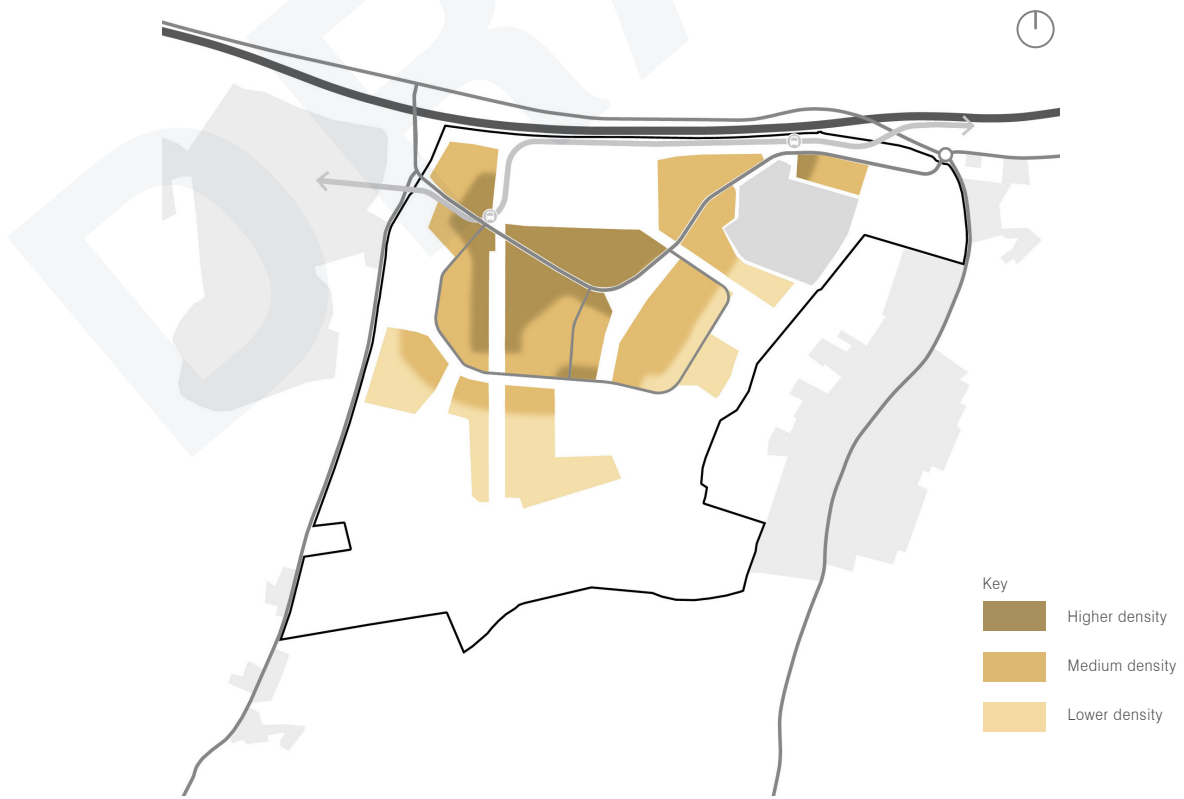
Density should broadly accord with the plan below, and which densities areas set out as follows.

**Higher density** – Typically 3 and 4 storeys, including a more urban built form 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 urban built form, a less enclosed built character and more detached buildings.

Fig. 42 | Density and Height



**Fix F**

## Green Edges and Corridors

The edges of the site will create a strong setting for the village, helping to mitigate the impact of the development on the surrounding area, and helping to retain a sense of separation from neighbouring settlements. No built development shall take place outside the major development site.

Green edges will be provided as follows:

① **Northern Edge** - Provision of a buffer from the edge of the A428 to the nearest residential properties, school premises and playing fields of between 50m and 100m in width, subject to detailed assessment. A generous landscape corridor, forming a continuation of the landscape on the northern edge of Cambourne, including structural tree and shrub planting, air quality and noise mitigation.

② **Western Edge** - Provision of a 30m buffer from Broadway incorporating existing highway edge vegetation and informal open space, with enhanced woodland planting to filter views into the site from Broadway. Where existing houses and other private property forms the edge of Broadway, a green corridor of not less than 15m should be provided to allow continuity.

③ **Eastern Edge** - Provision of a buffer defined by the edge of the Major Development Site, to include new and enhanced woodland planting to create a continuous woodland buffer of at least 30m in width to fully screen views between the village and adjacent properties. Provision of an additional 15m buffer from the edge of the existing woodland and Bucket Hill Plantation County Wildlife Site.

Fig. 43 | Green edges and corridors





- ④ **Southern edge** - Provision of a 15m buffer from existing woodland along the southern edge of the MDS. New hedgerow and planting strip to define site boundaries adjacent to the retained Grange Farm area.
- ⑤ **Employment site edge** - Provision of a new or enhanced hedgerow planting buffer between the existing employment site and proposed surrounding development, except where opportunities exist to create urban frontage onto surrounding streets.

Strategic landscaping will be provided on the southern and eastern edges of the site as follows:

- A **Country Park** - Provision of a Country Park landscape in the area to the south of the new village, incorporating a naturalistic landscape, water bodies and wetland landscapes, and a network of informal paths and naturalistic playscapes.
- B **Woodland and Bucket Hill Plantation** - Retain and enhance the existing mature woodland and habitat areas, sensitively integrating woodland walks.
- C **North East Green Gap** - Provision of an undeveloped area which contributes to a sense of a rural gap between Bourn Airfield and Highfield Caldecote, to include naturalistic and parklandscape elements, tree planting and playscape compatible with the countryside edge.

Green corridors will be provided as follows:

**Runway Park corridor** - A formal linear park landscape following the alignment of the existing north-south main Bourn Airfield runway, with a minimum width of 50m, narrowing where the park meets the village centre. Runway park will be designed to incorporate and celebrate the identified long-distance views over the landscape to the south, and should include interpretation of the site's history as an WWII airfield.

**Valley corridor** - An informal and naturalistic landscape following the route of the watercourse and shallow valley which runs in the site, containing the block of woodland at the northern end of the watercourse, with a minimum width of 60m. The corridor continues along the western edge of the larger woodland area, allowing a 30m buffer from the edge of the canopies to the nearest residential properties.

**Southern green link** - An east-west green corridor (running between edges 2 and 3) with an informal landscape character, minimum width 30m, incorporating the small block of woodland in the south eastern corner of the site with a 10m buffer from the edge of tree canopies to the nearest development.

**Diagonal green link** - A diagonal green corridor (running between edges 1 and 3) with an informal landscape character, minimum width 30m, corridor runs between school playing fields and sports pitches at its northern leg, and forms part of the recreation field in this location.

**Employment site link** - A formal green landscape which creates a legible and direct route through the employment site, providing a link between the eastern HQPT stop / mixed use area and the residential areas to the south.

Green corridors and edges will include active travel routes, recreational open spaces, Sustainable Urban Drainage (SuDs) and new / retained habitat areas, as set out in **Guiding Principles sections 1, 4 and 5**.

The physical design of the village, its buildings and the facilities it provides can have a significant impact on the health and wellbeing of residents, helping to provide opportunities for exercise, give access to fresh and healthy food, and support active social lives, all within an environment that feels safe and secure. A full Health Impact Assessment will be required as part of any planning application for the site, as set out in Policy SC/2. This will ensure that any proposals contribute positively to the health and wellbeing of new and existing residents.

#### 4A Recreational walking, cycling and riding

Walking and cycling should form a part of residents' everyday lifestyles as a central part of physical and emotional wellbeing. Whilst active travel (set out in section 1) is essential to this, a network of traffic-free, landscaped routes for recreational walking, horse riding and cycling should be provided to ensure that residents can easily be active during their leisure time.

This should include:

- A network of bridleways and paths suitable for all non-motorised users through the village which allow recreational walking, cycling and horse-riding and which connect with the surrounding public footpath and bridleway network, as set out in **Fix G**.
- Routes connecting with Cambourne, Bourn and Highfields Caldecote and the network of recreational paths and Public Rights of Ways (PRoWs) within and surrounding the settlements.
- Contribution to the enhancement of existing footpaths and bridleways surrounding the site.
- Contribution to the creation of new rural footpaths, walking and riding routes surrounding the site where possible.

The quality of routes and the environment surrounding them should be a key consideration in the design of the recreational movement network.

Fig. 44 | Routes for recreational horse riding



## 4B Access to natural environments

Access to the natural environment can have a significant impact on personal wellbeing. Potential for residents to have access to natural environments on a daily basis, including views from buildings, and access to fresh air and natural daylight, should be considered in all aspects of design.

The new village should:

- Have a wide range of natural environments built into the fabric of its open spaces. This should include trees and landscaping in most streets, and larger open spaces with naturalistic environmental features within 400m walk of all houses.
- Facilitate and encourage access to existing natural environments including the woodlands around the eastern edges of the site and the wider countryside via connections to footpaths and bridleways.
- Protect and enhance sensitive ecological assets, in particular Bucket Hill Plantation Grassland CWS. Access and routes through woodland by should be carefully designed minimise impact of public access.
- Ensure that all buildings and homes have a high standard of natural daylighting and openable windows. The siting and design of community buildings, educational facilities and work places should consider the desire to provide views of open spaces and greenery.
- Include green walls and roofs as an element of key buildings.

Fig. 45 | Creating natural environments for recreation



## 4C Designing for children

The new village must be designed to be inclusive, considering how children perceive and use the environment. It should allow and encourage children to play and move around outdoors to improve their contact with nature, their health and wellbeing and their independence. This can be facilitated by the following measures:

- Safe Routes to School (SRTS)<sup>1</sup> is an evidence-based approach which seeks to provide safe and attractive walking and cycling opportunities to school. The new village should include SRTS, in the context of the wider network of footpaths and cycle paths for residents in line with Policy TI/2: Planning for Sustainable Travel, providing that development should be designed to reduce the need to travel by car.
- Low traffic speeds / home zones. The inclusion of home zones in the new village can contribute to reducing the dominance of cars in streets through the implementation of design features such as level carriageways, shared surfaces, landscaping and traffic calming measures. These spaces encourage people to use streets differently, to slow down vehicles, open up road space and create a place suitable for social uses in which the driver feels like a guest. Opportunities for children to play are increased in these spaces also. Care must be taken to ensure homezone streets are accessible to blind and partially sighted people.

- Access to play facilities include a mix of formal and informal areas, including Neighbourhood Equipped Areas of Play (NEAPs), Local Areas of Equipped Play (LEAPs), Local Landscaped Area for Play, Space for Imaginative Play (SIPs) and Local Areas of Play (LAPs), as required by Policy SC/7. Each play space should be design-led and specific for its location integrating landscape, play equipment and natural play features offering a wide variety of activities/challenges in accordance with “Design for Play: A Guide to Creating Successful Play Spaces”<sup>2</sup>.

Any facilities should be located within or immediately adjacent to residential areas to benefit from natural surveillance and proximity to walking and cycling routes, and co-located with public transport and other trip generating uses / facilities to encourage linked trips.

