

The Council's calculation of 300m turns out to be from the Eastern boundary of the new village to the western edge of the Development Framework boundary of Highfields.

The bulk of this buffer land is not within the proposed new village boundary and is not under the control of the applicants. It is mostly the rear gardens of the properties on West Drive, Highfields Caldecote, such land being used for various purposes. Therefore, it is not acceptable that this land is included in the "green separation" proposed in this plan.

As Diagram 1 above shows, the further modifications proposed by the Council in November 2016 moved the boundary of the new village from the purple line to the blue line 50m east toward Highfields, further reducing the green separation that had been promised.

The diagram above purports to show 390m as the longest separation, but it ignores the properties at No. 72 West Drive and No. 90 West Drive which are outside the village development framework, making the separation more like 200m to those properties. These are shown for clarity in the Diagram 2 below. No. 72 in red and No.90 in blue.

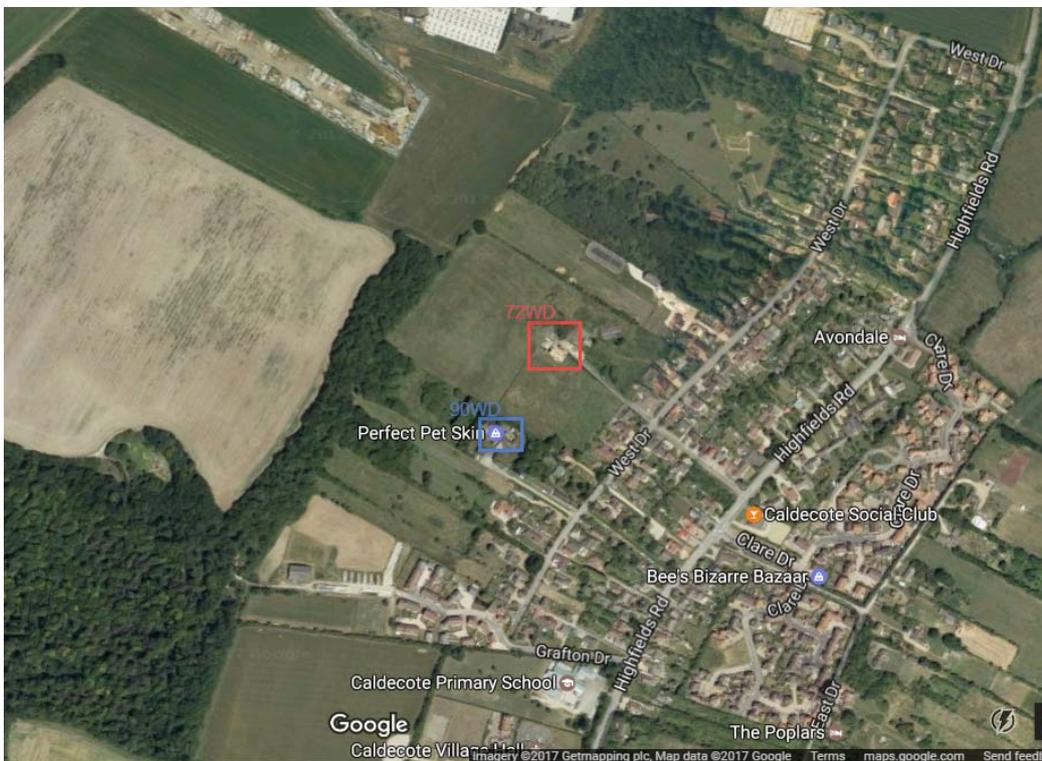


Diagram 2: Source Google maps

The modifications proposed by the site owners, and partly accepted by the Council, seemed to have been devised as an expediency to ensure the Plan could be made sound. The modifications shown in the documents submitted to the council show the planned layout, confirming the viability of the plan relied on having more land.

Those changes completely ignore the increase in significant harm being caused already to Highfields Caldecote, even though I brought this to the Council's attention.

The proposers of Bourn Airfield CANNOT therefore guarantee there will be a proper separation between the new Village and Highfields Caldecote and that coalescence will occur.

The new village will cause significant harm to the character of Highfields and to its identity as a separate settlement especially with the closed tight urban development so close to it physically and visually.

In the event that the new village is considered viable, parcel 4 which was added by the Council in November 2016 should be mandated to be planted with trees and vegetation in perpetuity, never to be built on.

Access to the employment centres in the city and south of it for commuters west of Cambridge is currently via the A1303 Madingley Road, a known congestion hotspot at peak times and public transport is currently inadequate.

The policy SS/6 is reliant on the provision of extensive off-site transport infrastructure to mitigate the impact of the expected increases in traffic. Since the LDP was submitted, the Greater Cambridge City Deal project was launched and its focus seems to be to create a Cambourne to Cambridge Busway, as the only means of mitigating this traffic impact. It ignores the fact that bus transport usage on the existing No.4 service is low for various reasons – but more importantly because such journeys are inconvenient to get to work as there is no integrated bus service.

The options being considered by the City Deal board for the proposed busway Option 3/3a has no support whatsoever from any of the communities along the route because as an off-road proposal, it will be ploughing through open countryside, including a Site of Scientific Interest in Caldecote and Hardwick Woods. It is unlikely that the transport proposal can be delivered cost effectively or in a timely fashion, nor is it likely that the “modal shift” required to make it viable will happen.

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