

SITE PROMOTION DOCUMENT

ON BEHALF OF

WENDY WARD

REGARDING

**LAND AT ROCKERY FARM, THE BROADWAY,
BOURN, CB23 2TA**

Pegasus Group



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1. INTRODUCTION

- 1.1 This report has been prepared by Pegasus Group, on behalf of Nick Ward, who is the landowner of Rockery Farm, the Broadway, Bourn. This document has been produced in response to further call for sites as part of the Greater Cambridge Local Plan (GCLP) Issues and Options consultation.
- 1.2 The Issues and Options consultation represents the first stage in the preparation of the GCLP. The GCLP is being produced in accordance with Policy S13 of the South Cambridgeshire Local Plan and Policy 9 of Cambridge City Local Plan, which both require the early review of the Local Plans that were adopted in September 2018.
- 1.3 The preparation of the GCLP allows both Councils to plan proactively and positively for the economic and housing growth that will need to be delivered over the next plan period. Given the regional and national importance of the continued economic growth of the Greater Cambridge area it is essential that the level of housing growth to support the creation of new jobs is delivered if current and future affordability issues are to be addressed.
- 1.4 Previously the Councils have relied on strategic scale residential led developments on the fringes of Cambridge and at new settlements to meet housing needs. However, these sites have taken years to deliver and in the case of the new settlements have failed to deliver policy compliant levels of affordable housing. Therefore, there is clearly a need for smaller scale development sites in sustainable locations to meet future housing need as these are quicker to deliver and more likely to achieve policy compliant levels of affordable housing.
- 1.5 The high-level masterplanning of the land at Rockery Farm has demonstrated that it has capacity to accommodate approximately 220 new homes with all the associated internal roads, open space and water attenuation features to support and mitigate the impacts of the development. The development would be accessed via the existing vehicular access onto the Broadway and have connections for pedestrian and cyclists to the surrounding countryside.
- 1.6 The development of land at Rockery Farm would result in a sustainable extension of the existing housing area to the north of Bourn that would allow new residents to access the services and facilities of Bourn as well as the sustainable transport infrastructure and new services and facilities that will be delivered at the new village on Bourn Airfield. The Concept Framework Plan that has been produced

makes provision for significant landscaping and open space to promote physical activity and social wellbeing as well as helping to integrate the development into the surrounding landscape by respecting the rural character of the area.

- 1.7 Whilst the Concept Framework Plan shows the whole site accommodating new homes there are other ways by which the site could be developed that would deliver other planning outcomes. An alternative approach would be to retain the existing buildings on site for use as a small-scale employment area together with a reduced number of new homes. This potential option is discussed in more detail later on in this document.

- 1.8 This document demonstrates how the site is capable of achieving one of the fundamental objectives of the National Planning Policy Framework 2019 (NPPF), the achievement of sustainable development, through the delivery of new homes in one of the District's more sustainable rural settlements.

2. THE SITE

- 2.1 The site consists of an area of previously developed around the Rockery Farm farmhouse and the agricultural buildings that are located to the north of the site, some of which are presently in a commercial use. The rest of the site is made up of paddock land extending eastwards away from the Broadway. The site is relatively clear of trees and hedges other than sporadic planting on the boundaries of the site and a hedgerow running north to south through part of the site.
- 2.2 To the west of the site, there are fifteen, two storey semi-detached and detached affordable housing units that have been delivered on land previously owned by our client. To the north of these homes there is an area of amenity land that has been transferred to Bourn Parish Council. To the south of the affordable homes there are rows of semi-detached houses either side of the Broadway and detached dwellings that become more sporadic as the Broadway extends down Alms Hill into Bourn village.



Figure 1: Site location plan showing land at Rockery Farm edged in red.

- 2.3 The site itself measures approximately 11.6ha and has well defined, hedged boundaries to the north, south and east. To the south-east of the site is a small sewage pumping station that serves the area and discharges into Bourn Brook. Beyond the southern boundary, there are commercial and agricultural uses

(including Driftwood Farm, Drift End Stables and LJS Autos) with scattered residential dwellinghouses and agricultural fields to the east. The site abuts further agricultural fields to the north and east of the site that fall with the area identified to accommodate the new village at Bourn Airfield under Policy SS/7.

- 2.4 Presently the site is accessible by a vehicular access running along the northern boundary of the site onto the Broadway. There is also a track to the south of the site onto 'the Drift' a part private road and bridleway that connects through to the Wimpole Way to the east. The Broadway runs to the south through to the village of Bourn and north towards the new town of Cambourne and Bourn Airfield. To the north the Broadway meets the old St Neots Road, which provides links to Cambridge to the east and St Neots to the west. The old St Neots Road connects to the A428 and A1303 that in turn links to the M11 and A14, two roads that form part of the wider strategic transport network. The Drift runs in an eastern direction, connecting Bourn to Caldecote Highfields, Hardwick, Coton and Cambridge.
- 2.5 To the northwest of the Broadway there are pedestrian and cycle connections through to the services, facilities and places of employment within the new town of Cambourne. The delivery of the new village at Bourn Airfield and the potential for a rail station at Cambourne will further enhance the opportunities for new residents to access sustainable modes of travel.

