

S/RRA/H [Land at Highfields (phase 2), Caldecote] only: Objection to inclusion as First Proposal site to go forward

Land at Highfields (phase 2) should not go forward for consideration of the next version of the local plan.

The only reason given in the First Proposals Sustainability Appraisal (<https://consultations.greatercambridgeplanning.org/sites/gcp/files/2021-11/GCLPSDSustainabilityAppraisalAppSuppAug21v2Nov21.pdf>) for this development to go forward is that it is “Site with lapsed planning permission in close proximity to proposed Cambourne to Cambridge Public Transport Scheme stop.”

This above statement is incomplete and/or factually incorrect, as follows:

- The original planning permission was granted in outline only and then was only obtained because there was then no 5 year land supply.
 - SCDC were so convinced that the development should NOT go forward, that they fought the application to Public Inquiry.
- There is no bus stop ‘in close proximity’.
 - The nearest bus stop is currently more than 870 metres (0.54 miles) from the center of the site (average walking distance), see appendix of this document for detailed measurement.
 - This is more than the 800 metres considered to be a ‘walkable neighbourhood’ as documented by the DoT ‘Manual for Streets’ (and other similar planning guidelines), therefore no public transport for the site may be considered as ‘close proximity’.
 - Under development of Bourn airfield (Local Plan 2018 SS/7) it is currently documented the local transport stop will move to west to over 1200 metres from the development site, further decreasing the proximity to public transport.

The site should not go forward, as the proposed development:

- is not sustainable/green (see First Proposals Sustainability Appraisal site is negative against objectives 2, 4, 5, 6, 10, 11, 12, 13, 15)
- has no public transport in close proximity.
- is outside the Village development framework (against policy S/SB which ensures “that the settlement boundaries are constrained to the built-up settlements”
- Is some distance from the core of the village
- Is not on a rapid public transport route
- would extend a planned development which is yet to be completed further into the countryside
- would remove open space which mitigates flood risk to the rest of the village
 - Note Caldecote village has severe surface water flooding issues as noted in VDS ref and Strategic Flood Risk Assessment 2021
<https://consultations.greatercambridgeplanning.org/sites/gcp/files/2021->

[08/StrategicFloodRiskAssessment_GCLP_210831.pdf](#) as used in Local plan

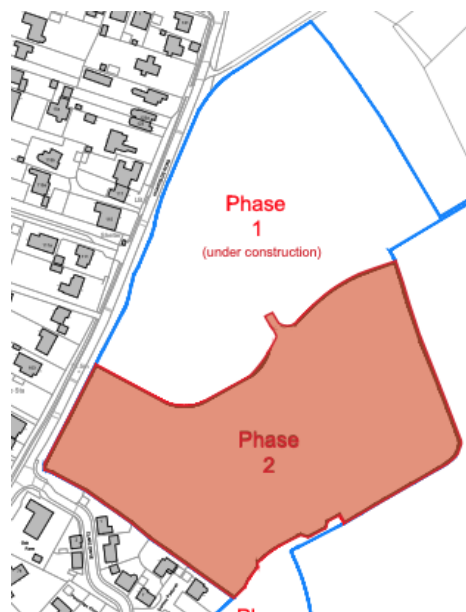
All the above are reasons given in the Sustainability Appraisal for rejection of other sites. For example these reasons were used to reject sites: 40427, 40179, 51649, 40151, 40014, 40338, 40284, 40518 amongst others

Additionally, the site continues to be in a Group Village (where development sizes should be limited to 8 for greenfield or 15 for brownfield sites).

The Sustainability Appraisal shows that dispersal to villages performs poorly from a sustainability point of view.

