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Secretary of State for Transport
c/o Transport Infrastructure Planning Unit,
Department for Transport,
Great Minster House,
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By email: transportinfrastructure@dft.gov.uk.

Dear Secretary of State,

Cambourne to Cambridge Busway – Response to Transport and Works Act Order (TWAO) Application

We are the owners of the land known as Bourn Airfield ("BA"). As you will be aware from the Government announcement on 19 December 2024, a Joint Venture (JV) has been established between Homes England, Greycoat and Oaktree to act as a master developer for major residential led mixed use developments. It is anticipated that an announcement will be made in April 2025 that the first project for the JV, led by Juniper Propco (Bourn) Limited ("Juniper") is to be the master developer for BA.

BA is one of the key strategic sites which will support growth and economic development in the Greater Cambridge area. The Cambourne to Cambridge Busway ("CtoC") and BA are of particular importance for the future growth and continued success of Cambridge and the sub-region; the national importance of this region is recognised by the Government.

It is intended that Juniper is taking over the master developer role from Countryside/Vistry who led the planning application process. An outline planning permission (30 July 2024, SCDC reference s/3440/18/OL) has been granted for a scheme of approximately 3500 dwellings and a range of other uses to be expected with a development of this scale, which will be taken forward by the JV. The planning application was prepared in the full knowledge of the need for and importance of CtoC, including contributing to the creation of a sustainable new settlement and the requirements of local plan policy. The adopted South Cambridgeshire Local Plan (2018) Policy S/2 sets six key objectives, which CtoC and BA will together help to deliver:

Policy S/2: Objectives of the Local Plan

The vision for the Local Plan will be secured through the achievement of 6 key objectives:

- a. To support economic growth by supporting South Cambridgeshire's position as a world leader in research and technology-based industries, research, and education; and supporting the rural economy.*
- b. To protect the character of South Cambridgeshire, including its built and natural heritage, as well as protecting the Cambridge Green Belt. New development should enhance the area and protect and enhance biodiversity.*
- c. To provide land for housing in sustainable locations that meets local needs and aspirations, and gives choice about type, size, tenure and cost.*
- d. To deliver new developments that are high quality and well-designed with distinctive character that reflects their location, and which responds robustly to the challenges of climate change.*
- e. To ensure that all new development provides or has access to a range of services and facilities that support healthy lifestyles and well-being for everyone, including shops, schools, doctors, community buildings, cultural facilities, local open space, and green infrastructure.*

f. To maximise potential for journeys to be undertaken by sustainable modes of transport including walking, cycling, bus and train.

The Bourn Airfield SPD (October 2019) sets out in more detail how the BA development will contribute to achieving these Local Plan objectives.

We are, accordingly, pleased to be able to set out strong support for the Cambridgeshire County Council ("CCC") led CtoC project. We have reviewed the documents submitted in November 2024 to the Secretary of State for Transport seeking an Order ("TWAo") under the relevant section of the Transport and Works Act 1992. The TWAo covering letter explains the purpose and overall benefits of the application:

"...to authorise works and purchase of land to allow the implementation, operation and maintenance of a guided busway, mostly segregated from local highways between Cambourne and Cambridge (the Scheme), for the purposes of:

- (i) improving accessibility to support the continued growth of Greater Cambridge and*
- (ii) delivering a sustainable transport network that connects Cambourne to Cambridge and*
- (iii) enhancing the quality of life by relieving congestion and improving air quality."*

The TWAo application documentation reports that the significant majority of the £192M cost of CtoC is funded via the Greater Cambridge City Deal with £181M already committed by the Executive Board. There are three major planning permissions where s106 obligations will result in contributions of £37.5M. The projects are West Cambourne (£8.7M), Bourn Airfield (£20M) and West Cambridge (£9.2M). Other development proposals are expected to make payments in the future (see *TWAo Application doc CtoC- 7-00*). Whilst not necessary to fund the project, these contributions will effectively help to replenish public funds. Those living and working at Bourn Airfield will benefit from the high-quality public transport network as expected by the Local Plan policy and SPD for this site. The BA development clearly assists the business case and justification for this project.