Relevant Planning History

Rockery Farm, Broadway, Bourn

- 2.6 On the western boundary of the site, fifteen affordable housing units have been delivered to help meet the needs of Bourn parish. The first nine of these units were delivered in accordance with the outline application (S/1400/02/O) that was approved in March 2004, with the subsequent reserved matters application approved in November 2004 (S/0652/04/RM). Following the refusal of a full application for eight affordable homes in July 2009 (S/1004/09/F) a revised scheme was submitted in July 2010 (S/1151/10) for the erection of two affordable units and the use of the land to the north for outdoor playspace. This application was subsequently approved in November 2010 and the new homes have since been constructed and occupied.

- 2.7 A full planning application for the erection of a further 4 affordable dwellings (S/2942/14/FL) was approved in January 2016 and these have recently been completed.

Bourn Airfield, St Neots Road, Bourn

- 2.8 To the north of Rockery Farm is the former RAF Bourn site that was decommissioned soon after the second world war. The site still includes the network of runways with the land surrounding them being use for arable crops as well as some commercial uses. Bourn Airfield has been promoted as a development site through successive local plans and was adopted as an allocation for 3,500 homes and associated development by way of Policy SS/7 of the 2018 South Cambridgeshire Local Plan. Policy SS/7 requires a Supplementary Planning Document (SPD) to be produced to guide the development of the airfield.

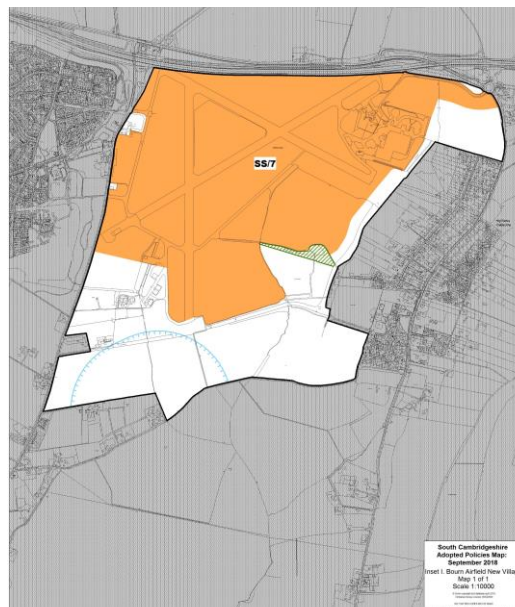


Figure 2: Adopted policy SS/7 showing the Bourn Airfield New Village

- 2.9 In September 2018 an outline application was submitted (S/3440/18/OL) for residential development of approximately 3,500 dwellings, employment, retail, hotel, leisure, residential institutions; education, community facilities, open space including parks, ecological areas and woodlands. This application is due to go before the Council’s planning committee later this year. In parallel with the planning application the Council has produced the Bourn Airfield SPD, which was adopted in October 2019.

PLANNING POLICY CONTEXT

The Development Plan

- 2.10 The South Cambridgeshire Local Plan 2018 superseded the documents of the South Cambridgeshire Local Development Framework 2007. Policy S/10 of the Local Plan identifies Bourn as a Group Village, where development of up to 8 dwellings will be permitted within development frameworks.
- 2.11 Policy SS/7 relates to the Major Development Site of the New Village at Bourn Airfield, which is allocated for approximately 3,500 dwellings. The site allocation and SPD outline how the delivery of the site will result in significant improvements in public transport infrastructure and works to the local highway network to enhance pedestrian and cycle connectivity. Policy SS/7 requires the provision of a segregated bus link from Cambourne to Bourn Airfield across the Broadway. Planning consent has already been granted for the Cambourne side of the bus link and the Bourn Airfield masterplan accommodates the connection across the Broadway. In addition to enhancements of the sustainable transport network the new village will also deliver two new primary schools and a secondary school and employment and recreational facilities.
- 2.12 The Bourn Airfield SPD and indicative masterplan show an area of green separation to the south of the built area of the site. This area of green separation will include pedestrian and cycle connectivity and act as a green buffer between the built-up areas of Rockery Farm and Bourn Airfield. This land is proposed to be used in a similar way to the eastern and western valleys of Cambourne, by providing an amenity space for new and existing residents as well as a water attenuation function and new habitats for wildlife.

