

Agenda Item 6: Bourn Airfield – Outline Planning Application Consultation Response

Presentation by Cllr Steve Jones, Bourn Parish Council

Bourn Parish Council and other parish councils in the Coalition of Parish Councils have opposed the development of Bourn Airfield for housing since the idea was first mooted in the draft Local Plan six years ago because of the impact it will have on traffic flows and rat running through our villages.

Currently Cambourne has 4,400 houses and 3,300 cars leave the settlement every morning in the rush hours from 7 to 9. This will rise to 5,100 once West Cambourne is built. The proposed Bourn Airfield development of 3,500 houses would result in an additional 2,700 cars leaving in the morning rush.

Even if 25% of these commuters were to opt to travel by the new busway into Cambridge that would still leave about 1,900 cars leaving Bourn Airfield every morning. Large numbers of these cars will drive through our villages to reach employment centres south of Cambridge at the time children are going to school.

While the busway will be of use to people going to Cambridge, only 25% of people currently living in Cambourne work in central Cambridge. Most work north and south of the city in science parks, other parts of south Cambridgeshire and in neighbouring districts council areas. Most people will not use the bus because it will not go where they need to get to.

We agree with the officers' analysis that the developers' traffic assessment is incomplete and is not adequate as it stands.

In addition to the junctions which officers have identified as requiring further analysis we would suggest that developers should also be asked to assess the adequacy of the Cambourne roundabout and the Broadway-Old St Neots way junctions. The latter is important because it must be engineered to prevent u-turns by cars wanting to back-track and drive through Bourn village.

We would also suggest that traffic monitoring should not just take place on the Bourn-Toft-Comberton-Barton Road (B1046) but also along the Old St Neots Road between Dry Drayton and Madingley Mulch roundabouts and also on the north-south roads through Caldecote, Hardwick and Comberton, which drivers also use to reach the M11 at Barton.

In our view, if Bourn Airfield is to go ahead:

1. The design should include a direct link onto the A428 with its own dumb-bell roundabout, so discouraging commuters from Bourn Airfield from using local roads
2. The go ahead for construction should only be given once an all-ways interchange at Girton has been approved. This is a critical piece of infrastructure, which would enable Cambridge bound traffic on the A428 to turn south onto the M11 to reach the biomedical park and other employment centres.

We should also actively explore the proposals for linking greater Cambourne, as soon as possible, to the proposed Cam light rail/ tram network and/or proposals that the East West rail link should be routed via Cambourne.