The role and benefits of the CtoC project are set out in various TWAo application documents, including the Planning Statement (CtoC-15-00). The need is summarised in 9.2 (paras 9.2.1-6 incl) that explain:

- a. there is a compelling case in the public interest that includes addressing current constraints of the existing network, including the congestion. The scheme will improve reliability and speed of access from the west into and out of the City
- b. it will support the growth of the local economy in a sustainable manner, supporting a number of national regional and local policies for growth
- c. will be important to unlock the full development potential of a number of major development sites along the proposed route (of which Bourn Airfield is one).

It is well known that the route of CtoC includes part of Bourn Airfield and has been fully incorporated into the masterplan as well as the parameter plans that form part of the Bourn Airfield planning permission. Indeed, it is intended Juniper will be responsible for implementing parts of the route, in particular the western and eastern accesses to/from the Bourn Airfield site.

We are mindful that the CtoC infrastructure project and our major mixed-use scheme will endure for many decades to come, and we are approaching the implementation phase with a focus on that, as a positive long-term contributor to this important part of the country. The importance of this sub-region to the country, especially its economy, has been underscored by Government in its recent announcements. In light of this background and the synergy between the projects, that are mutually supportive, all efforts will be made to ensure progress is smooth; with coordination and understanding this should be eminently achievable. Indeed, the projects have mutual commitments, with the BA development delivering shared infrastructure necessary for the CtoC project.

From the documentation forming the TWAo application we understand the CCC aspiration to progress with the development of the CtoC scheme promptly, with completion in late 2027, allowing for a 24-month construction period (see WSP Planning Statement paras 5.8.16 and 7.2.37). It is further understood that the project is to be operational in 2028.

Juniper's plan is to progress from Spring 2025 with various detailed aspects of the Bourn Airfield development as required by the planning permission and/or s106 obligations including, for example, discharging planning conditions/securing reserved matters approvals. This will be the core of the team's work in 2025. Enabling these works will mean that Juniper is "on site" delivery strategic infrastructure in late 2025 and housebuilders commencing in 2026. The access works, particularly from Broadway will be an early focus, which may dovetail with the C2C scheme of works.

The initial programme for the BA development is as follows:

- a. further surveys including ecology and archaeology from March 2025
- b. western access works on-site in Spring 2026
- c. main entrance boulevard and bus turnaround completed summer 2026
- d. eastern access works on-site mid 2026
- e. strategic drainage works onsite Spring 2026 and completion autumn 2026
- f. housebuilder starts October 2026.

As part of the discharge of the s106 obligations there needs to be a framework travel plan prepared. This will incorporate the role of the CtoC scheme as an important part of that and show how its implementation and operation runs alongside the housing delivery at Bourn Airfield. At present it is envisaged the cumulative housing delivery will be as follows:

- a. End 2027 50 units
- b. End 2028 200 units
- c. End 2029 400 units
- d. End 2030 650 units

This trajectory demonstrates the importance of the timely delivery and first operation of the CtoC scheme for the development of BA as currently envisaged.

As noted above, the projects will dovetail and, to this end, we look forward to a discussion about the various planning conditions attached to the BA permission and those draft conditions found in the TWOA application (CtoC-14-00). Given the relationship between our respective projects that is both spatial and functional, we want to ensure there are no gaps nor uncertainties in the respective planning conditions.

As a continuation of the ongoing engagement recorded in the Planning Statement which forms part of the application for the TWAO, we and Juniper would welcome the opportunity to discuss the CtoC scheme further in advance of any public inquiry into the Order and consider that the preparation and agreement of a Statement of Common Ground would be mutually beneficial.

Your sincerely,

Thomas Taylor
Leonard Taylor
Anthony Taylor