*Fig. 46 | Equipped play area integrated with landscape and built form, Cambridge*



1 - Safe Routes to School guidance, Sustrans (2018), available at: [https://www.sustrans.org.uk/sites/default/files/file\\_content\\_type/srts\\_guidance\\_2018-19\\_1.pdf](https://www.sustrans.org.uk/sites/default/files/file_content_type/srts_guidance_2018-19_1.pdf)

2 - Designing for Play, Play England (2008), available at <http://playengland.org.uk/media/70684/design-for-play.pdf>

#### 4D Outdoor and indoor sports provision

The new village will be required to provide high-quality spaces for outdoor sports which are well integrated and accessible, creating opportunities for play and recreation. The Local Plan outlines the importance of these spaces to support healthy lifestyles and improve physical and mental wellbeing. The location of outdoor sports facilities is identified by **Fix H**.

- Policy SC/7: Outdoor Play Space, Informal Open Space and New developments, in the SCLP and SCDC's 'Open Space in New Developments' SPD<sup>1</sup>, sets out that 1.6ha of outdoor sports provision should be provided per 1,000 people. Whilst much of this is expected to be in the form of formal sports pitches with associated changing and ancillary amenities, provision must be accessible and inclusive and meet the needs of a range of users. This should be catered for throughout the site, including for example, trim-trails, multi-use games areas (MUGAs), outdoor gyms and spaces suitable for running or cycle sports.
- The Cambridge City Council and South Cambridge District Council 'Indoor Sports Facilities Strategy'<sup>2</sup>, considers the development of the new village as part of its review. The report calculates the requirements for additional indoor facilities which the new village will generate, including sports halls, swimming and indoor bowls. Given the scale of the village and the availability of sports provision nearby, e.g. Cambourne, it is not considered appropriate to provide a purpose-built indoor swimming or sports hall facility in the village, but

developers would need to support appropriate provision nearby through S106 contributions.

- Shared and dual use of sports facilities at schools, including pitches and changing rooms, may be possible. This should be explored with the Local Education Authority (LEA). Where this is proposed, the applicants will be required to demonstrate that such agreements with the LEA can be delivered.

Areas identified as outdoor sports provision should provide facilities for a range of sports, potentially including tennis and bowls courts. Open spaces and recreational paths should include trim-trails and marked out jogging routes.

1 - The Open Space in New Developments SPD (2009) was adopted by the Council to provide guidance to support previously adopted Development Plan Documents that have now been superseded by the South Cambridgeshire Local Plan 2018. This document is still a material consideration when making planning decisions, with the weight in decision making to be determined having regard to consistency with national planning guidance and the adopted Local Plan 2018.

2 - Available at: [https://www.scambs.gov.uk/media/3445/final\\_indoor\\_sports\\_facility\\_strategy\\_2016\\_rd-csf-200\\_revised.pdf](https://www.scambs.gov.uk/media/3445/final_indoor_sports_facility_strategy_2016_rd-csf-200_revised.pdf)

#### 4E Tackling social isolation

The new village must be designed so that opportunities and places to socialise are created. Well thought out public spaces allow people to meet in planned and unplanned ways and to interact with others. An example of this is how allotments and community orchards can bring together people of all age groups and a wide variety of social backgrounds. They promote contact and cooperation based on a common interest. Providing space for local community groups and clubs can assist in reducing social isolation as they help create feelings of belonging within the new community.

Tackling social isolation can be achieved by ensuring Guiding Principles of 'A Well Connected Place' and 'Strong and Independent Identity' are applied, so people do not feel physically disconnected and enabling people to establish meaningful relationships within the new village and in neighbouring settlements.

To promote inclusion the new village should include:

- Allotments and community orchards in accordance with the guidelines in Policy SC/7.
- A well designed public square in the village centre, with spaces to sit, play and with opportunities to eat and drink.
- Open spaces which encourage activity and social interaction, with seating and play equipment.
- Community buildings and meeting places, either shared with schools or independent.
- Integration of specialist housing or care facilities close to the village centre to prevent isolation.

#### 4F Access to healthy food

In order to provide access to healthy food, promote healthy eating habits and support other healthy lifestyle choices, the village should:

- Ensure provision of a range of shops selling fresh fruit and vegetables within the village.
- Support a regular farmers market providing freshly grown local produce, including appropriately designed and managed public spaces to facilitate this.
- Provide space for allotments, orchards and community gardens at a number of locations within the site, with some smaller gardens integrated with residential areas and larger garden areas outside the MDS. Space for allotments and neighbourhood spaces for community growing must be included to provided in accordance with the standards set out in Policy SC/7 (0.4ha per 1,000 people).

Allotments and community orchards increase people's awareness about food and how it is made and grown, encourage people to eat more fresh vegetables and fruit and offer dietary benefits at low cost to people on low incomes with poor access to store-bought produce. Allotments and community gardens can promote community interaction and mental wellbeing, as well as being a source of outdoor recreation.

Farmers markets provide access to healthy food and local produce, and can help promote community interaction. Research<sup>1</sup> suggests that people who buy food at the farmers' market have 10 times more conversations than they would have at a supermarket.

1 - Project for Public Space: <https://www.pps.org/category/public-markets>

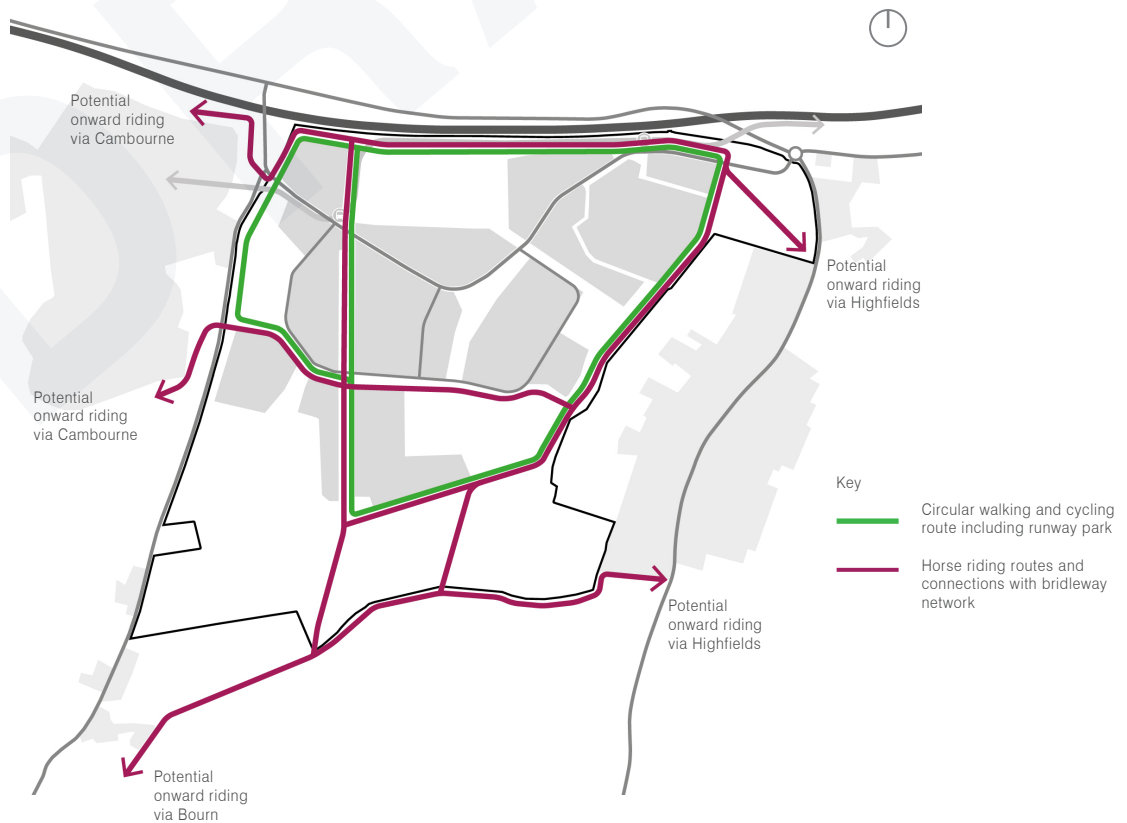
**Fix G**

**Recreational walking, cycling and horse riding routes**

Signposted routes for recreational walking, cycling and horse riding will be as follows:

- A circular walking and cycling route around the edges of the village and connections to existing green infrastructure networks in surrounding settlements.
- Horse riding routes through key green corridors as shown on the plan, connecting with the existing bridleway on the southern edge of the site, and providing onward connections to surrounding bridleways and lanes surrounding the site where possible. The network should provide potential circular routes around the site.
- Routes should be constructed to a multi-user standard and include appropriate barriers, soft surfaces, mounting blocks, sight lines and safe road crossing designs.

Fig. 47 | Recreational walking, cycling and horse riding



Fix  
H

## Provision for outdoor sports

Approximately 15.5ha of outdoor sports facilities should be provided and broadly at the locations shown on the Spatial Framework plan.

Formal sports provision does not include additional sports fields and facilities provided with the secondary and primary schools. Opportunities for shared use of school sports facilities could be considered subject to discussion with future providers.

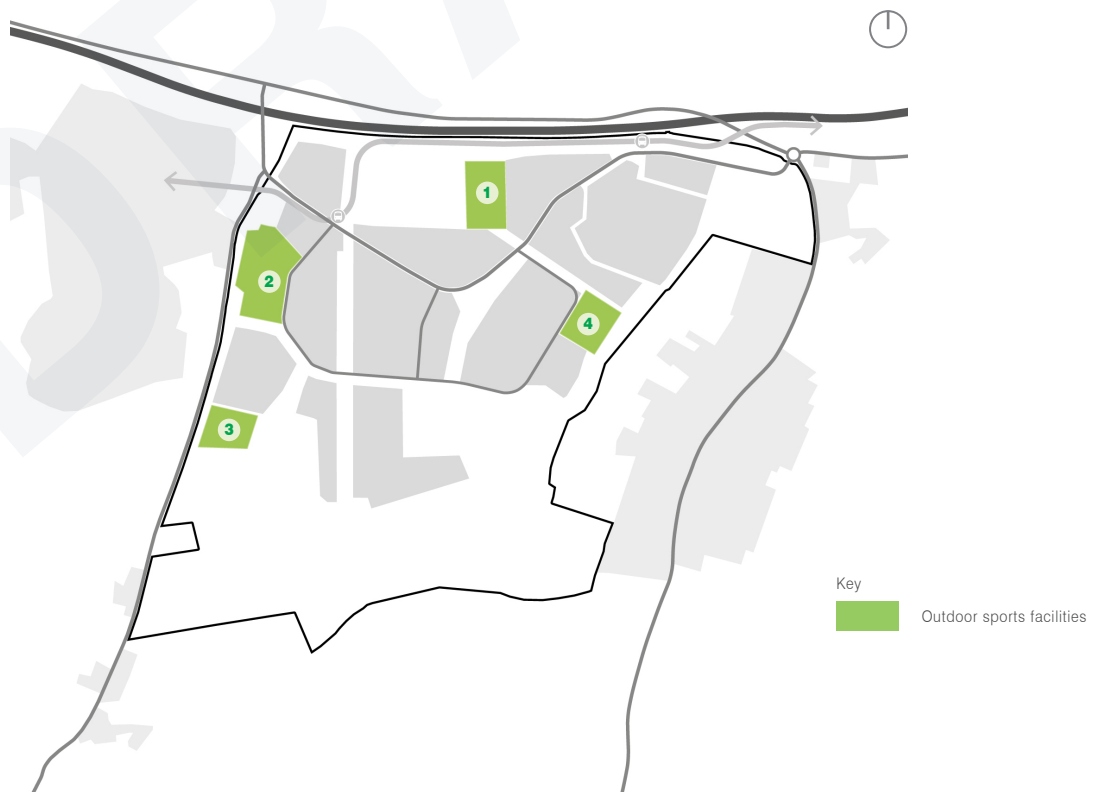
- 1 A formal area of sports pitches potentially including flood-lighting and artificial / all-weather sports pitches, with provision of changing facilities. Opportunities to share facilities with the adjacent schools should be explored.

