

### 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. The HQPT alignment has been agreed with the GCP and Cambridgeshire County Council to ensure it can be appropriately segregated to ensure public safety and reliable and quicker journey times when compared to driving in order to encourage use. It also future proofs the Mayor's Cambridge Autonomous Metro (CAM) proposals.

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**.

Figure 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 first occupation.

### 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 Figure 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 developers will monitor traffic impacts on village routes and, where necessary, take appropriate action to mitigate any traffic impacts with traffic calming and other measures.

Figure 26 | Electric vehicle charging point



## 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. The detailed design should explore the use of physical islands to prevent traffic movements to the south.
- ② Enhancement to the existing roundabout on St Neots Road, ensuring the HQPT route can travel through without hindrance by queuing traffic.

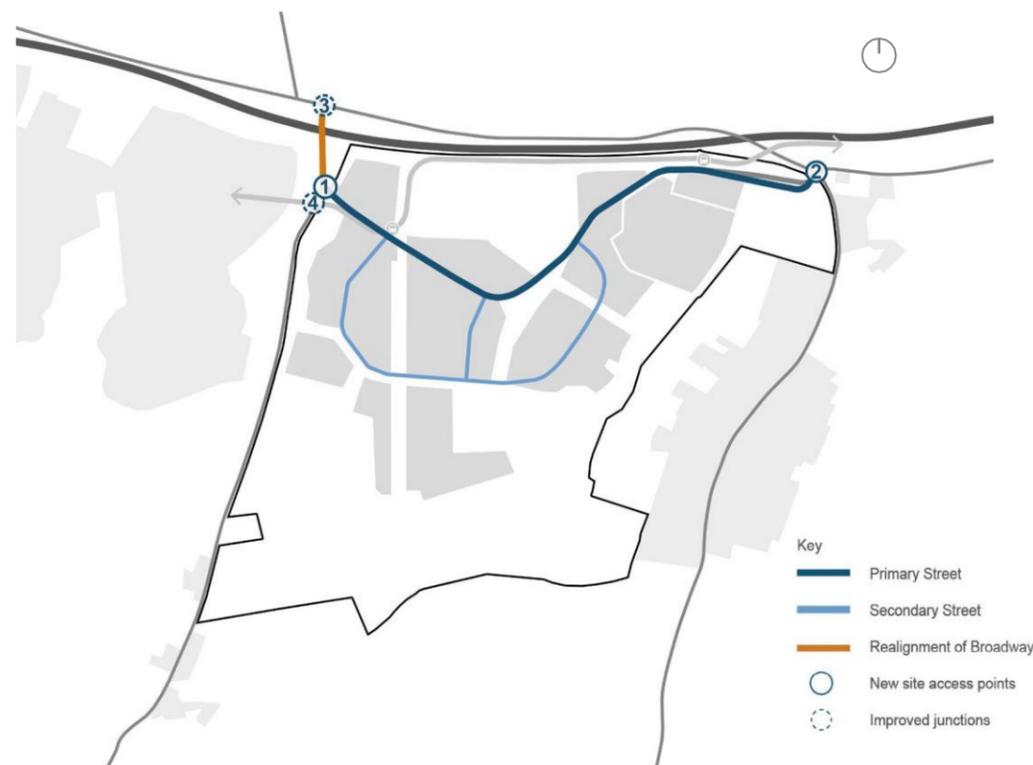
③ Enhancement to the existing junction of St Neots Road and the Broadway, incorporating physical measures to restrict the ability of northbound traffic to make a U turn at the junction to head south on the Broadway towards Bourn village.

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.

Figure 27 | Main points of access and primary street



## B Strategic walking and cycling connections

The site will have a network of routes which incorporate infrastructure for active travel, 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.

