



Letter sent via email only

[C2Caudit@sharedintelligence.net](mailto:C2Caudit@sharedintelligence.net)

15<sup>th</sup> April 2021

Our Ref IM/CPBournAirfieldNew.1

Your Ref

Dear Sirs

### Bourn Airfield – C2C Independent Review

I am writing on behalf of my Client's Countryside Properties who are the developer of Bourn Airfield. You will be aware that SCDC resolved to grant approval for the Development on the 19<sup>th</sup> February 2021. This is further to the inclusion of the development within the SCDC Local Plan and the adoption of a site specific SPD, which included for identifying a corridor for the C2C within the Bourn Airfield Master Plan.

The Resolution for the development, included a link between the delivery of the C2C Project and the Bourn Airfield development as Condition 13, which stated;

*“13. Transport – 500 dwellings limit*

*No more than 500 dwellings shall be occupied unless:*

*The Strategic Transport Intervention has been delivered - with a Transport Assessment for the remaining phases demonstrating that the remaining development phases can be sustainably accommodated on the network. The Transport Assessment shall be to the satisfaction of the Local Planning Authority and meet Cambridgeshire County Council's Transport Assessment requirements and will include the results of the ongoing site monitoring (as per a separate condition on Monitoring).*

*Reason: To ensure that the development is founded on the provision of significant improvements to public transport provision as listed in condition 6, in accordance with Policy SS/7 (8) (a) of the South Cambridgeshire Local Plan 2018.”*

Countryside's development programme anticipates the 500th dwelling being occupied in 2026, with the 1<sup>st</sup> occupations being in 2022. Clearly any hiatus on site, which leads to a site being mothballed for a period of time has major implications. In that context a clear delivery timeline for the C2C Project is critical for the ongoing delivery of housing at this site and for the anticipated delivery of the SCDC Local Plan.

### View on Alignments

The Bourn Airfield development could work with any option chosen for the C2C Project.

However, the Bourn Airfield development will deliver infrastructure and services that are clearly complementary towards a southern alignment.

These relate to;

- Provision of Bus Services

Mayer Brown Limited  
Web: [www.mayerbrown.co.uk](http://www.mayerbrown.co.uk)

Woking (Head Office)  
Tel: 01483 750 508  
e: [wokingoffice@mayerbrown.co.uk](mailto:wokingoffice@mayerbrown.co.uk)

Aldershot Office  
Tel: 01252 329 603  
e: [aldershotoffice@mayerbrown.co.uk](mailto:aldershotoffice@mayerbrown.co.uk)

Birmingham Office  
Tel: 0121 224 7630  
e: [birminghamoffice@mayerbrown.co.uk](mailto:birminghamoffice@mayerbrown.co.uk)

Bristol Office  
Tel: 0117 925 1027  
e: [bristoloffice@mayerbrown.co.uk](mailto:bristoloffice@mayerbrown.co.uk)

Ilminster Office  
Tel: 01460 259 731  
e: [ilminsteroffice@mayerbrown.co.uk](mailto:ilminsteroffice@mayerbrown.co.uk)

Isle of Wight Office  
Tel: 01983 866 234  
e: [iowoffice@mayerbrown.co.uk](mailto:iowoffice@mayerbrown.co.uk)

Leeds Office  
Tel: 0113 385 4697  
e: [leedsoffice@mayerbrown.co.uk](mailto:leedsoffice@mayerbrown.co.uk)

London Office  
Tel: 0207 874 1574  
e: [londonoffice@mayerbrown.co.uk](mailto:londonoffice@mayerbrown.co.uk)