- 2 A park type environment integrated with surrounding landscapes, providing a range of grass pitches and potential for tennis Courts and other recreational sports.

- 3 Smaller scale areas of fields located to the western edge of the site with grass pitches primarily for informal recreation.

- 4 Smaller scale areas of fields located to the eastern edge of the site with grass pitches primarily for informal recreation.

Fig. 48 | Provision for outdoor sports





## 5 Responsive and Sustainable

The planning of the new village should contribute to reductions in greenhouse gas emissions, minimise vulnerability and provide resilience to the impacts of climate change, and deliver renewable and low carbon energy systems. To achieve this, a site wide approach must be taken for the development of the new village and where necessary, transcend the boundary area. Policy SS/7 states that the Bourn Airfield development “will deliver an example of excellence in sustainable development and healthier living” and “will incorporate and deliver opportunities to exceed sustainable design and construction standards established by the Local Plan.” In line with this, any proposals will need to consider:

- The UKCP18 Climate Change Projections.
- Increased renewable energy generation and grid decarbonisation.
- The use of integrated renewable energy systems, energy storage and smart grid technology.

- The emergence of electric vehicles and autonomous transport.
- Relevant policies and guidance such as UK Climate Change Risk Assessment (2017) and Future Building Regulations for example.

Applicants are required to submit a Sustainability Statement, Renewable Energy Statement and a Water Conservation Strategy under the provisions of Policy CC/1 and Policies CC/3 and CC/4 which set out standards for all development to achieve, while policy SS/7 sets out a requirement for proposals to exceed these policies. This objective will focus on environmental sustainability and resilience. Other issues relating to sustainable movement are covered under ‘A Well Connected Place’ objectives.

## 5A Biodiversity and Habitats

The new village must ensure that existing biodiversity and habitats are retained where possible and that opportunities are taken to secure enhancements and/or form new habitats to achieve an overall net gain. Any development proposal will be expected to achieve an overall net gain by:

- Minimise and mitigate the impacts of noise, light and human disturbance on the environment and protected species by appropriate layout, lighting design and management of access to the most ecologically sensitive environments.
- Retain and enhance the existing wooded areas in the periphery of the site to provide linked wildlife corridors in addition to forming part of an integrated multi-functional green amenity space for residents, as identified by **Fix 1**.
- Retain and enhance the watercourse and valley and associated landscape features as biodiversity areas in addition to its recreational value.

- Connect existing habitats with new biodiversity corridors, including new areas of native planting.
- Restore and implement ongoing management of Bucket Hill Plantation Grassland CWS.
- Design, manage and maintain public open spaces, sustainable drainage features, allotments and orchards to secure biodiversity gains.
- Incorporate bat and bird nesting/roosting facilities into the built fabric of the village.

A programme of ecology surveys and monitoring, to guide the production of a biodiversity management plan will ensure appropriate mitigation and enhancement is carried out on the site. Proposals that have an adverse impact on biodiversity and the natural environment will not be supported, unless appropriate justification, mitigation and supplementary provision is provided elsewhere on site.

Fig. 49 | Potential image to be added



## 5B Flood risk and resilience

The site falls within Flood Zone 1 and is therefore considered to have a low probability of flooding.

Whilst flood risk does not limit development on any part of the site, development close to the existing water course which runs through the site should be avoided. Provision of new landscape and other infrastructure close to the watercourse should be designed to avoid creating risk of localised flooding.

The design and siting of the new development should be set out in a way which minimises the risk of flooding both on site and beyond. Channelling rainfall water away from properties, providing appropriate drainage to avoid localised flooding, and including flood resilient and resistant measures within properties to limit the impact of any future extreme flood events, may help to alleviate risks.

Development proposals must be accompanied by a Flood Risk Assessment which takes account of climate change as set out in Policy CC/9.

*Fig. 50 | Landscapes designed for sustainable drainage and flood resilience*



## 5C Integrating sustainable drainage

Sustainable Drainage (SuDs) should be provided to ensure that the development does not exacerbate the risk of surface water flooding within the local hydrological network, as set out in Policy CC/8. SuDs can also improve the quality of water in the water table and local watercourses.

The new village should provide:

- A site-wide network of SuDs features which mimics the natural catchment processes of the site as much as possible, manages the flow of water from the site and returns water to local watercourses at a greenfield rate.
- A range of landscape features which attenuate water above ground, contributing to landscape character and biodiversity and avoiding the need for underground storage tanks.
- A range of landscape features which treat and filter surface water and allow water to permeate into the water table, including rain gardens, swales and basins / ponds.
- On-plot features including green/blue roofs, water butts and rainwater harvesting, especially for buildings within public control and ownership.

Landscape features should be carefully integrated into open spaces and streets, adding value to the character of the village and contributing to the accessibility of natural environments while being mindful of maintenance requirements.

Sustainable drainage should utilise the existing topography of the site to help drain surface water and should avoid the need for pumping stations where possible. Existing watercourses on the site should be retained and integrated into the future drainage strategy of the new village.

## 5D Sustainable buildings

In order to meet the requirements of policy SS/7 to exceed sustainable design and construction standards established by the local plan, consideration will be given to a range of measures, including but not limited to:

- Trialling electric heating systems and heat pump technologies as part of the first phase of development to facilitate the design and delivery of future phases.
- Consideration of other technologies for future phases include residential batteries, fuel cells and phase change technologies.
- Incorporation of a solar photovoltaic array on the North Bank, which has the potential to generate 750 MWh/year and reduce emissions by 400 tonnes CO2 a year.
- Provision of smart grid systems to help balance energy demand.
- Use of modern construction methods. All new buildings should be designed and built to be energy efficient, using a 'fabric first' approach and the latest technology and design methods to minimise the impact of the development on the local and wider environment.
- Site wide and/or building-specific technologies such as solar photovoltaic panels (PV), solar water heating, Air Source Heat Pumps (ASHPs), Ground Source Heat Pumps (GSHPs), Water Source Heat Pumps (WSHP) and biomass should be considered.
- Buildings should be designed to create appropriate roof space for solar panels and be oriented to take account of passive solar gain where possible.
- Construction materials with low embodied energy, and which are locally sourced, should be utilised. This includes the re-use and recycling of the existing building materials where feasible. Materials which have poor sustainability credentials should be avoided. An embodied carbon analysis of key construction materials will help ensure the emissions associated with development can be reduced and would be welcomed as part of any application.
- Development should make water use efficiency savings to exceed levels set out in Policy CC/4. Buildings should reduce the consumption of potable water for sanitary use from all sources using water efficient components and water recycling systems. This should include rainwater harvesting and water butts.
- Buildings should include measures to design out climate risks such as overheating. This should include a 'cooling hierarchy' which prioritises architectural and green infrastructure solutions ahead of mechanical ventilation and cooling.
- Smart meters should be incorporated into new homes to enable the use of smart grid systems in the future. Non-residential buildings of over 1,000m<sup>2</sup> should seek to achieve BREEAM certification. Other technologies for consideration could include residential batteries, fuel cells and phase change material technologies.

Fig. 51 | Exemplar sustainable buildings, Hanham Hall, Bristol



Each developer should construct a sustainable showhome in each development parcel location to demonstrate environmentally sustainable options to be made available for purchasers to incorporate in their homes, if desired, in addition to the measures required by Policy CC/3.

Targets for sustainable buildings should be reviewed at each phase of the development, in order to ensure that future phases exceed standards at the point of time they are constructed.

### 5E Site-wide energy strategy

Policy SS/7 requires that the new village will incorporate and deliver opportunities to exceed sustainable design and construction standards set out in the Local Plan. The new village therefore aspires to be an exemplar development and developers should explore, on a site-wide basis, opportunities to incorporate on-site renewable and low-carbon energy generation solutions such as solar energy in suitable locations and solar panels above car parking. For example, green open spaces within the site may offer opportunities for deployment of renewable energy systems.

An Energy Strategy must accompany the outline planning application stage. The strategy should be prepared in accordance with the principles of the energy hierarchy and outline how Bourn Airfield will seek to reduce energy by design, use energy efficiently and utilize renewable and low-carbon energy.

Site-wide energy solutions including Combined Heat and Power (CHP) networks may be viable in higher density parts of the site, or where uses are mixed in a way that allows heating infrastructure to be shared or utilised at different times of day. This should particularly be explored in relation to large energy users such as schools.

### 5F Waste & Recycling

The effective planning and management of waste in the new village during and post construction is vital to mitigate climate change, and environmental and health issues. This will include the following measures;

- A Construction Environmental Management Plan will be required to set out the management measures proposed during the construction period, as set out in Policy CC/6 of the SCLP.
- Provision for waste storage, recycling and collection should be integrated into the development at design stage.
- Consideration should be given to innovative approaches to household waste collection and storage, especially in the village centre. Communal underground bins can encourage recycling without detracting from the streetscape. An example of such a scheme can be seen at the North West Cambridge Development.

Fig. 52 | Potential image to be added



## 5G Noise, light and air quality

The new village should provide a safe, comfortable and healthy environment for its residents and should minimise the impacts it has on the landscape, ecology and residential amenity of the site and its surroundings. Development proposals will be expected to mitigate the impacts of noise, air quality, light and human disturbance on the environment.

- Planning applications should be accompanied by an Air Quality Assessment, and the new village will be required to mitigate the impact of noise and air quality from the A428 by virtue of a suitable design. For example, a buffer using landscaped earth bunds if appropriate, building orientation and suitably ventilated buildings.
- Development proposals will consider the siting of land-uses which generate the most noise and light away from the most sensitive ecological and heritage environments; and consider the impact on the living conditions of nearby residents.
- Where permanent lighting is required within the vicinity of sensitive habitats, including where paths pass through these areas, such lighting will be sensitively designed to minimise light spillage. In some cases it may be appropriate for less formal paths to be unlit.
- External artificial lighting should be designed to minimise skyglow and be the minimum required to ensure public safety and for crime prevention and living, working and recreational purposes.
- Developers will be required to demonstrate that they have maximised the opportunities for sustainable travel and mitigated impacts on air quality through submission of a Low Emission Strategy (Policy SC/12) and Travel Plan (Policy TI/2).

Fix 1

## Protected biodiversity areas and corridors

Existing biodiversity areas should be protected and net gains incorporated where possible, with the wider-site layout and landscape designed to create enhanced biodiversity.

In order to achieve this:

- The surrounding strategic landscape area will be utilised as a open space, a country park and retained in existing rural land-uses. These areas should include new naturalistic landscapes which support enhanced biodiversity.
- Existing woodland, significant areas of vegetation and the existing watercourse should be retained and enhanced, with appropriate buffers to provided to minimise the impact of development on biodiversity.
- Gaps between retained existing biodiversity areas around the edges of the site should be connected with habitat focussed landscapes including native woodland planting and other appropriate features.
- Other green corridors within the site should provide connecting habitat landscapes, balanced against other recreational and amenity needs of these spaces.
- Other open spaces, streets and landscape areas within the development should incorporate native planting where appropriate.