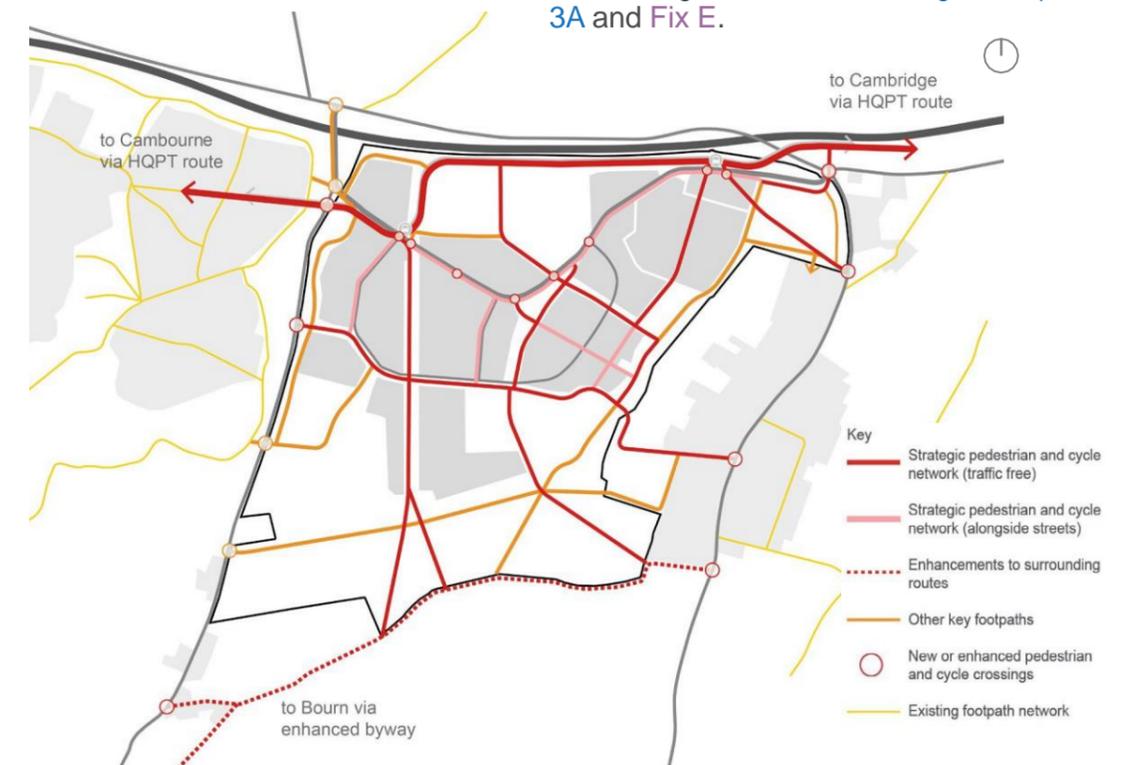
- Connections to Highfields Caldecote, including footpaths through the woodland on this edge of the site, providing access to Furlong Way and Grafton Drive. Routes through woodland areas should be sensitively designed and lit.
- A long-distance route associated with the proposed HQPT route, running parallel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

Appropriate signage and interpretation boards including distances / time to destinations.

Routes must be fully accessible to people with disabilities who are using mobility aids such as mobility scooters, adapted cycles and wheelchairs.

Recreational routes for walking, cycling and horseriding are set out [Guiding Principles 3A](#) and [Fix E](#).

