



## **BOURN AIRFIELD NEW VILLAGE DRAFT SUPPLEMENTARY PLANNING DOCUMENT (SPD)**

### **CONSULTATION STATEMENT**

**(Town and Country Planning (Local Planning) (England)  
Regulations 2012 (Regulation 12))**

#### **Introduction**

Under Regulation 12 of the Town and Country Planning (Local Planning) (England) Regulations 2012 it is a requirement to prepare and make available a Consultation Statement setting out:

- The persons the local planning authority consulted when preparing the supplementary planning document;
- A summary of the main issues raised by those persons; and
- How those issues have been addressed in the supplementary planning document;

This statement is a record of consultation undertaken during the production stage of the SPD prior to formal public consultation.

#### **Background**

The Bourn Airfield New Village SPD has been prepared to assist in delivering the objectives as set out in Policy SS/7: Bourn Airfield New Village of the adopted South Cambridgeshire Local Plan (2018).

#### **Preparation of the draft SPD**

In preparing the draft SPD the following consultation has been carried out:

Developer / landowner Meeting 1 – 18 October 2018. Invitees were developers and landowners and their representatives.

Stakeholders Meeting 1 – 18 October 2018. Invitees were:

- officers from South Cambridgeshire District Council including planning officers, urban design and community development
- officers from Cambridgeshire County Council specialising in transport, education and health

- officers from Greater Cambridge Partnership.

Community Engagement Session 1 – Caldecote Village Hall, 21 November 2018. Invitees were local community representatives including local Ward and Parish Councillors, the Planning Portfolio holder, Councillor with responsibility for strategic planning, Stop BAD, and the Coalition of Parish Councils.

Developer / landowner Meeting 2 – 5 February 2019. Invitees were same as Developer / landowner Meeting 1 above.

Stakeholders Meeting 2 – 5 February 2019. Invitees were same as Stakeholders Meeting 1 above.

Community Engagement Session 2 – Caldecote Village Hall 6 February 2019. Invitees were same as Session 1 above.

Following the meetings and engagement sessions held in February 2019, an opportunity was provided for attendees to comment in detail on the draft Vision and Objectives, in addition to options identified for the route of the high quality public transport route through the site. All responses received were used to help inform the final draft SPD.

Additional discussions were held with stakeholders, including Highways England, Greater Cambridge Partnership and Cambridgeshire County Council.

Additional internal meetings were held with relevant officers at South Cambridgeshire District Council as the SPD progressed, including officers from Planning Policy, Development Management, Urban Design, Environmental Health.

Specialists at South Cambridgeshire District Council and Cambridgeshire County Council provided input into the development of the Infrastructure Delivery Plan which forms part of the draft SPD.

### **Summary of the main issues raised and how they have been addressed in the draft SPD**

The following table summarises the main issues raised and how they were addressed in preparing the draft SPD.

<b>Main issues raised</b>	<b>How issues were addressed</b>
<b>Social issues</b>	
The local centre needs to be located so that it is easily accessible by walking.	The SPD proposes a village centre and a neighbourhood hub, to provide two easily accessible locations for services and facilities in the new village. The location of the village centre is towards the north of the site, and this location was chosen for several reasons.

<b>Main issues raised</b>	<b>How issues were addressed</b>
	It is situated next to the proposed secondary school / primary school, the high quality public transport stop and the runway park. The neighbourhood hub is located further south, served by the secondary street, green corridors and collocated with the other primary school and public open spaces.
Community hub should have convenience shopping and a pub and café for social activities.	Section 2c of the SPD is clear that the village centre and neighbourhood hub will be locations for the co-location of community facilities and other facilities such as retail or cafes which could be run commercially or by the community. This will add to the vibrancy and character of the village.
Bourn Airfield should have its own identity, but the relationship with Cambourne and other surrounding villages is key.	The SPD is clear in the Vision, that Bourn Airfield will be distinct new village which acknowledges its historic past but with its own contemporary identity. It is situated in close proximity to Cambourne, Highfields Caldecote and Bourn and it makes sense that residents will want to travel between these settlements and use the services and facilities elsewhere. The SPD is clear that sustainable modes of travel such as walking and cycling are the preferred modes of travel for local trips. There will also be bus links between the villages and the high quality public transport link.
Establish governance through a Parish Council as soon as possible to help the new community establish and resolve issues early on.	It is beyond the scope of the SPD to make detailed arrangements for governance, however Section 6C of the SPD does suggest a possible approach to this.
Need for well integrated affordable housing.	The SPD proposes mixed neighbourhoods with a wide range of housing types and tenures including affordable housing.
New health facilities will be needed for the new population, but the exact nature of these will require liaison with the NHS.	Chapter 6 of the SPD sets out the infrastructure requirements for the new village. Developers will fund new health facilities as part of the s106 agreement. The Cambridgeshire and Peterborough Clinical Commissioning Group were contacted and they advised that the use of developer funding will be agreed later in the process based upon strategies which are currently being developed.
Sports provision should be separate to education and provided early to assist with	The SPD sets out the full requirement of outdoor and indoor sports provision that developers will need to provide in line with