Fig. 53 | Protected biodiversity areas and corridors



## 6 Cohesive, well-planned and well-governed

It is essential that the development of the new village is taken forward in a co-ordinated and cohesive manner with the bigger picture clearly in mind. Successful comprehensive delivery will require engagement, collaboration and co-ordination between site promoters/landowners to ensure that the new village is cohesively designed and well planned with the necessary supporting infrastructure provided at the right time. Any development proposals must fully consider and incorporate each of the guiding principles to create a cohesive development.

### 6A An evolving and adaptable approach

The Council is committed to delivering cohesive and strong communities that are able to meet the diverse needs of all existing and future residents. A strategy for dealing with the timely delivery of services, facilities and infrastructure when they are needed and achieving design quality must be submitted as part of any planning application

### 6B Engagement and involvement

The SPD sets out an overall infrastructure requirement with a focus on what will be required early in the development, to help secure the foundation of strong community cohesiveness, as well as enabling the provision of appropriate services.

The Council is committed to the provision of communities that can meet the diverse needs of future residents and visitors. The Council will seek every opportunity to maximise personal and community wellbeing and to create equal opportunities for all residents and visitors.

### 6C Management and governance of community assets

It is beyond the scope of the SPD to make detailed arrangements for governance, however, the approach should include the following:

- The preparation of a Community Development Strategy as required by Policy SC/4: Meeting Community Needs.
- Establishment a public/private group which can provide leadership, lobbying and influence.
- Preparation of Management and Maintenance Strategies and set-up of an organisation that can deliver village management, manage and maintain community assets, management and maintenance of open space, adoption of highways and provision of street lighting, discussing this with the appropriate local authority at an early stage (Policy SC/4).
- Measures to promote integration, enhancement and the sharing of facilities with the existing communities of Cambourne, Highfields Caldecote and Bourn, such as supporting the set-up of a local neighbourhood management governance structure.
- Setting up forums which enable promoters to co-operate towards common aims and liaise over technical matters to ensure integration and area wide proposals for transport, waste, energy and public realm are properly co-ordinated.



## 6D Transitional and temporary uses

The new village should provide a range of uses which are appropriate to its size, and community's needs, at each stage of its development. This may mean creating temporary buildings and uses in the initial stages of the development to ensure that the early residents are not isolated, to create a transition towards the completed village, and to avoid unsustainable patterns of movement taking hold.

The development should provide:

- A temporary village centre with subsidised spaces for retail and small businesses, which could be provided within temporary structures, including at least one fresh-food grocery store
- Support for local retail businesses and entrepreneurs, with the objective of creating an established retail community to occupy the village centre at its point of completion, potentially including community run businesses
- A temporary community centre providing information and advice for new residents, and potentially including a community café
- Temporary structures built to house facilities during the early phases of development could include distinctive architectural forms, helping to create a distinctive identity and character for the village and its residents.

*Fig. 54 | Retail units in light-weight, temporary structures with active outside spaces, Cardiff*





# 6 DELIVERING THE PLACE

## 6.1 OVERVIEW

This section sets out high-level infrastructure requirements for the new village and the required approach for future delivery. The infrastructure listed below forms a baseline for future consideration of planning applications and related delivery.

SCDC's objectives are:

- To secure a comprehensive and inclusive approach to the development of the site;
- To ensure there is an appropriate phasing/delivery strategy;
- To secure the delivery of infrastructure within appropriate timescales;
- To ensure there is a consistent approach to design quality across the site;
- To ensure there is a comprehensive approach to future management and governance of the place.

The infrastructure schedule draws upon a number of sources including infrastructure providers, County and District Councils, national formulas and information from site promoters and service providers. The SPD identifies high-level delivery risks and potential measures of mitigation.

Strategic policy-making authorities need to demonstrate they have engaged with infrastructure providers, ensuring that they are aware of the nature and scale of such the proposals, and work collaboratively to ensure that the infrastructure requirements are not beyond what could reasonably be considered to be achievable within the planned timescales.

Infrastructure providers should plan for longer-term infrastructure requirements set out within adopted plans and reflect this in their funding decisions, as development of this scale may extend outside of a single plan period.

Annual reviews of the infrastructure funding statement should feed back into review of plans to ensure that they remain deliverable. Should issues arise which would adversely affect the delivery of the adopted strategy then the authority should consider alternative strategies, through a plan review, if these issues are unlikely to be resolved.

## 6.2 INFRASTRUCTURE DELIVERY PLAN

The table describes infrastructure required in order to support the delivery of and mitigate the impacts of the new village, achieve the vision and development objectives set out above and meet relevant existing and future needs. The plan is divided into sections:

- Transport related infrastructure.
- Utilities and services.
- Social/community Infrastructure.

The plan also identifies the following:

- Description of each item/scheme.
- Broad timing/trigger for delivery.
- On or off-site requirements.
- Responsibilities for funding and delivery.

Where specific information is not available, the infrastructure needs and triggers have been estimated to reflect the overall development. Planning permission will only be granted for proposals that have made suitable arrangements for the improvement or provision of infrastructure to make the scheme acceptable in planning terms.

Fig. 55 | Infrastructure Delivery Plan

INFRASTRUCTURE DELIVERY PLAN								
No.	Infrastructure Scheme	Description	Provider/partner	Triggers	On/Off site	Land holding	Funding	Mechanism
<b>TRANSPORT INFRASTRUCTURE</b>								
Non-motorised user infrastructure								
1	Improved cycle and walking network	A comprehensive network of high quality pedestrian, cycle routes and riding within the site and to connect the new village to surrounding villages, including Caldecote, Bourn and Cambourne etc.	Applicants / Cambridge County Council (CCC)	Triggers to be agreed via S106 discussions. To be identified through the Transport Assessment process.	Both	Taylor family / Countryside and offsite.	S106 / S278	Planning conditions / s106 where direct mitigation required.
2	Cycleway improvement	Along old A428 corridor, between A428 Madingley Mulch roundabout and Cambourne.	Applicants / CCC	Prior to occupation. To be identified through the Transport Assessment process.	Both	Taylor family / Countryside and offsite.	S106 / S278	Planning conditions / s106 where direct mitigation required.
3	Improvements to public rights of way network	Link on site routes to surrounding villages (walking, cycling, bridleways) and provide circular routes for dog-walking, health walks, running and horse riding.	Applicants	Prior to occupation. To be identified through the Transport Assessment process.	Both	Taylor family / Countryside	S106 / s278	Planning conditions / s106 where direct mitigation required.
4	Cycle parking	Cycle parking to be provided at some of the bus stops to improve accessibility.	Applicant / CCC	Pre-occupation. To be determined through Transport Assessments.	Off	n/a	s106/S278	Planning conditions / s106 where direct mitigation required.
<b>Public transport infrastructure</b>								
5	Cambourne to Cambridge – Better Public Transport Project	New public transport link and Park and Ride facility between Cambourne and Cambridge. The developer is to provide the section within their site. Two stops are proposed at Bourn Airfield New Village. Public consultation has been carried out one route. Plans for the regional Cambridgeshire Autonomous Metro (CAM) network are at an early stage, but the proposed routes take into account the requirements of the CAM.	GCP  Cambridgeshire and Peterborough Combined Authority	Prior to occupation.	Both	Taylor family / Countryside and offsite	S106	A contribution towards the GCP Cambourne to Cambridge scheme will be made by the developer. To be agreed with CCC.

## INFRASTRUCTURE DELIVERY PLAN

No.	Infrastructure Scheme	Description	Provider/ partner	Triggers	On/Off site	Land holding	Funding	Mechanism
6	Bus services	Improvement of sustainable transport links to Cambridge and Cambourne/St. Neots.	Applicant / CCC	TBC – dependant on modelling outcomes.	Off	n/a	S106	Planning conditions / s106 where direct mitigation required.
7	A428 Madingley Road Bus priority	Mitigation would be required along A428 corridor by enhancing off site bus routes.	Applicant / CCC	TBC – dependant on modelling outcomes.	Off	n/a	S106	Planning conditions / s106 where direct mitigation required.
8	Public Transport	Improved services to destinations such as St Neots to be investigated and provide by developer as necessary.	Applicant / CCC	On occupation. To be determined through Transport Assessments.	On and off	n/a	s106	Planning conditions / s106 where direct mitigation required.
<b>Highway infrastructure</b>								
9	Highway improvements	Primary road network within the proposed new village.	Applicant / CCC	To be determined through Transport Assessments.	On site.	Taylor family / Country-side	Developer to deliver.	Planning conditions / s106 where direct mitigation required.
10	Highway improvements	New access junction on the eastern side of the development. Junction with Highfields Road/ St Neots Road.	Applicant / CCC	To be determined through Transport Assessments.	On and off site	Taylor family / Country-side and off site.	Developer to deliver.	Planning conditions / s106 where direct mitigation required.
11	Highway improvements	New access junction on the western side of the development. Junction with The Broadway. Junction must be designed to effectively ban left turns out of the New Village and right turn in so as to minimise rat running through the village of Bourn.	Applicant / CCC	To be determined through Transport Assessments.	On and off site	Taylor family / Country-side and off site.	Developer to deliver.	Planning conditions / s106 where direct mitigation required.
12	Highway Improvements	Capacity enhancements at other local junctions which are impacted by the development as required.	Applicant / CCC	Prior to occupation - to be identified through the Transport Assessment process.	Off site	Taylor family / Country-side and off site.	S106/ S278	Planning conditions / s106 where direct mitigation required.
13	Highway Mitigation	Applicant to monitor traffic impacts on village routes on an ongoing basis.	Applicant / CCC	Prior to occupation and ongoing - to be identified through the Transport Assessment process.	Off site	Taylor family / Country-side and off site.	S106	Planning conditions / s106 where direct mitigation required.
14	Highway Mitigation	Traffic calming and other measures to be implemented in surrounding villages if required. Monitoring strategy will reflect this need.	Applicant / CCC	Triggers to be agreed through S106 process. To be identified through the Transport Assessment process.	Off site	Taylor family / Country-side and off site.	S106	Planning conditions / s106 where direct mitigation required.