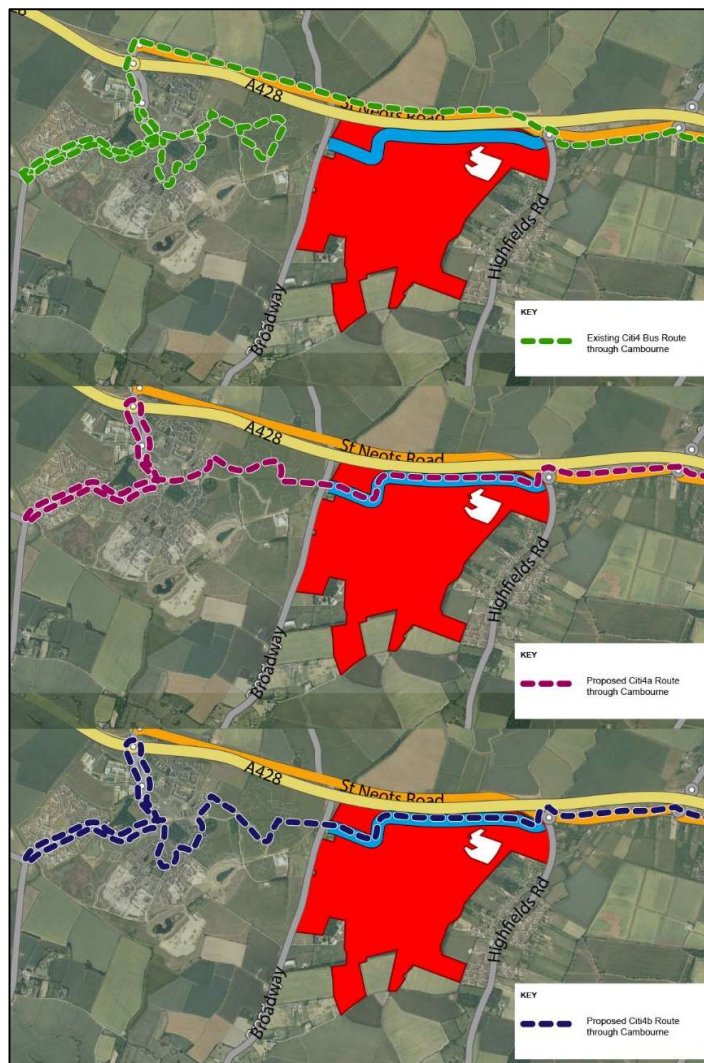
- The provision of the Busway within the Master Plan
- The delivery of cycle infrastructure

Considering each in turn;

**Bus Services**

As you will be aware, one of the constraints to Bus Use from Cambourne, is the fact that services need to circulate within Cambourne prior to egressing from the northern entrance. This has been addressed in part through the provision, as part of the Cambourne West consent for a Bus Link onto the Broadway and the Bourn Airfield development, provides a continuation of this link as shown in **Figure 1**.

Stagecoach have advised that this route through Bourn Airfield, could be delivered on commercial terms. This basically means that part of the C2C Southern Route option, becomes deliverable with the Bourn Airfield consent being implemented.

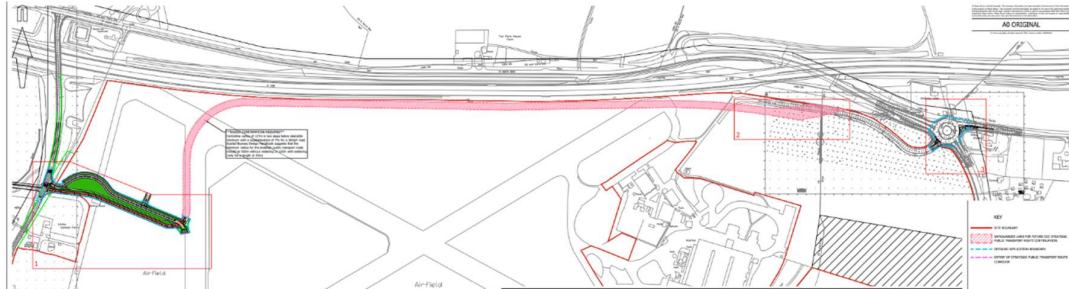


**Figure 1: Proposed Citi4 Bus Route**

### The provision of the Busway within the Master Plan

The Bourn Airfield Master Plan has been progressed in full consultation with the C2C. the alignment agreed is shown in **Figure 2**. In detail, this involves;

- a) The Design of the Western Access for the development accommodates the dedicated connection through to Cambourne.
- b) The delivery of the C2C Corridor within the development.
- c) The scheme safeguards land to allow for the C2C to run north of the St Neotts Road, east of the site access or on road if that is the chosen option.



**Figure 2: The provision for the C2C within the Bourn Airfield Master Plan**

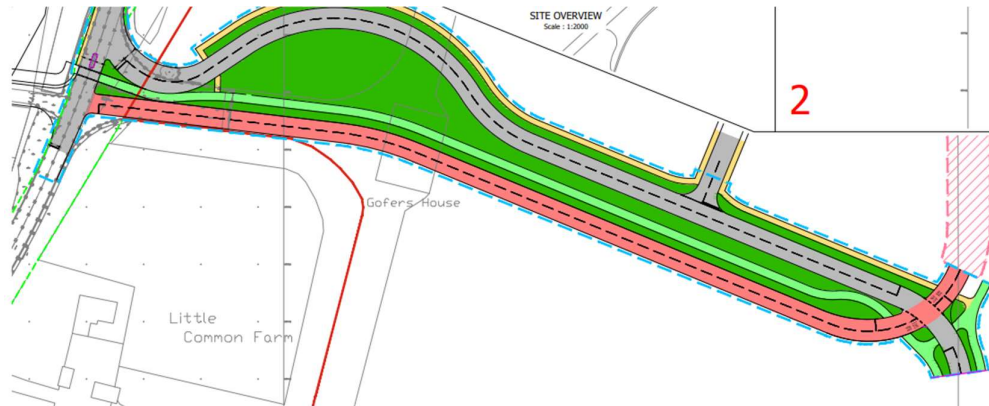
It is clear that the critical infrastructure for the western end of the C2C route, is at an advance stage of planning and would in my judgement mean that the southern route option is deliverable in advance of an alternative northern option.