Figure 28 | Strategic walking and cycling connections



**C** 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:

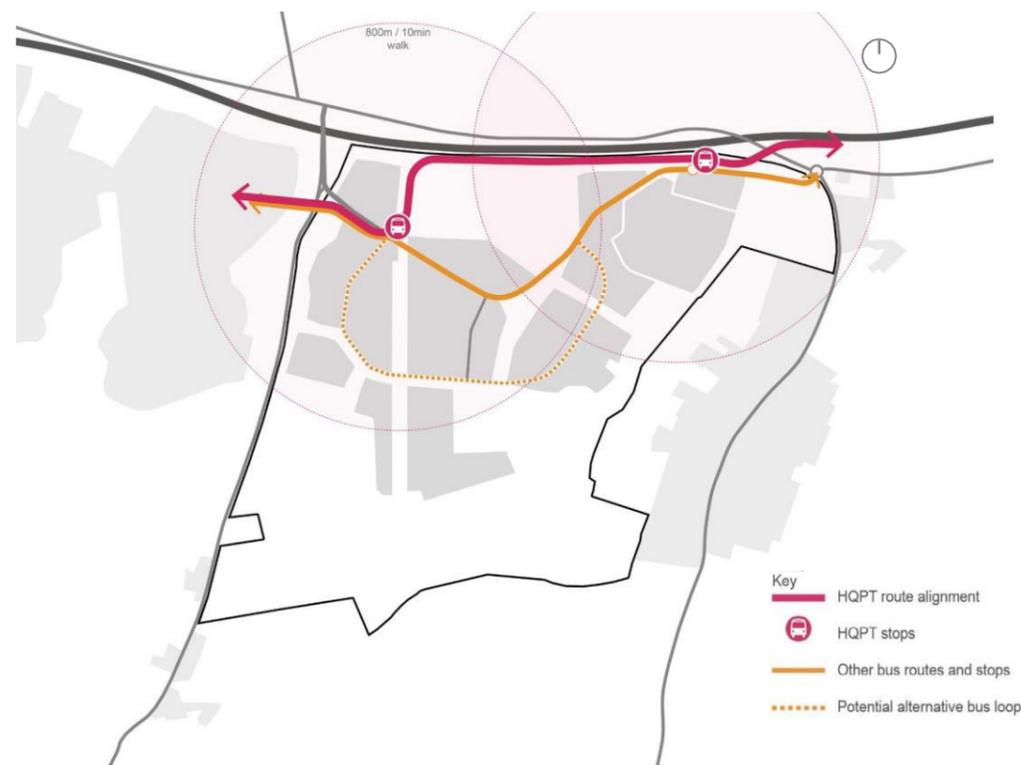
- Provide for a largely segregated alignment as shown on the plan, subject to detailed discussion with Greater Cambridge Partnership.
- Provide for the operating needs of a rapid transit service, with limited interruption by other modes of travel, continuous 55mph travel between stops, and a minimum 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 to serve 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.

Figure 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 spaces for teenagers, schools and early years child care.
- Facilities for 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.
- A mixed use area to the north west of the Village Centre to include residential and residential compatible uses such as specialist care accommodation, residential care home, nursing home, hotel, and small scale offices, which is carefully integrated with the Village Centre and 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 Policy 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.

Figure 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.

Community development workers will have an important role in providing the necessary support to the new residents as they move into the new development, helping to foster community relations.

Figure 31 | Village Centre example



## 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:** A fine grain of buildings and uses will contribute to the sense of activity and variety and help to create a relationship between the mix of uses and character. This should include flats and other uses above active ground

floor uses to ensure animation of the public realm, including the northern end of the Runway Park.

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, which should be of high quality design.

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.

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

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.

The public realm must be designed and managed to facilitate a range of uses.

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

**Retail Facilities and other uses:** 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. Other uses subject to scale, grain and compatibility with a village / neighbourhood centre location.

Car parking for retail and other uses should be carefully integrated with the village 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 circa 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 street, 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.

Figure 32 | Location of village centre and neighbourhood hub



Figure 33 | Example of a social space for people to meet, work and/or relax



## 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.

Figure 34 | Example of an inclusive and accessible space



- 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.
- The incorporation of 'dementia-friendly' design principles designed to ease decision-making; reduce agitation and distress; encourage independence and social interaction; promote safety; and enabling activities of daily living.

## 3 Healthy, Active and Resilient

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.