## INFRASTRUCTURE DELIVERY PLAN

No.	Infrastructure Scheme	Description	Provider/partner	Triggers	On/Off site	Land holding	Funding	Mechanism
15	Off-site mitigation works	If traffic is above model flows monitoring and fund required for traffic calming.	Applicant	TBC – dependant on modelling outcomes.	Off	n/a	S106	TBC
16	Electric car and cycle charging points	Provision of charging points for electric cars and bicycles to facilitate greener travel options.	Applicant	Amount should be in line with housing and village centre phasing.	On	Taylor family / Country-side	Direct	TBC
<b>UTILITIES INFRASTRUCTURE</b>								
<b>Waste</b>								
17	Waste and recycling containers	Provision of waste storage containers for storage and collection of household general waste, recyclables and organic waste.	Waste Collection Authority & Developer	Prior to occupation and then phased delivery.	On	Taylor family / Country-side	s106	Developer to provide bins and pay s106 contribution towards provision of collection vehicles.
18	Bring sites	Provision of Bring Sites for the collection of recyclable materials, to be situated at sites easily accessible to the public.	SCDC?	Prior to occupation and then phased delivery.	On	Taylor family / Country-side	S106	Planning conditions / s106 where direct mitigation required.
19	Household Waste Recycling Centre	Contribution to St Neot's Household Waste Recycling Centre (HWRG). This depends upon whether 5 s106 agreements have already been pooled towards this facility. If only 4 s106 agreements have been signed to date then a financial contribution would be sought - TBC.	Waste Collection Authority	Prior to occupation and then phased delivery.	Off	n/a	S106	Planning conditions / s106 where direct mitigation required.
20	Household waste receptacles	Provision of household waste receptacles for users.	Applicant	Details of housing mix required to calculate cost.	On	Taylor family / Country-side	TBC	Alongside delivery of reserved matters applications.
21	Litter bins	Adequate facilities for residents and visitors to dispose of litter in public places.	Applicant	Details of housing mix required to calculate cost.	On	Taylor family / Country-side	S106	TBC
<b>Water</b>								

## INFRASTRUCTURE DELIVERY PLAN

No.	Infrastructure Scheme	Description	Provider/ partner	Triggers	On/Off site	Land holding	Funding	Mechanism
22	Potable water supply	<p>The existing main has no spare capacity and substantial reinforcements will need to be carried out by Cambridge Water.</p> <p>The site is expected to be served from the water main located near the junction of Broadway and the A428. An additional 300m of water main will be required to get to the site.</p>	Cambridge Water	Prior to occupation	Both	n/a	Direct agreement between developer and infrastructure provider.	Direct agreement between developer and infrastructure provider who is obliged to provide capacity for planned development.
23	Foul water network	<p>The proposed development is in the catchment of Bourn WRC. The existing WRC has limited capacity but could take a portion of foul flows from the new site. Alternative WRCs in the vicinity are Papworth Everard and Utton's Drove, and each may be able to accommodate some or all of the foul water flows from the development. Work is ongoing to assess the foul drainage options in conjunction with other development sites at Cambourne West and Northstowe. Initial assessment indicates that capacity could be made available at Papworth Everard within environmental parameters. Utton's Drove is less favourable at this time as the expansion of Cambourne and Northstowe would likely take precedence.</p> <p>Whichever option is taken, upgrades to the foul network will be required to convey the flows to the serving WRC.</p>	Anglian Water	Prior to occupation	Both	n/a	Direct agreement between developer and infrastructure provider.	Direct agreement between developer and infrastructure provider based upon the number of dwellings and commercial units connected. Service provider is obliged to provide capacity for planned development.

Energy and Telecoms

## INFRASTRUCTURE DELIVERY PLAN

No.	Infrastructure Scheme	Description	Provider/partner	Triggers	On/Off site	Land holding	Funding	Mechanism
24	Gas	<p>The capacity in the local area is limited and Cadent Gas will complete network studies and reinforcement to provide the capacity to the site.</p> <p>Connections are likely to be from an existing medium pressure main in the North West corner of the site.</p>	National Grid	Prior to occupation.	Both	n/a	Direct agreement between developer and infrastructure provider.	Direct agreement between developer and infrastructure provider based upon the number of dwellings and commercial units connected. Service provider is obliged to provide capacity for planned development.
25	Electricity	<p>Lack of available capacity in the network, and therefore there needs to be reinforcement to provide capacity to the site. Capacity must be sufficient to enable charging of electric and low emission vehicles.</p> <p>Connections are likely to be from 'Bourn Primary' approximately 2.9km from the SW corner of the site.</p>	UK Power Networks	Prior to occupation.	Both	n/a	Direct agreement between developer and infrastructure provider.	Direct agreement between developer and infrastructure provider based upon the number of dwellings and commercial units connected. Service provider is obliged to provide capacity for planned development.
26	Telecoms / Broadband	<p>There are multiple options for serving the site with ultrafast fibre broadband to each dwelling and commercial unit (Full Fibre to the Premises (FTTP)).</p>	Broadband/Telecoms provider	Prior to occupation	Both	Taylor family / Country-side	Commercial arrangement directly with broadband/telecoms provider.	Direct agreement between developer and infrastructure provider.
27	Renewable energy infrastructure	<p>Policy CC/3 of the Local Plan sets out the targets for new development. Various types of renewable energy generation may be suitable on the site and should be investigated further. Policy SS/7 (9) states that the new village will incorporate and deliver opportunities to exceed sustainable design and construction standards in the Local Plan and that these measures could include combined heat and power.</p>	Developer	At various stage throughout the development.	On	Taylor family / Country-side	S106	Outline planning applications must clearly demonstrate that renewable energy opportunities have been investigated and incorporated.



## INFRASTRUCTURE DELIVERY PLAN

No.	Infrastructure Scheme	Description	Provider/ partner	Triggers	On/Off site	Land holding	Funding	Mechanism
<b>Affordable Housing</b>								
28	Affordable housing	40% of the homes on the site will be affordable in line with Policy H/10 of the South Cambridgeshire Local Plan.	Applicant	Phased throughout development.	On	Taylor family / Country-side	s106	s106 contributions.
<b>Community facilities</b>								
29	Community centre	Provision of multi-purpose community building. This could include services such as library (see below), information and advice services, health services, adult learning services and children's centre.	SCDC	Ready for first occupations and easily accessible to first occupations.	On	Taylor family / Country-side	s106	To be delivered by the developer.
30	Library	Satellite library based within a shared multi-purpose community building, to complement the library in Cambourne.	CCC	To be determined.	On	Taylor family / Country-side	s106	s106 contributions.
31	Space/facility for youth	TBC	TBC	TBC	On	Taylor family / Country-side	Financial contribution or delivery of facility.	TBC
32	Indoor sports facilities	Contributions to sports hall, swimming pool and indoor bowls in line with the Playing Pitch Strategy (2016) and Indoor Sports Facility Strategy (2016). Provision of the swimming pool is likely to be in Cambourne. Sports hall could be co-located with the community building or at a larger facility in Cambourne.	SCDC / Parish Council body	TBC	Both	Taylor family / Country-side	S106	TBC
33	Faith spaces	Requirement of Policy SC/4 of the South Cambridgeshire District Plan (2018). There has been interest from faith groups to build their own places of worship	Parish Council body / various depending on occupier	TBC	On	Taylor family / Country-side	S106. Held in trust by Parish Council until suitable purchasers.	Spaces to be provided as opportunity sites. Minimum of two in sensibly located areas.

## INFRASTRUCTURE DELIVERY PLAN

No.	Infrastructure Scheme	Description	Provider/ partner	Triggers	On/Off site	Land holding	Funding	Mechanism
34	Burial Grounds	Requirement of Policy SC/4 of the South Cambridgeshire District Plan (2018) Approximately 300 m2 of land is likely to be required.	Parish Council body	TBC	On	Taylor family / Country-side	0.83ha to be provided within the site.	TBC
35	Public Art	Requirement of Policy HQ/2 of the South Cambridgeshire Local Plan (2018). This should be community led and reflect the distinctiveness of the site.	SCDC/ Parish Council body	To be determined	On	Taylor family / Country-side	TBC	TBC
36	Community development workers and Children and Families and Adults service requests.	TBC	Applicant / CCC (?)	TBC	n/a	TBC	Phased financial contribution.	TBC
<b>Education</b>								
37	Primary schools	Two primary schools are required, a 3FE primary school with Early Years provision requiring 3ha of land. In addition, a 4FE primary school with Early Years provision requiring 4ha of land.	CCC	TBC	On	Taylor family / Country-side	s106	s106 contributions.
38	Secondary school	A 6FE secondary school requiring 7ha of land.	CCC Academy	TBC	On	Taylor family / Country-side	s106	s106 contributions.
39	Special Education Needs (SEN)	Contribution to proposed Northstowe Area Special School.	CCC	TBC	Off	n/a	s106	s106 contributions.
40	Children's Centre	An office and access to a room is required which could be at a school or other suitable community building. There is no requirement for a financial contribution to build additional dedicated space.	CCC	TBC	On	Taylor family / Country-side	s106	s106 contributions.

## INFRASTRUCTURE DELIVERY PLAN

No.	Infrastructure Scheme	Description	Provider/partner	Triggers	On/Off site	Land holding	Funding	Mechanism
41	Nursery	Unit to be provided for commercial rent within the development for full day-care provision of pre-school accommodation.	Applicant – space requirement	TBC	On	Taylor family / Country-side		s106 contributions.
<b>Health</b>								
42	Community health facility and space	Community health facility for provision of a range of primary and community services. Approximately 1000 sqm, plus parking and access.  Potential extension of Sackville House, Cambourne.	Cambridgeshire & Peterborough Clinical Commissioning Group (CCG) / NHS	TBC	On	Taylor family / Country-side	s106	s106 contributions.
<b>Emergency Services</b>								
43	Requirement TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC
<b>Retail and Employment</b>								
44	Retail and services	Retail and service space in local centre and potentially neighbourhood hub.	Third party	Delivered through each phase.	On	Taylor family / Country-side	Direct.	Ensure land is safeguarded in local centre.
45	Small business/retail units	The delivery of speculative small business units. Strategy needed for the delivery and management of the units.	Applicant (TBC)	Delivered through each phase.	On	Taylor family / Country-side	Direct.	Employment developers to put forward their proposals through planning applications.

## INFRASTRUCTURE DELIVERY PLAN

No.	Infrastructure Scheme	Description	Provider/partner	Triggers	On/Off site	Land holding	Funding	Mechanism
46	Employment space	Existing employment area on site to be reconfigured / expanded.  Co-working business space in local centre to support small scale business development.	DB Group  Aitchison Developments  Third party	Delivered through each phase.	On	DB Group  Aitchison Developments  Taylor family / Country-side	Direct.	Employment developers to put forward their proposals through planning applications.  Ensure land is safeguarded in local centre.
Open space								
47	Outdoor sports pitches	South Cambridgeshire Local Plan (2018) requires 1.6ha of outdoor sport space per 1,000 people. Therefore, assuming a population of 9,800 residents (3,500 dwellings x 2.8 people per household) there is a requirement for 15.68ha. There will also be a contribution for artificial grass pitches.	SCDC / Parish Council body.	Delivered through each phase.	On	Taylor family / Country-side	s106	Developers to provide. Also, contribution for on-going maintenance and governance.
48	Open space and play areas	South Cambridgeshire Local Plan (2018) requires 1.2ha of open space per 1,000 people. Therefore, assuming a population of 9,800 residents there is a requirement for 11.76ha.  Subject to the needs of the development the open space requirement will consist of: formal children's play space (3.92ha), informal children's play space (3.92ha) and informal open space (3.92ha).	SCDC	Delivered through each phase.	On	Taylor family / Country-side	s106	Developers to provide. Also, contribution for on-going maintenance and governance.
49	Allotments and community orchards	South Cambridgeshire Local Plan (2018) requires 0.4ha of allotments and community orchards per 1,000 people. Therefore, assuming a population of 9,800 residents there is a requirement for 3.92ha.	SCDC	Delivered through each phase.	On	Taylor family / Country-side	s106	Developers to provide. Also, contribution for on-going maintenance and governance.

## INFRASTRUCTURE DELIVERY PLAN

No.	Infrastructure Scheme	Description	Provider/partner	Triggers	On/Off site	Land holding	Funding	Mechanism
50	Maintenance of public open space, play areas, sports pitches and water attenuation features.	Will be in accordance with agreed phasing of transfer spaces.	SCDC / CCC / Developer	TBC	On	Taylor family / Country-side	S106	TBC
<b>Drainage</b>								
51	Surface water drainage	Appropriate sustainable drainage systems (SuDs) must be incorporated into the development. These should be integrated to create amenity, enhance biodiversity and contribute to a network of green and blue open space.	CCC Environment Agency	Delivered through each phase.	On	Taylor family / Country-side DB Group Aitchison Developments	s106	Developers to provide. Also, contribution for on-going maintenance and governance.
<b>Monitoring</b>								
52	S106 monitoring	Funding towards officer time.	Developer	TBC	N/A		TBC	TBC
53	Travel plan monitoring and coordinator	TBC	TBC	TBC	N/A	N/A	S106	TBC
54	Travel plan measures	Package of measures such as bus passes, cycle discounts, etc., to be agreed. Breakdown of costs of individual measures needed as part of the travel plan(s).		In accordance with agreed travel plan.	N/A	N/A	S106	TBC
55	Date of indexation	Date of agreement or resolution.	TBC	TBC	N/A	N/A	TBC	TBC

## 6.3 APPROACHES TO DELIVERY

The development of the new village will potentially take place over a c.15 - 20 year period and it is essential that the managed delivery of new homes, jobs and related infrastructure is co-ordinated and comprehensive, in accordance with the adopted local plan, this SPD and any subsequent policy review.