<b>Main issues raised</b>	<b>How issues were addressed</b>
place-making.	policies in the South Cambridgeshire Local Plan and relevant strategies. There is potential for shared and dual use of sports facilities at schools, but this will be for developers to explore with the Local Education Authority. Phasing of the development will be key to provide some sports provision / open space early in the development as it is agreed that this will assist with place-making.
<b>Environmental Issues</b>	
The development should seek a renewable energy usage of greater than 50% and use of low carbon technologies	One of the Objectives of the SPD is that the new village should be built so that it is responsive to climate change and incorporates low or zero carbon buildings, renewable energy and low-emission travel that aim to exceed existing standards within the Local Plan.
Concern over air quality and noise impacts from the A428. The schools should not be located next to a major road due to health impacts.	The SPD proposes a landscaped buffer from the edge of the A428 to the nearest residential properties, school premises and playing fields of between 50m to 100m in width, subject to detailed assessment. Within this area there will be significant landscaping which may be bunded to reduce the visual, noise and air quality impacts of the A428. Advice from air quality and noise experts within the Council have suggested the impacts of the road could be mitigated by the detailed orientation and design of the buildings, in addition to the delivery of a significant landscape belt.
Existing runway provides a vista that deserves preserving and shallow 'valley' should be preserved and incorporated.	The runway corridor and valley corridor are identified in the SPD as important green corridors which will be protected and enhanced. The runway park will be designed to incorporate and celebrate the long-distance views and history of the site as a WWII airfield.
There should be visual separation between Bourn Airfield and other settlements. Opportunity for strategic landscaping.	The SPD will improve existing landscaping within and along all site boundaries including to the A428, along the Broadway and between the new village and Highfields Caldecote. The SPD proposes strategic landscape areas in the southern part of the site (this will be a Country Park) and to the east providing separation with Highfields Caldecote and Bourn village.
Opportunity to provide	The SPD proposes a network of walking,

<b>Main issues raised</b>	<b>How issues were addressed</b>
<p>extensive walking, cycling and equestrian network and links.</p>	<p>cycling and horse riding routes within the site and linking to other routes outside the site and connecting to nearby settlements at Cambourne, Highfields Caldecote and towards Bourn (see Fix G and Figure 47). Green routes will provide opportunities for non-motorised vehicles to move around and through the settlement in a safe and attractive environment. These links also provide green routes to provide biodiversity gains.</p>
<p>Debate over the route of the high quality public transport route. The issues raised were:</p> <ul style="list-style-type: none"> <li>• Shouldn't act as a barrier to movement</li> <li>• The two stops should be easily accessible by walking and cycling – concerns if they are both in the North of the site.</li> <li>• Need to maintain speed through the site on a relatively straight route, as it provides a rapid service.</li> </ul>	<p>A number of discussions have been held with the Greater Cambridge Partnership (GCP) and other stakeholders on the merits of alternative alignments. The priority objective for the route is that it should be segregated to permit travel at around 55 mph for as much of the route as possible, whilst maintaining access to convenient bus stops.</p> <p>Given this need for segregation from other traffic and users between stops, the implications in terms of a barrier effect across the development could be significant. It has therefore been determined that the most appropriate alignment for the route is to the north of site, away from the majority of built development and areas where people would be expecting to move around freely. Two stops have been located to serve the village centre, and the existing employment area and potentially residents from Highfields Caldecote.</p>
<p>Debate over access permitted to the Broadway. The issues raised were:</p> <ul style="list-style-type: none"> <li>• Sensitivity of the historic route to an increase in traffic</li> <li>• There should not be no vehicle access southbound on the Broadway</li> <li>• There should only be bus and emergency vehicle access to the Broadway</li> <li>• Control of access to the Broadway is unsuitable</li> <li>• There should be traffic calming measures on the Broadway</li> </ul>	<p>Policy SS/7 in the Local Plan is clear that there will be no direct vehicular access to the Broadway for southbound traffic from the new village (except buses and bicycles). The SPD provides additional detail and the Spatial Framework plan shows a new priority alignment into the new village from the Broadway which ensure no access from the village southbound on the Broadway. There is additional land outside the SPD boundary at the junction which could improve the junction layout subject to detailed design.</p> <p>The SPD shows that the junction on the Broadway will allow the high quality public transport route and pedestrian / cycle route priority crossing into Cambourne. Also</p>