### 3A 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 and around the village which allow recreational walking, including space for walking dogs off lead, cycling and horse-riding and which connect with the surrounding public footpath and bridleway network, as set out in [Fix E](#).
- 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.

Figure 35 | Routes for recreational horse riding



### 3B 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 should be carefully designed to 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.

Figure 36 | Creating natural environments for recreation



### 3C 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 / homezone. The inclusion of homezone 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.

Figure 37 | Equipped play area integrated with landscape and built form, Cambridge



#### References

- 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>

### 3D 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 F.

- Policy SC/7: Outdoor Play Space, Informal Open Space and New developments, in the South Cambridgeshire Local Plan and South Cambridgeshire District Council's 'Open Space in New Developments' Supplementary Planning Document<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.

- It is common practice in South Cambridgeshire for there to be dual use of secondary school sports pitches. The Council and the Local Education Authority (LEA) would encourage this at Bourn Airfield. Shared and dual use of sports facilities at schools, including pitches and changing rooms should be explored with the school provider. 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.

### 3E 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.

### 3F 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:

- Should provide opportunities for 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 Major Development Site. Space for allotments and neighbourhood spaces for community growing must be included 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.

#### References

<sup>1</sup> - 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.

<sup>2</sup> - 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)

#### References

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

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

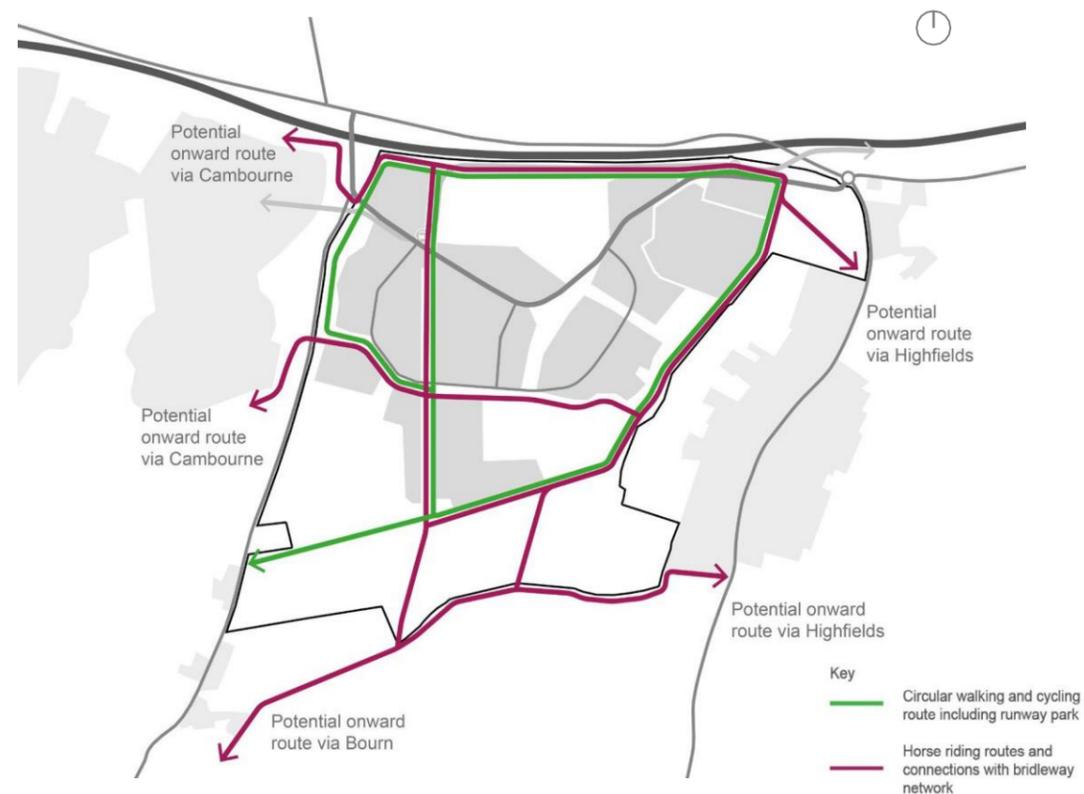
Signposted routes for recreational walking, cycling and horse riding will be as follows:

- 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 for all users and include appropriate access controls, surfaces, mounting blocks, sight lines and safe road crossing designs.
- Circular routes within and around the edges of the village, incorporating routes and areas of walking dogs off lead.