### Project management and Decision Making

A joint approach to project management, communication and decision making will be put in place with key partners. This will include setting out the resources and skills required to deliver the agreed site-wide masterplan during the life of its development, with project teams and working groups to progress key topics (see below).

An appropriate delivery model will need to be put in place to ensure a comprehensive and cohesive high quality development, and the phasing, coordination and comprehensive delivery of the infrastructure and built form across the whole site. This could include the establishment of a master developer. An appropriate delivery framework will be formulated via the introduction of relevant planning conditions and planning obligations as part of a site wide outline planning permission. South Cambridgeshire District Council and Cambridgeshire County Council will work collaboratively with landowners, promoters and future developers in co-ordinating the delivery of the site in accordance with an agreed site wide delivery strategy.

The roles, responsibilities, skills and knowledge required to deliver the new settlement will involve most if not all aspects of Council services along with the requirement to continue working together with partners, key stakeholders,

site promoters/developers and the local community. The project is acknowledged as a corporate priority for both the District and County Councils who will, along with the site promoters and any subsequent delivery partners:

- Adopt a collaborative approach to project management and delivery, establishing clear day to day project management roles and responsibilities.
- Establish relevant project management structures and responsibilities. The following groups will be considered in helping to facilitate this approach:

#### Project Delivery Group

e.g. Responsible for overarching project management and co-ordination, programme and key decision making/delivery. Reviewing annual reports (eg delivery, monitoring etc)

#### Transport Review Group

e.g. Responsible for reviewing/co-ordinating key issues related to delivery of required infrastructure and mitigation of impacts upon the existing network

#### Infrastructure Review Group

e.g. Responsible for reviewing delivery and considering priorities; emerging issues and challenges; liaison with other key stakeholders

#### Masterplanning/Design Group

e.g. including potential review of masterplans, site proposals and reserved matters along with the decision making process undertaken with SCDC Design Enabling Panel and/or Cambridge Quality Panel or an alternative agreed approach.

The introduction of a Planning Performance Agreement for defined parts of the planning/delivery process will also help establish a robust approach to the management of the project and delivery of the shared spatial vision, along with the resources required allied to an agreed project programme. It could reflect the above groups (or similar) within an overall project management/decision making structure.

### Housing Delivery Rates

Policy SS/7 of the Local Plan establishes the requirement for the delivery of approximately 3500 homes at Bourn Airfield. It is also acknowledged that the delivery of the total number of homes will be beyond the period of the current local plan. The housing trajectory contained within the South Cambridgeshire District Council Annual Monitoring Report, December 2017 suggests that c.1360 homes will be provided by 2031 and therefore c.2150 homes beyond the plan period as per the following table:

Planned Growth	Number of Homes
2021 - 2025	460 (460)
2025 - 2031	900 (1360)
2031 - Beyond plan period	2,150 (3,500)

Fig. 56 | South Cambridgeshire Housing Delivery Trajectory

## 6.4 DEVELOPMENT QUANTUM

The Spatial Framework shown on p31 sets out an indicative layout for the site, identifying areas for key land uses and buffers required around key edges and retained site features.

In accordance with Local Plan Policy SS/7, the spatial framework identifies capacity for a development approximately 3,500, based on a net residential area of 87.5ha and an average net density of 40dpha. This area includes all residential plots, associated streets (excluding the primary street), incidental landscaped spaces and residential car parking areas. The village centre and neighbourhood hub will incorporate residential development and are included within this net area.

The development identifies recreational open space based on this capacity, with an estimated population of 9,800 using an average of 2.8 residents per dwelling. Local Plan Policy SC/7 requires 1.6ha of recreational space for outdoor sports, resulting in a requirement of 15.68ha.

Additional requirements for formal and informal play space are not specified by the Spatial Framework plan, and will be accommodated within the remaining open spaces across the site including the runway park, green edges, green corridors and country park areas.

The approximate land use budget for the site is set out on page 86.

The SPD identifies the potential to explore the sharing of sports provision with schools, by providing community access to playing fields, subject to agreement with the LEA and school delivery partners. This would potentially reduce the requirement for sports provision by 4-8ha. In this instance, the indicative land budget should be recalculated with the following considerations:

- Potential to reduce the amount of outdoor sports provision within the development, subject to assessment of local need.
- Increased net development area, facilitating a lower net density or increased capacity for the site, subject to agreement with SCDC.
- Potential to increase the amount of other open spaces, including wider green corridors and more generous green edges.

Fig. 57 | Indicative land use budget:

Land-Use	Net Area (ha)
Residential	87.5
Employment	13.3
Mixed Use	3.2
Secondary School	7
Primary Schools	7
Outdoor Sports (3.5ha provided outside of MDS)	15.68
Other open / landscape space within MDS including structural landscapes (approximate)	13
Country Park landscape areas (approximate)	89
Primary Street and HQPT corridors (Approximate)	7-9

## 6.5 DEVELOPMENT PHASING AND INFRASTRUCTURE DELIVERY

It is important that development of the new village emerges in a logical and coherent fashion within an established structure. A site wide development phasing plan will be established as part of a site wide outline planning permission. Initial phases of development should be well-connected and supported by the early delivery of physical and social infrastructure (as set out above) which will enable the formation of sustainable patterns of development, travel and a strong sense of community. A number of factors will need to be considered including the requirement to avoid creating isolated, poorly serviced parcels of development within the early phases of the new village.

The following principles will apply and will be secured via the planning application process:

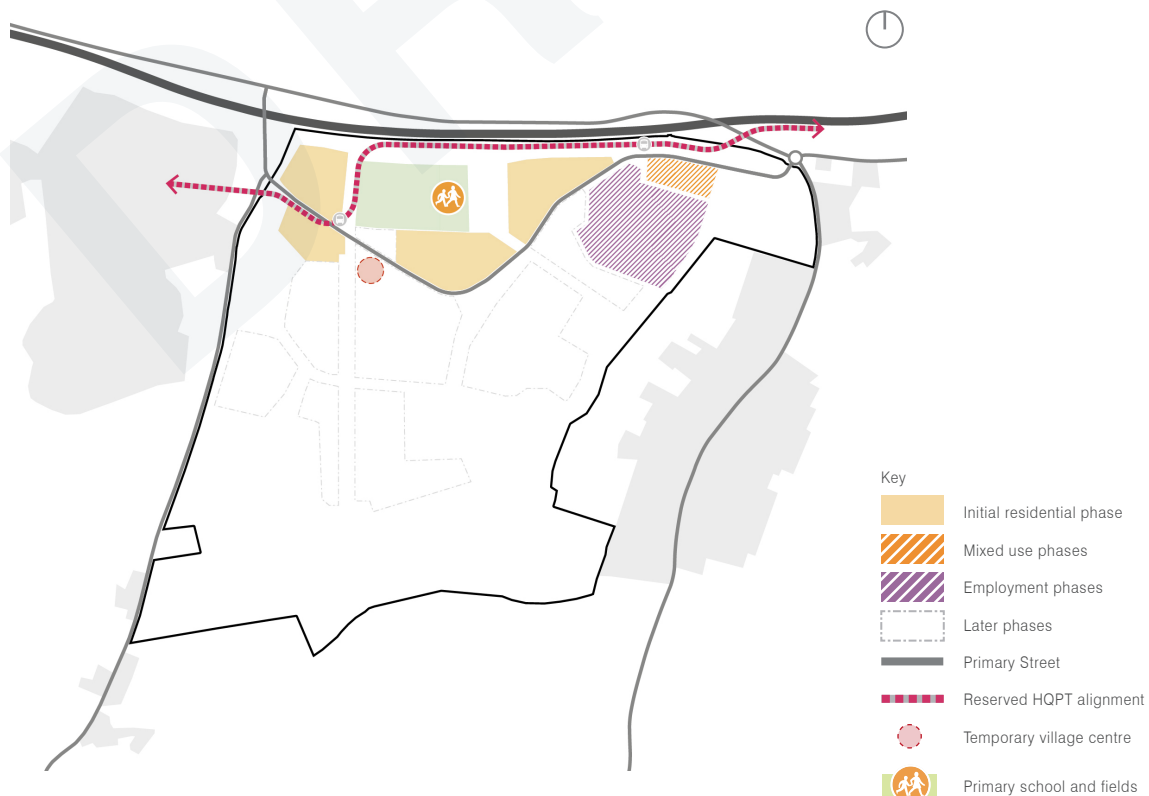
- Provide an appropriate mix of housing in each phase, subject to market conditions.
- Appropriate phasing for the delivery of off-site highway improvements, including those designed to mitigate localised impacts.
- Appropriate phasing of public transport, cycling and footpath improvements that will encourage new residents to adopt more sustainable modes of transport.
- Provision of connecting infrastructure including the primary street and reserved alignment for the HQPT in early phases.
- Appropriate phasing of community, education, leisure and recreational provision to support the level of housing proposed and to enhance the offer to existing communities.



- The delivery of the village centre and other facilities to support the community at each stage of its development, including provision of temporary facilities serving initial phases.
- Development phases/parcels that are well-connected and well-served by infrastructure; avoiding where possible the need for residents/operators to travel through development sites to access key facilities.
- The potential to develop employment and mixed-use parts of the development as part of early phases if viable.
- Provision of footway/cycleway to the eastern edge of Cambourne and the enhancement of existing facilities to existing committees.
- Appropriate sustainability plans, exceeding standard requirements.
- Access to/provision of local employment opportunities.
- Access to high quality utilities, digital infrastructure and smart initiatives.
- Appropriate structures for community governance/decision making.
- Appropriate planning or construction phasing to ensure that construction of later phases is not detrimental to the amenity of residents of early phases and other neighbours.

Proposals for each phase must be accompanied by a statement explaining how the proposals accord with the site-wide masterplan and relevant design code(s).

Fig. 58 | Potential early phases plan



## 6.6 PLANNING APPLICATION REQUIREMENTS

In order to secure the comprehensive development of the site and the delivery of site wide infrastructure, the Council requires the submission of a site wide outline planning application to include the following:

- Site wide framework masterplan.
- Environmental Impact Assessment.
- Site wide infrastructure and delivery strategy (in accordance with the high level IDP set out above or subsequent updates).
- Vision and development objectives.
- Overarching design principles.
- Site wide key parameter plans, including: land uses, primary movement, green infrastructure, building heights, densities, etc.
- Site wide phasing strategy.
- Site wide constraints plan.
- Design and Access Statement.
- Transport Assessment.
- Site wide Design Framework.