<b>Main issues raised</b>	<b>How issues were addressed</b>
	enhancement to the existing junction between St Neots Road and the Broadway.
Possibility of direct access on to the A428	Officers have discussed this with Highways England. The advice received was there is no strategic need for a new junction and, with the Cambridge to Oxford Expressway elevating the status of the route, there will be a presumption against such a new junction. There are already a number of junctions along this section of the A428, including existing junctions close by which are capable of serving the development. In design terms there is marginal room for a new junction and further junctions could create unnecessary weaving with traffic changing lanes, compromising traffic flow and safety. Notwithstanding the highway advice, a grade separated junction would be expensive to deliver, require extensive land take, and would severely compromise the creation of a high quality new village.
Connections to local bus services are required to ensure sustainable travel practices are adopted by earliest residents.	The SPD recognises the potential to integrate local bus routes with the HQPT stops. There will also be the need for additional local bus stops within the new village. This will require an operational strategy with bus operators in due course.
<b>Economic Issues</b>	
A strategy may be required to ensure the scale and mix of employment is in keeping with adjoining villages and demand.	The employment area in the north east of the site is to continue in this use and the SPD integrates this area within the spatial framework. The SPD also recognises that there will be opportunities for new small premises for local entrepreneurs and that there could be redevelopment of the vacant and underutilise land within the existing employment site to provide premises for small and medium enterprises (see Guiding Principles No 2).
Need to agree a delivery strategy for non-residential components of the place. Retail provision should be local scale and not detract from Cambourne High Street viability.	The SPD sets out the guiding principles for retail premises within the new village (see Guiding Principles No 2). This includes a small supermarket and a range of other units with space for small and temporary / pop-up premises for local entrepreneurs. It also refers to food and drink premises, including places which are open in the evening such as a potential local pub. The scale of these facilities would not detract from Cambourne

Main issues raised	How issues were addressed
	High Street and would be mainly serving the new development itself.
<b>Emerging Vision</b>	
Vision should draw out the wider strategic objective of 'providing homes to support the wider economy'.	Added to the Vision.
The draft Vision fits well with the public health agenda and encouraging healthy lifestyles.	Noted.
It is important to retain the employment that exists on the site and have a range of uses so that it will not become a dormitory place.	The Vision is clear that the new village will provide employment and a range of facilities and services.
The new village needs a strong heart (community focus) rather than a centre (commercial).	The Vision is clear that the village will have a vibrant and strong heart based upon community. The Vision also says that it needs a range of facilities and services to complement and not compete with existing provision. Both of these are important.
Community representatives thought that Bourn Airfield should have its own identity but still have strong connections with Cambourne. Bourn Airfield will not be self-sustaining so there will need to be interconnectivity with the larger settlement of Cambourne.	The Vision sets out that Bourn Airfield will be a distinct new village with its own identity, whilst acknowledging that its range of facilities and services will complement and not compete with existing local provision.
Acknowledgment of the new SCDC administration's aspirations for zero carbon / zero emissions but recognition that there is no hook in the Local Plan or National Planning Policy Framework to require it at Bourn Airfield. Nonetheless SCDC want to be ambitious in the aim.	The Vision acknowledges the aspiration to move towards zero carbon lifestyles through an innovative approach to planning, design and construction.
Some concern that whilst there is support for modal change, the car might still be people's choice. Walking, cycling and public transport	The Vision refers to walking, cycling and public transport as the <u>preferred</u> mode of choice for travel for people within the new village and beyond.