### The delivery of Cycle Infrastructure

One of the important considerations of the C2C Project, identified as Assumptions and Constraints Item C1, relates to the delivery of cycle infrastructure and the encouragement of cycling along the corridor.

The Bourn Airfield development, delivers a critical part of that infrastructure, including;

- a) A priority connection for cyclists into Cambourne at the western access as shown in **Figure 3**.
- b) A dedicated cycle route through the site to the eastern access, providing a route for existing Cambourne residents avoiding the St Neots Road.
- c) Through a S106 requirement, the delivery of a cycleway from the eastern access through to the Madingley Mulch Roundabout
- d) Through a S106 requirement, the delivery of an electric cycle scheme to encourage cycling to the levels experienced in locations closer to Cambridge.



**Figure 3: Bourn Airfield Cycle connection to Cambourne**

It is clear that one of the core objectives of the C2C is delivered through the accommodation of the C2C scheme within the Bourn Airfield Master Plan.

#### Additional Benefits

I have stated that the Bourn Airfield development is not contingent upon the Southern Route option for the C2C, but that is not to say that it is not advantageous.

Countryside Properties have considerable experience in implementing public transport services at the developments and encouraging their use. At their Beaulieu development in Chelmsford Bus Travel represents over 20% of journeys in the am peak period, based on pre-COVID surveys.

However, it is demonstrably clear that the routing of the C2C through the Bourn Airfield development with stops at the eastern and western side, providing a limited stop service as demonstrated in the route map as **Figure 4**, will have clear ridership benefits. This will benefit the residents of Bourn Airfield, but equally the income stream, noting the requirements of the Independent Auditor to consider the financial health of the project as consider in Assumptions and Constraints Item H1.



Figure 4: Bourn Airfield 'as part of the C2C Tube Map'

With the delivery of the development taking place in part prior to the opening of the C2C service and then occupations progressing at a rate in the order of 300 dwellings per annum thereafter, it is clear that a strong income stream will be generated from the outset.

#### Summary against the Statement of Assumptions and Constraints provided as reference for the Independent Audit

This letter sets out the details of the long term planning, for which the Bourn Airfield Master Plan has been developed to accommodate and work with the C2C Project, with an alignment connecting to Cambourne through the Bourn Airfield Master Plan.

It is clear that the Bourn Airfield Master Plan could accommodate which ever alignment is proposed from the Independent Review, but we are sure you would agree that the southern alignment for the scheme, is consistent with;

- a) Early delivery of the Project with the link to Cambourne provided through the Bourn Airfield Master Plan, as a developer delivery requirement;
- b) Early delivery of housing within the immediate catchment of the C2C Stations.

I note that in relation to Assumptions and Constraints Item A6, you are advised as an Independent Auditor to consider;

- 'a review of the western end will be required once there is clarity with regards to proposals for EWR and a station in the Cambourne area.'

However, you are also advised in relation to Assumptions and Constraints Item E4

- *EWR focuses substantially on longer term growth beyond the Local Plan period and not the immediate and worsening issues of congestion and lack of connectivity for expanding communities west of Cambridge. Once a preferred alignment has been agreed for EWR and confirmation of the location of a Cambourne station there will need to be a programme to ensure integration between EWR, C2C and the wider CAM network.*



There is a consultation in relation to EWR ongoing. However, as I understand, within your timeline to make a recommendation in relation to the C2C, there will no clear decision in relation to the position of the Station at Cambourne. This is consistent with the statement for Criteria E4, that EWR is a long term project and connections will be designed as part of the fixing of the Station position.

In conclusion, the clear transport objectives of the C2C Project, are set out in Assumptions and Constraints Item B1. I would respectively conclude on behalf of my Clients, that on the back of the detailed policy and planning work that underpins the Bourn Airfield Master Plan, the alignment option through Bourn Airfield, undeniably addresses those constraints earlier than a northern alignment.

Yours sincerely

*Ian Mitchell*

Ian Mitchell  
Head of Strategic Projects

mobile            07799476213  
email             imitchell@mayerbrown.co.uk

cc Countryside Properties