All future phases of development must be accompanied by a statement of compliance explaining how they accord with the masterplan along with any required design code, regulating plan, in addition to appropriate assessments such as a sustainability statement, renewable energy statement and water conservation strategy. Where development is proposed which deviates from agreed documents, an

updated site-wide masterplan and design code must be agreed prior to determining the related planning application(s), demonstrating that an appropriate and acceptable site-wide approach has been taken consistent with the broader principles and strategies set out within this SPD.

All proposals for development on the site, including each individual phase of development, must be subject to a process of design review, including by the Cambridgeshire Quality Panel (or agreed alternative group). The Council will also seek Building for Life assessment and accreditation for each phase of development as a marker of successful delivery.

Planning applications and/or subsequent reserved matters applications which prejudice the site-wide development of a high quality, sustainable place in keeping with the vision and objectives set out within this SPD, will not be approved by the local planning authority.

The SPD is not prescriptive in assuming detailed design solutions for individual phases and subsequent development parcels. However, it does establish a clear spatial vision and objectives, key fixes and development principles for the site and its relationship with the surrounding area. Individual planning applications/reserved matters must consider this guidance in combination with the policies contained within the local plan in order to formulate proposals that are distinctive and high quality. They must also adhere to these requirements and have regard to whether development and/or infrastructure is critical to achieving the comprehensive development of the site.

## Design Codes

Design Codes should be used to help to provide consistency of more detailed design considerations and design quality over a number of development phases, whilst providing an agreed degree of flexibility for individual developers. The submission of design codes will be subject to planning condition(s) as part of a site wide outline planning approval.

The Design Codes could be used to identify the character/detail of the following (non-exhaustive):

- Street hierarchy (including relationship of built and natural form).
- Block sizes and character (including parking).
- Building heights and scale.
- Principal views.
- Edges, gateways and corners.
- Community buildings and facilities.
- Public spaces.
- Footpath and cycle network.
- Built forms.
- Palette of suitable materials, finishes and features.

## Development Briefs

Development briefs will be required in order to establish the detailed planning and design of specific areas/spatial components of the new village such as village/local centres, key community/public buildings/sites, areas of mixed use and/or key urban design locations (key nodes etc).

## Section 106 Agreements

In addition to the imposition of relevant and necessary planning conditions, the Council will seek to use the introduction of a S106 agreement in order to mitigate the impacts of the proposed development, ensure that the proposals are satisfactory from a planning perspective and to secure the delivery of the required infrastructure at the appropriate time, as set out above.

## 6.7 DELIVERY OPTIONS

There are a number of variables that may affect the delivery of the new village, including various economic factors, investment proposals and funding. The consideration of a suitable delivery model will be critical to the future success of the place and the realisation of the vision. The following will be critical in delivering comprehensive solutions:

- Collaborative approach to site wide delivery
- The formulation of a site wide delivery strategy
- Securing an agreement for joint working and project management
- Project review
- A commitment to site wide quality
- A site wide strategy for future community management and governance

It will be important to include all relevant stakeholders and bodies in the approach to delivering the new village. Establishing specific topic groups as part of an agreed project management framework will be helpful in informing decision making. The promotion of individual land parcels should not act as a restraint to achieving consistent

design quality and comprehensive delivery of new homes and the physical and social infrastructure required.

## **6.8 MONITORING, REVIEW AND IMPLEMENTATION**

### **Viability and deliverability**

The revised NPPF and National Planning Practice Guidance establish that “Where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage”.

It will be expected that any required approach/strategy for the testing of viability and deliverability will be subject to prior agreement with the Council and established as part of the site wide outline planning application.

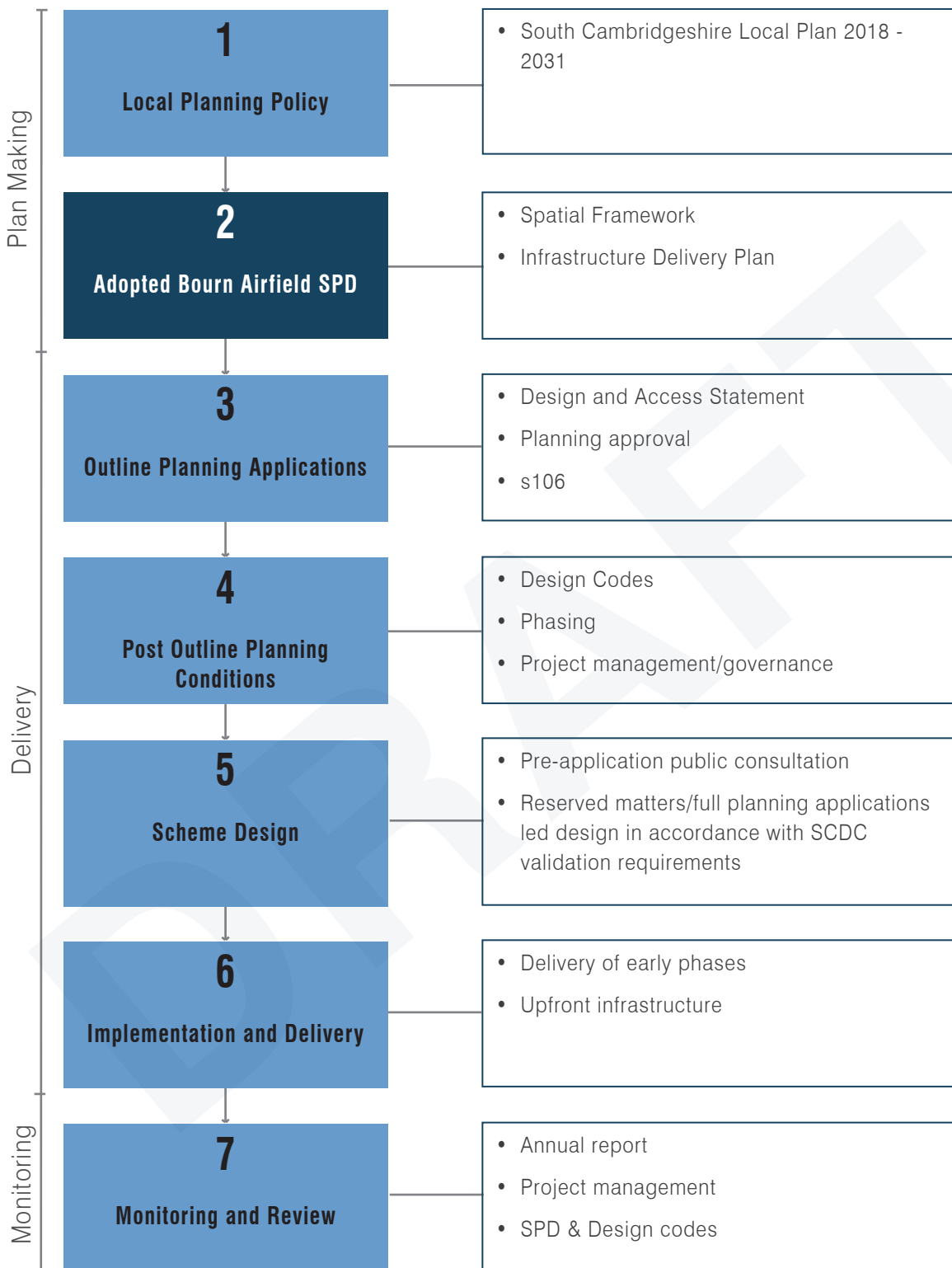
### **Monitoring and review**

The success of the new village will be dependent upon a variety of factors, including the requirement to manage, monitor and review the project on an on-going basis.

A regime for monitoring the progress of the project, including delivery, will be introduced and thereafter regular reports will be provided to the Project Delivery Group (or equivalent) along with an annual monitoring report.

Given the long- term nature of this project, it will also be relevant to consider establishing appropriate review mechanisms into a site wide outline planning permission. Such review mechanisms could include viability, delivery rates. Infrastructure provision and approach to managing overall design quality (see above).

Fig. 59 | Overview of monitoring, delivery and plan making stages





# **APPENDICES**

**APPENDIX 1 - LOCAL POLICY CONTEXT**

**APPENDIX 2 - LIST OF ACRONYMS**

**APPENDIX 3 - GLOSSARY**

**APPENDIX 4 - LIST OF FIGURES**

## APPENDIX 1: LOCAL POLICY CONTEXT

Summary of Local Plan Policy Requirements		
S/2	Objectives of the Local Plan	Sets out the overarching vision and aims of the Local Plan, related to sustainable social, environmental and economic growth, whilst preserving the historic and natural character.
S/3	Presumption in favour of Sustainable Development	Emphasises the Council's support for development that reflects the presumption as set out within the NPPF.
S/5	Provision of New Jobs and Homes	Development will meet the objectively assessed needs in the District (2011 – 2031).
SS/7	New Village at Bourn Airfield	3,500 new homes. Excellence in sustainable development. No more than 1,700 new homes by 2031. Some employment provision. Village centre with retail and leisure uses. Provision of Open space and Green Infrastructure.
CC/1	Mitigation and Adaptation to Climate Change	... permission will only be granted for proposals that demonstrate and embed the principles of climate change mitigation and adaptation into the development. Applicants must submit a Sustainability Statement to demonstrate how these principles have been embedded into the development proposal.
CC/3	Renewable and Low Carbon Energy in New Developments	... to reduce carbon emissions (over the requirements set by Building Regulations) by a minimum of 10% through the use of on-site renewable energy technologies. ... site wide renewable and low carbon energy solutions that maximise on-site generation from these sources will be sought, such as renewable and low carbon district heating systems.
CC/4	Water Efficiency	... new residential developments must achieve as a minimum the equivalent of Code for Sustainable Homes Level 4 for water efficiency... ... non-residential development must be accompanied by a water conservation strategy, which demonstrates a minimum water efficiency standard equivalent to the BREEAM standard for 2 credits for water use levels ...
CC/5	Sustainable Show Homes	... where a show home is being provided, a sustainable show home must be provided (either separately or instead of the show home) demonstrating environmentally sustainable alternatives beyond those provided to achieve the standard agreed for the development...
CC/6	Construction Methods	Management of materials on site (including re-use) and the need for construction traffic to have an agreed plan and methodology.
CC/7	Water Quality	Demonstrate adequate water supplies; sewerage and land drainage. No harm should come to ground, surface or water bodies. Consider pollution sources and incorporate SUDs. Foul sewerage should connect to public sewers wherever possible.



## Summary of Local Plan Policy Requirements

CC/8	Sustainable Drainage Systems	... incorporate appropriate sustainable surface water drainage systems (SUDS) appropriate to the nature of the site ...
CC/9	<b>Managing Flood Risk</b>	
HQ/1	Design Principles	This is a very broad policy requiring high quality design.
HQ/2	Public Art and New Development	... will encourage the provision or commissioning of public art that is integrated into the design of development as a means of enhancing the quality of development proposals ...
NH/2	Protecting/Enhancing Landscape Character	Development will only be permitted where it respects and retains, or enhances the local character and distinctiveness of the local landscape
NH/4	Biodiversity	New development must aim to maintain, enhance, restore or add to biodiversity. Opportunities should be taken to achieve positive gain through the form and design of development. Measures may include creating, enhancing and managing wildlife habitats and networks, and natural landscape. The built environment should be viewed as an opportunity to fully integrate biodiversity within new development through innovation. Priority for habitat creation should be given to sites which assist in the achievement of targets in the Biodiversity Action Plans (BAPs) and aid delivery of the Cambridgeshire Green Infrastructure Strategy.
NH/5	Sites of Biodiversity or Geological Importance	To ensure the effective management of sites identified on the Policies Map, development in these places will not normally be permitted.
NH/6	Green Infrastructure	... new developments will be required to contribute towards the enhancement of the green infrastructure network within the district. These contributions will include the establishment, enhancement and the on-going management costs.
NH/14	Heritage Assets	Development proposals will be supported when They sustain and enhance the special character and distinctiveness of the district's historic environment including its villages and countryside; They create new high quality environments with a strong sense of place.
H/8	Housing Density	Developments ... will achieve an average net density of ... 40 dph in urban extensions to Cambridge and in new settlements.