<b>Main issues raised</b>	<b>How issues were addressed</b>
<p>as the 'Primary mode' (as stated in vision) may not be achievable. Employment developments will be more likely to use motorised transport. This is not about being anti-car but managing trips and people's perceptions. Suggestion that 'primary' should be replaced by 'significant'.</p>	
<p>Some concern that the vision is a bit wordy and preferred the 'strapline' approach. It needs to be ambitious but realistically achievable.</p>	<p>Noted. It was felt that the Vision should set out some detail about the ambition for the new village in relation to social, economic and environmental aspects, rather than just a strapline.</p>
<b>Emerging Objectives</b>	
<p>The Objectives needed to elaborate on the mix of houses (including affordable housing, self-build, key worker housing) and provision of a range of types and sizes to meet the local needs of the area generally.</p>	<p>Strategic objective 2 refers to a range of housing types to meet the local housing needs and refers to low cost and affordable housing. This level of detail is acceptable for an objective. More detail on housing types and tenures is then included within Section 2B of the draft SPD.</p>
<p>Queries about whether reference to "a new guided busway route" was the most appropriate terminology in light of the Mayor's CAM proposals. Suggested replacement with "a new rapid transit route". It was also acknowledged that the policy focusses on links to Cambridge. However, it also needs to consider wider links to St Neots, and wider cycling links to surrounding villages.</p>	<p>Strategic objective 1 refers to this scheme as a new high-quality public transport (HQPT) route and refers to connections along the A428 corridor and to St Neots and Cambridge.</p>
<p>To reduce car reliance it was suggested the objectives need to include modal share targets.</p>	<p>This has not been included, but strategic objective 1 is clear that sustainable movement is a priority both within the site and to and from the site.</p>
<p>Bridleways and horse riding should be included in the objectives.</p>	<p>This is too specific for the strategic objectives, but the importance of bridleways is recognised in Section 1 of Chapter 5 of the draft SPD 'Creating the Place'.</p>



The Bourn Airfield New Village SPD has sought to address these comments constructively and creatively, balancing the practical needs of site delivery with the context of the local area and the Council's own objectives.

### **Consultation on the draft Bourn Airfield SPD**

There will be a six week public consultation period on the draft SPD. The SPD will be accompanied with information on how to comment and areas that we would particularly welcome comments upon.

### **Consultees**

The following stakeholders will be directly notified of the draft Bourn Airfield New Village SPD in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) via email, or by post where no email address is available. Also, where we have been advised by individuals that they wish to engage in the preparation of planning policy documents, they will be contacted.

The stakeholders who will be contacted are set out in the Council's adopted Statement of Community Involvement (January 2010). In summary these stakeholders include, but are not limited to:

- Specific Consultation Bodies;
- Local Parish Councils;
- Local Members;
- Cambridgeshire County Council;
- Greater Cambridge Partnership;
- Adjacent Local Authorities;
- Cambridgeshire and Peterborough Combined Authority;
- Delivery partners, including land owners, developers, infrastructure providers, transport providers;
- Community organisations;
- Local businesses;
- General Consultation Bodies: including bodies which represent the interests of different diversity groups including based upon age, race, religion, disability; and organisations representing other interests e.g. environment, sports, heritage.

In order to inform residents across the district, local community organisations and local businesses, the following methods of notification will be used:

- a public notice in the local newspaper;
- through the Council's webpages and social media; and
- three local exhibitions (dates to be confirmed but likely to be in towards the mid point of the consultation period, with one each in Bourn, Caldecote and Cambourne).

## Consultation Methodology

A six-week consultation period for the draft Bourn Airfield SPD will take place from: **9 am on Monday 17 June to 5 pm on Monday 29 July 2019.**

The draft SPD and other 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 Hall, Cambourne Business Park, Cambourne, CB23 6EA; and
- At Cambourne Library, Sackville House, Sackville Way, Cambourne, CB23 6HL (Monday & Friday 9am – 5pm, Tuesday & Saturday 9am-1pm, Thursday 4-7pm)

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.

## Next steps

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.