A network of footpaths and cycle routes for strategic movement is set out in **Fix B**.

Figure 38 | Recreational walking, cycling and horse riding



**F** Provision for outdoor sports

To meet full requirements Policy SC/7 approximately 15.7ha of outdoor sports facilities should be provided and broadly at the locations shown on Figure 48.

The Council and the Local Education Authority (LEA) would encourage dual / shared use of sports pitches with schools at Bourn Airfield. Formal sports provision can include sports fields and facilities provided with the secondary and primary schools where agreed with future school provider(s).

If dual / shared use of the school pitches is agreed with the school provider(s) the hatched areas may, subject to an assessment of local need, be used for alternative uses, including residential.

Sports provision should be provided in two primary locations within the site:

- ① A formal area of sports pitches potentially including flood-lighting and artificial / all-weather sports pitches, with provision of changing facilities.
- ② Formal outdoor sports provision to the south western edge of the site, which could include provision for cricket.

Figure 39 | Provision for outdoor sports



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.

#### 4A 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.

#### 4B 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 within the eastern 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.

Figure 40 | Distinctive and locally inspired building styles, Cambridge



#### 4C 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 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 G](#).
- 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 areas in the north east and north west of the site could include a hotel of up to 4 storeys, where this is designed to form a distinctive landmark 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.

#### 4D 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.

Figure 41 | Larger scale buildings



#### 4E 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 green, natural and multi-functional 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.
- The strategic landscape areas (shown on Figure 43) will help 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.
- 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.

Figure 42 | Primary street with integrated car parking and street trees



Figure 43 | Distinctive public realm, landscape and street furniture, Lovedon Fields, Winchester



Figure 44 | Public realm with integrated landscape, Cambridge



- 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 H](#).
- 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 3C](#).
- 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 3D](#) and [Fix F](#).
- 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 set out in [Guiding Principles section 5](#).

#### 4F Integrating inherited assets

The site contains various heritage assets that can be utilised to create a sense of place for future residents and visitors. The potential to create a parkland within the footprints of the existing runway corridors, exploiting views created by the breaks in surrounding tree lines particularly to the south should be explored and any archaeological assets should be retained within open space where possible to enhance the character of green spaces.

The arrangement and height of buildings and streets should seek to maximise the extensive views available of the countryside to the south and not dominate any strategic historical sightlines or landmark buildings in the surrounding area.

The site has a number of existing features which should where possible 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, public art and heritage trails 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.
- Woodland management must be carefully considered and implemented to ensure limited disturbance to potential roost features of Barbastelle bats.

Figure 45 | Overview of a section of the existing runway



## G 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.

Figure 46 | Density and Height



## H 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 in accordance with Policy SS/7 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 including land within 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. An additional strategic landscape area with naturalistic and park landscape elements is to be created alongside the new and enhanced woodland, providing further landscape setting to the new village, and ensuring separation from Highfields Caldecote to the east.

Figure 47 | 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, which may incorporate noise bunding, 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. Provision of an additional 15m buffer from the edge of the existing woodland and Bucket Hill Plantation County Wildlife Site.

**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 park landscape 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 canopied 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 drainage and new / retained habitat areas, as set out in [Guiding Principles sections 1, 3 and 5](#).

## 5 Responsive and Sustainable

In November 2018 SCDC committed to supporting the transition to zero carbon by 2050. Whilst this is clearly a matter to be addressed through the next Local Plan, all possible opportunities will be taken to secure enhanced sustainability measures in developments already allocated in the adopted Local Plan.