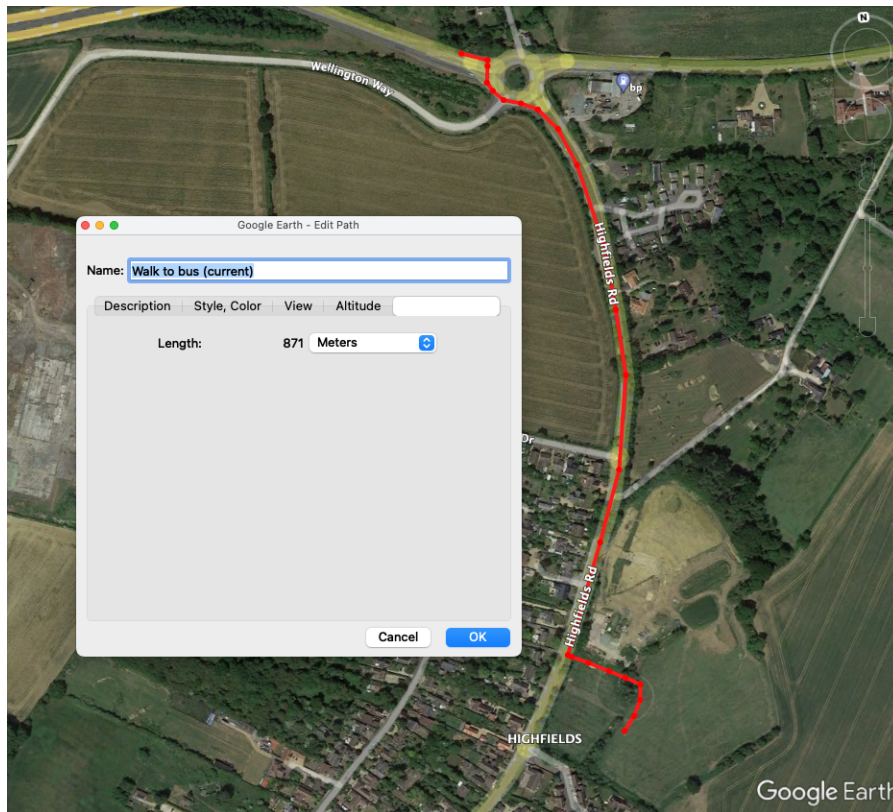
In summary all the reasons given for taking this site forward do not hold. Reasons for rejecting other sites do apply, therefore it should be rejected.

Note in considering S/RRA/H other errors are present. Specifically the plan and site area should be corrected. The correct site area is 2.2 Ha and plan corrected to be the phase 2 land only. See the 'Design & Access Statement Land East of Highfields Road Highfields Caldecote - Phase 2') submitted by Linden Homes as part of application 21/02265/FUL

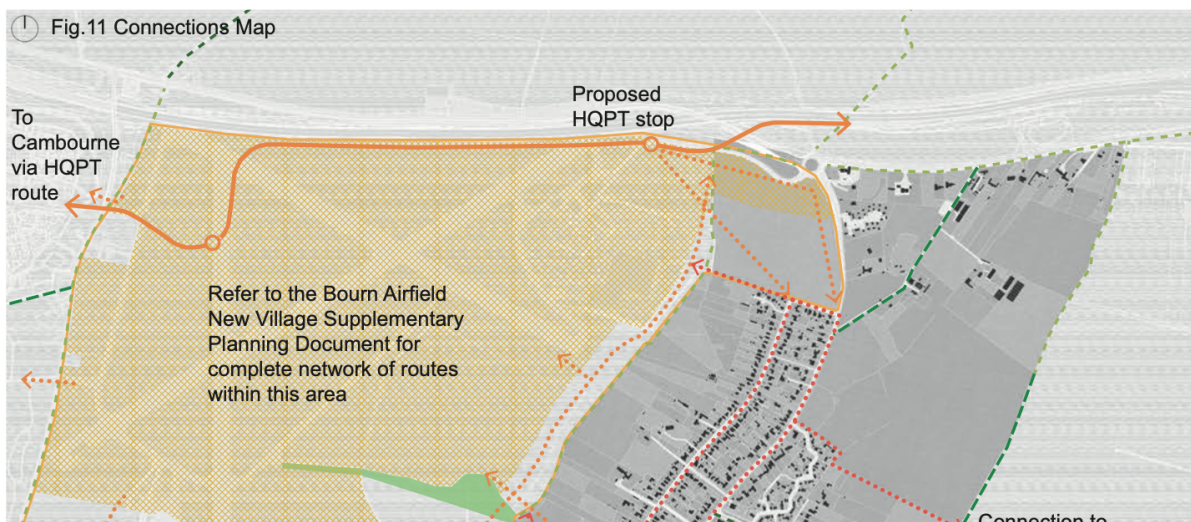


Detailed Argument: Nearest Public Transport

Professional mapping tools give the walking distance between the center of the phase 2 site and the nearest bus stop as 870m (0.54 miles), with some houses further away.. This can be easily validated using publicly available tools such as Google Earth.



The 2018 plans incorporating Bourn airfield (extract below) and public consultations on the Bourn airfield development so that under existing plan that the existing bus stop will be moved further to the west and away from the village.



The revised bus stop is then over 1,200 metres (0.78 miles) from the center of the development.