## Summary of Local Plan Policy Requirements

H/9	Housing Mix	<p>Market homes in developments ... will consist of:</p> <ul style="list-style-type: none"> <li>a. At least 30% 1 or 2 bedroom homes;</li> <li>b. At least 30% 3 bedroom homes;</li> <li>c. At least 30% 4 or more bedroom homes;</li> <li>d. With a 10% flexibility allowance that can be added to any of the above categories taking account of local circumstances.</li> </ul> <p>The housing mix of affordable homes in all developments being determined by local housing needs evidence.</p> <p><i>All affordable homes and 1 in every 20 market homes in a development will be built to meet the Lifetime Homes Standard.</i></p> <p>Developments including specialist accommodation for the elderly (with or without care) will not be subject to the housing mix set out ...</p>
H/10	Affordable Housing	<p>... will provide affordable housing as follows:</p> <ul style="list-style-type: none"> <li>a. To provide that 40% of the homes on site will be affordable;</li> <li>b. To address evidence of housing need. An agreed mix of affordable house tenures will be determined by local circumstances at the time of granting planning permission;</li> <li>c. In small groups or clusters distributed through the site.</li> </ul>
H/12	Residential Space Standards for Market Housing	<p>New build homes will provide internal floor areas which meet or exceed those set out in Figure 10 Policy H/11, South Cambridgeshire Local Plan. New homes created through residential conversions and homes created by changes of use from non-residential land uses should seek to meet or exceed the standards as far as it is practicable to do so.</p>
H/18	Working at Home	<p>Partial conversion, extension or change of use to residential developments to work from home will be permitted provided no significant harm is inflicted on neighbours and the rest of the property remains as residential use.</p>
E/21	Retail Hierarchy	<p>Proposals for new retail provision should be in keeping with their position in the retail hierarchy</p>
SC/2	Health Impact Assessment	<p>For developments of 100 or more dwellings or 5,000 m<sup>2</sup> or more floorspace a full Health Impact Assessment will be required</p>
SC/4	Meeting Community Needs	<p>.. housing developments will include or contribute to the provision of the services and facilities necessary to meet the needs of the development....</p> <p>... community needs of large scale major developments (individual sites with 200 or more dwellings, or groups of smaller sites which cumulatively exceed this figure), will be established through detailed assessments and strategies prepared in consultation with service providers ...</p>

## Summary of Local Plan Policy Requirements

SC/6	Indoor Community Facilities	All housing developments will contribute towards the provision of indoor community facilities to meet the need generated by the development.
		Developments of sufficient scale to generate the need for new on-site facilities will be required to do so, unless it can be demonstrated that there would be advantages in delivery off-site such as a more accessible location or the delivery of a larger and better facility.
SC/7	Outdoor Play Space, Informal Open Space and New Developments	All housing developments will contribute towards Outdoor Playing Space (including children’s play space and formal outdoor sports facilities), and Informal Open Space to meet the need generated by the development in accordance with the standards in Policy SC/8....
TI/2	Planning for Sustainable Travel	1. Development must be located and designed to reduce the need to travel, particularly by car, and promote sustainable travel appropriate to its location.
		2. Planning permission will only be granted for development likely to give rise to increased travel demands, where the site has (or will attain) sufficient integration and accessibility by walking, cycling or public and community transport, including: ....
SC/9	Lighting Proposals	External lighting will only be permitted when others will not be unacceptably effected as outlined.
SC/10	Noise Pollution	Development that would result in unacceptable noise pollution will not be granted.
SC/12	Air Quality	Development proposals that would be subject to unacceptable air quality standards will be refused and where appropriate, applicants will be required to submit a relevant assessment.
SC/14	Odour and Fugitive Emissions to Air	Any development that is likely to generate malodours and emissions to air will need to demonstrate that health, amenity and the environment will not be significantly effected.
TI/3	Parking Provision	Car and cycle parking provision should be provided through a designed approach in accordance with the standards set out.
TI/8	Infrastructure and New Developments	1. Planning permission will only be granted for proposals that have made suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms. The nature, scale and phasing of any planning obligations and/or Community Infrastructure Levy (CIL) contributions sought will be related to the form of the development and its potential impact upon the surrounding area.
		2. Contributions may also be required towards the future maintenance and upkeep of facilities either in the form of initial support or in perpetuity in accordance with Government guidance.

## Summary of Local Plan Policy Requirements

TI/9	Education Facilities	increasing pressure on provision of places, must be taken into account when assessing proposals for education facilities in order to achieve the most sustainable development ...
TI/10	Broadband	New development (residential, employment and commercial) will be expected to contribute towards the provision of infrastructure suitable to enable the delivery of high speed broadband services across the district.

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## APPENDIX 2 - GLOSSARY

Phrase	Definition
Allocated Site	Sites identified for development in a development plan.
Biodiversity Action Plan	A strategy prepared for a local area aimed at conserving and enhancing biological diversity. Can address a specific habitat or species.
Combined Heat and Power	A plant designed to produce heat and electricity from a single source.
Community Facilities	Facilities which help meet the varied needs of residents for health, education, and public services, as well as social, cultural and religious activities.
Community Infrastructure Levy	A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.
Design and Access Statement	A statement submitted alongside a planning application by the applicant to demonstrate that proper consideration has been given to the impact of the proposal and account taken of all relevant factors in the design and landscaping of the scheme. Development will be accessible to everybody regardless of age, gender or disability.
Design Code	A set of illustrated design rules and requirements which instruct and may advise on the physical development of a site or area. Builds on a design vision created by a masterplan.
Formal open space	Land used for sport and for other activities requiring dedicated open space provision. Includes sports pitches, tennis courts, multi-use games areas, bowling greens, basketball courts, ball parks, allotments, water sport areas and other similar open spaces.
Green Infrastructure	Consists of multi-functional networks of protected open space woodlands, wildlife habitat, parks, registered commons and villages and town greens, nature reserves, waterways and bodies of water, historic parks and gardens and historic landscapes.
Health Impact Assessment	An assessment of the impact of the proposed development on health and identifies actions that can enhance positive effects and reduce or eliminate negative effects.
Informal Open Space	Used by people of all ages for informal unstructured recreation such as walking, relaxing, or a focal point, ranging from formal planted areas and meeting places to wilder, more natural spaces, including green linkages.
Key Phase Approval	Sets out the extent of development within the phase such as affordable housing, community facilities, additional detail on design, transport measures, delivery processes, timings etc. Each phase will need approval in accordance with the agreed Framework.
South Cambridge Local Plan	Sets out policies to guide the future development of South Cambridgeshire. It also sets out where future development will take place, and identifies land for new housing, community facilities, shops and employment. It is the key document used to determine planning applications for new development in the district
Off-gauge bikes	Off-gauge bikes are similar to cargo bikes and bikes with trailers. They are becoming increasingly common and are very well used in the area but they need more space to park than a standard bike and consideration also needs to be given to their storage when not in use.
Outdoor Sport (open space)	Facilities such as grass pitches for a range of sports, bowling green's tennis courts, athletics tracks and multi-use games areas plus ancillary facilities such as car park, changing and storage. Water can only be included if it is in the form of a formal water sports lake with associated facilities and car park.
Outline planning application	To agree the principle of development and illustrative masterplan for the whole site.
Planning condition	A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990).

Phrase	Definition
Planning obligation	A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.
Renewable and low carbon energy	Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).
Reserved matters applications	Provide detailed proposals for layout, buildings, landscape, infrastructure and local transport connections.
Section 106 (S106)	Planning agreements that secure contributions (in cash or in kind) to the infrastructure and services necessary to facilitate proposed developments. Planning obligations are normally secured under Section 106 of the Town & Country Planning Act 1990.
Strategic Environmental Assessment	A procedure which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.
Sustainable Urban Drainage Systems	Sustainable drainage systems control surface water run-off by mimicking natural drainage processes using surface water storage areas, flow limiting devices and the use of infiltration areas or soakaways.
Transport assessment	A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.
Travel Plan	A travel plan is a package of actions designed by a workplace, school or other organisation to encourage safe, healthy and sustainable travel options. By reducing car travel, travel plans can improve health and wellbeing, free up car parking space, and make a positive contribution to the community and the environment.
Construction Environmental Management Plan	The aim of the Construction Environmental Management Plan (CEMP) is to set out the responsibilities with regard to compliance with legislation and to implement any mitigation measures.
Neighbourhood Equipped Areas of Play (LEAP)	<b>The NEAP is an area of open space specifically designated, laid out and equipped mainly for older children but with play opportunities for younger children as well. Located within 15 minutes walk from home, the NEAP is sufficiently large to enable provision for play opportunities that cannot be provided within a LAP or LEAP</b>
Local Areas of Equipped Play (LEAP)	The LEAP is an area of open space specifically designated and laid out with features including equipment for children who are beginning to go out and play independently close to where they live, usually within 5 minutes walking time.
Local Landscaped Area for Play (LLAP)	This is alternative provision to the LEAP, where the landscape characteristics of such sites should be incorporated into the design.
Space for Imaginative Play (SIP)	SIP will complement the more formal LEAPs and will be designed specifically for imaginative play without the use of conventional moving equipment, thus widening the range of play opportunities for children. Being more informal in their design, with a focus on sustainability, it is anticipated that these areas will be more popular with children who are exploring their first taste of independence and without the supervision of adults.
Local Areas of Play (LAP)	The LAP is a small area of open space specifically designated and primarily laid out for very young children to play close to where they live i.e. within 1 minute walking time.

## APPENDIX 3 - LIST OF ACRONYMS

Acronym	Definition
ASHPs	Air Source Heat Pumps
AQMA	Air Quality Management Area
CCC	Cambridgeshire County Council
CHP	Combined Heat and Power
CIL	Community Infrastructure Levy
CWS	County Wildlife Sites
DAS	Design and Access Statement
dpha	Dwellings per Hectare
ES	Environment Statement
EfW	Energy from Waste
GCP	Greater Cambridge Partnership
GSHPs	Ground Source Heat Pumps
HIA	Health Impact Assessment
HQPT	High Quality Public Transport
IDB	Internal Drainage Board
IDP	Infrastructure Delivery Plan
LAPs	Local Areas of Play
LEA	Local Education Authority
LEAPs	Local Areas of Equipped Play
LEMP	Landscape and Ecology Management Plan
MpCC	Multi-purpose Community Centres
MUGA	Multi-use Games Area
NCA	National Character Areas
NEAPs	Neighbourhood Equipped Areas of Play
NPPF	National Planning Framework
SAM	Scheduled Ancient Monument
SCDC	South Cambridgeshire District Council
SEA	Strategic Environmental Assessment
SCI	Statement of Community Involvement
SEN	Special Educational Needs
SLA	Strategic Landscape Area
SPD	Supplementary Planning Document
SSSI	Site of Special Scientific Interest
SuDs	Sustainable Drainage Systems
TA	Transport Assessment
TPOs	Tree Preservation Orders
WSHP	Water Source Heat Pumps

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