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.

The objectives and targets set out in the site-wide Sustainability Strategy will be reviewed for each key phase of the development to ensure that the proposals keep up to date with national policy and changes in technology and sustainable building practices.

## 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 within and beyond the site boundary.
- 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 I](#).
- 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 and ensure management of wooded areas and trees does not have a significant impact on bat roosting features.

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.

Figure 48 | Providing bird boxes will contribute to net gain



## 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.

Figure 49 | 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, in particular Bourn Brook. 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:

- Trialing 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.
- 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

Figure 50 | Exemplar sustainable buildings, Hanham Hall, Bristol



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 Building Research Establishment Environmental Assessment Method (BREEAM) certification. Other technologies for consideration could include residential batteries, fuel cells and phase change material technologies.

Where a developer is proposing to provide a show home, a sustainable showhome will also be provided 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

## 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 aspires to be an exemplar and developers should explore, on a site-wide basis, opportunities to incorporate on-site renewable energy low carbon energy generation with a view to exceeding the baseline requirement for a 10% reduction in anticipated carbon emissions through the installation of an integrated system on homes and non-residential buildings or site wide solutions as set out in Policy CC/3. Solutions could include solar photo voltaic arrays in suitable locations and solar panels above car parking and within Runway Park.

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 and/ or the deployment of energy networks should be considered and implemented where feasible and viable. Heat networks, for example, 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.

## 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 South Cambridgeshire Local Plan.
- 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.

Figure 51 | Environmentally sustainable options for drivers



## 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 such as those that may be used for foraging bats, including where paths pass through these areas, such lighting will be sensitively designed to minimise light spillage.
- 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).
- Planning applications should be accompanied by a Noise Impact Assessment and Air Quality Assessment, and the new village will be required to mitigate the impact of noise and air quality from existing employment uses by virtue of suitable design. For example, a buffer using acoustic screens if appropriate, building layout and orientation and suitably ventilated buildings.

## I 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 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 provided to minimise the impact of development on biodiversity including buffers for Barbastelle bats.
- 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.

Figure 52 | 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 explore opportunities for:

- 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.

Figure 53 | 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.

Figure 54 | Infrastructure Delivery Plan

Infrastructure Delivery Plan				Infrastructure Delivery Plan				
No.	Infrastructure Scheme	Description	Provider/ partner	Triggers	On/ Off site	Land holding	Funding	Mechanism
<b>Transport Infrastructure</b>								
<b>Non-motorised user infrastructure</b>								
1	Improved cycle, walking and riding 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)	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.
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	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.
6	Bus services	Improvement of sustainable transport links to Cambridge and Cambourne/St. Neots.	Applicant / CCC	Triggers to be agreed through the S106 process.	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	Triggers to be agreed through the S106 process.	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 / Countryside	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 / Countryside 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 / Countryside 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 / Countryside and off site.	S106/ S278	Planning conditions / S106 where direct mitigation required.
13	Highway Mitigation	Applicant to monitor traffic impacts on village routes, including Bourn, Highfields Caldecote, Knapwell and Hardwick on an ongoing basis.	Applicant / CCC	Prior to occupation and ongoing - to be identified through the Transport Assessment process.	Off site	Taylor family / Countryside 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 including Bourn, Highfields Caldecote, Knapwell and Hardwick 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 / Countryside and off site.	S106	Planning conditions / S106 where direct mitigation required.

Infrastructure Delivery Plan				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	Triggers to be agreed through the S106 process.				
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 / Countryside	Direct	Planning conditions / S106 where direct mitigation required.
<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 / Countryside	S106	Developer to provide bins and pay S106 contribution towards provision of collection vehicles.
18	Refuse Collection Vehicles	Contribution towards refuse collection vehicles.	Waste Collection Authority	Triggers to be agreed through the S106 process.	Off	N/A	S106	Planning conditions / S106 where direct mitigation required.
19	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 / Countryside	S106	Planning conditions / S106 where direct mitigation required.
20	Household Waste Recycling Centre	Contribution to St Neot's Household Waste Recycling Centre (HWRC).	Waste Collection Authority	Prior to occupation and then phased delivery.	Off	N/A	S106	Planning conditions / S106 where direct mitigation required.
21	Household waste receptacles	Provision of household waste receptacles for users.	Applicant	Details of housing mix required to calculate cost.	On	Taylor family / Countryside	TBC	Alongside delivery of reserved matters applications.
22	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 / Countryside	S106	Planning conditions / S106 where direct mitigation required.
<b>Water</b>								
23	Potable water supply	The existing main has no spare capacity and substantial reinforcements will need to be carried out by Cambridge Water.  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.	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.
24	Foul water network	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. Whichever option is taken, upgrades to the foul network will be required to convey the flows to the serving WRC.	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.
<b>Energy and Telecoms</b>								
25	Gas	The capacity in the local area is limited and Cadent Gas will complete network studies and reinforcement to provide the capacity to the site.  Connections are likely to be from an existing medium pressure main in the North West corner of the site.  There is uncertainty whether new homes will need gas connection given the Government is proposing that new homes will not have gas boilers from 2025.	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.

Infrastructure Delivery Plan				Infrastructure Delivery Plan				
No.	Infrastructure Scheme	Description	Provider/ partner	Triggers	On/ Off site	Land holding	Funding	Mechanism
26	Electricity	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.  Connections are likely to be from 'Bourn Primary' approximately 2.9km from the SW corner of the site.	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.
27	Telecoms / Broadband	There are multiple options for serving the site with ultrafast fibre broadband to each dwelling and commercial unit (Full Fibre to the Premises (FTTP)).	Broadband/ Telecoms provider	Prior to occupation	Both	Taylor family / Countryside	Commercial arrangement directly with broadband/ telecoms provider.	Direct agreement between developer and infrastructure provider.
28	Renewable energy infrastructure	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.	Developer	At various stage throughout the development.	On	Taylor family / Countryside	S106	Outline planning applications must clearly demonstrate that renewable energy opportunities have been investigated and incorporated.
<b>Social Infrastructure</b>								
Affordable Housing								
29	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 / Countryside	S106	S106 contributions.
Community facilities								
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 / Countryside	S106	S106 contributions.
31	Community centre	Provision of two multi-purpose community buildings. One of these would include changing rooms and a 2 court sports hall and performance space. This could also include services such as library (see below), information and advice services, health services, adult learning services and an office and room for a children's centre.	SCDC	Ready for first occupations and easily accessible to first occupations.	On	Taylor family / Countryside	S106	To be delivered by the developer.
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, and/or there is potential for the dual / shared use of school sports hall(s).	SCDC / Parish Council body	Triggers to be agreed through the S106 process.	Both	Taylor family / Countryside	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	Triggers to be agreed through the S106 process.	On	Taylor family / Countryside	S106. Held in trust by Parish Council until suitable purchasers.	Spaces to be provided as opportunity sites. Minimum of two in sensibly located areas.
34	Burial Grounds	Requirement of Policy SC/4 of the South Cambridgeshire Local Plan (2018).  Approximately 0.83ha of land is likely to be required.	Parish Council body	Triggers to be agreed through the S106 process.	On	Taylor family / Countryside	0.83ha to be provided within the site.	To be provided by developer on site.
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	Triggers to be agreed through the S106 process.	On	Taylor family / Countryside	S106	S106 contributions.
36	Community development workers and Children and Families and Adults service requests.	Support worker to meet the needs of the new population generated through the early phases of development (Policy SC/4).	Applicant / CCC / SCDC	From first occupation for set period.	N/A	N/A	Phased financial contribution.	S106 contributions.