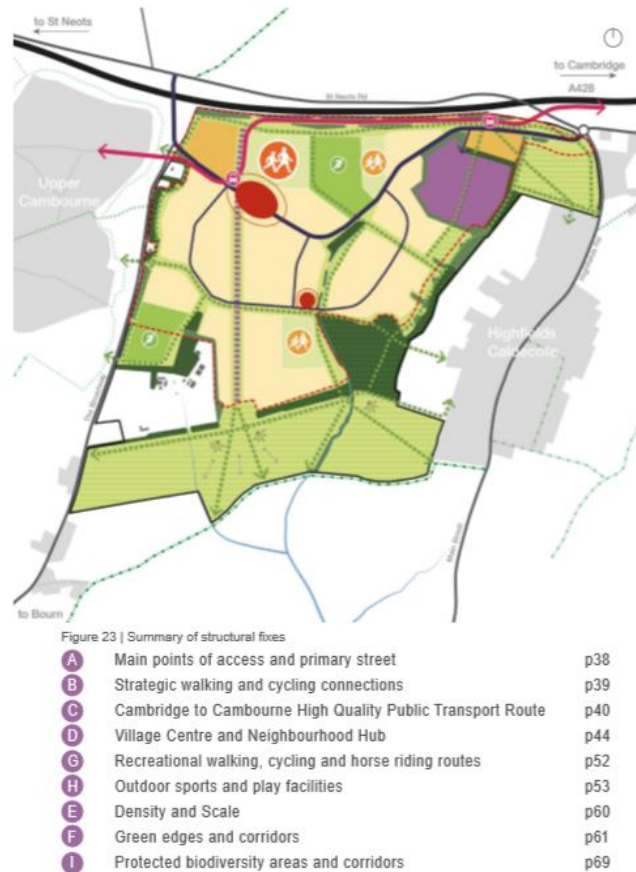


Figure 3: Spatial Framework Diagram from the Bourn Airfield SPD

2.13 Given that Rockery Farm abuts the southern boundary of the Bourn Airfield site new residents would be within walking distance of the new services and facilities within the new village, as well as the public transport route connecting the site with Cambridge and Cambourne. Directing development to the better served settlements of the district has been an important element of the sustainable growth strategy of the District. Therefore, it is inevitable that directing growth towards the more sustainable rural settlements will also form an important part of the strategy for the new Greater Cambridge Local Plan. This approach is consistent with the overachieving aims of the National Planning Policy Framework 2019 (NPPF) to achieve sustainable development.

2.14 The present development strategy for the district is heavily predicated on the provision of new homes at strategic scale residential developments on the Cambridge fringes, at Cambourne West and the new settlements of Northstowe, Bourn Airfield and Waterbeach. The experiences of Cambourne and Northstowe have shown that this scale of development can take years to go through the planning process and for the necessary infrastructure to be provided before new

homes can be built. All the new settlements require the development of sites that are former airfields and involve the redevelopment of large areas of brownfield land. The need to deal with any contamination on these sites also adds time and costs to the development of these sites and impacts on the ability to deliver a policy compliant level of affordable housing. Even Cambourne West, which is a greenfield site, has underdelivered in affordable housing.

- 2.15 Given that the new Local Plan will also cover the Cambridge City area and that there are no other former airfield sites in the District, it is clear that the future development strategy for the Greater Cambridge area will need to rely more on smaller scale sites in the villages. This would accord with paragraph 68 of the NPPF that identifies the important contribution that small and medium size development sites can make to meeting the housing requirements of an area.

3. SITE SUSTAINABILITY

- 3.1 Bourn village is one of the district’s more sustainable rural villages with a primary school, shop, GP, Post Office, public houses and public transport connectivity with Cambridge. The development of the Bourn Airfield site, and further development to the west of Cambourne will bring more services and facilities to the area. Accordingly, Bourn is an appropriate village for the Greater Cambridge Local Plan to focus new residential development.
- 3.2 Rockery Farm is located less than a kilometre from the shops and facilities at the centre of Bourn. As the site adjoins the Bourn Airfield site, future residents will also be able to directly benefit from the services, facilities and sustainable forms of transport that will be delivered as part of the new village. These include a rapid public transport link to Cambridge, enhanced pedestrian and cycle links along the Broadway, shops, employment opportunities, recreational facilities including sports pitches, two primary schools and a secondary school. In addition to this, the proximity of the site to the new town of Cambourne to the north-west means that future residents will have convenient access to a range of shops, services, sports facilities and transport connectivity across the two new settlements. The recently announced route for the east-west rail link between Cambridge and Bedford has identified an area to the south of Cambourne for a new station. The delivery of a new station to serve Cambourne would make the wider area highly sustainable.
- 3.3 Tables 1 and 2 below provide a schedule of key local services and their approximate distance from the site.

Table 1 - Local Services and Employment

Service	Facility	Distance from Site and Journey time.
<i>Social Infrastructure</i>		
Pre- School	Little Hands Nursery School, The Village Hall Short Street Bourn Cambridgeshire CB23 2SG	1.6 km 20 minute walk
Primary School	Bourn CofE Primary Academy, Riddy Lane, Bourn, CB23 2SP	1.9 km 24 minute walk
	The Vine Inter-Church Primary School, Upper Cambourne, Cambourne, CB23 6DY	2.4 km 31 minute walk 8 minute cycle
	Proposed Southern Primary School on the New Village Bourn Airfield (indicative location)	1.1 km 14 minute walk

	Proposed Northern Primary School on the New Village Bourn Airfield (indicative location)	2.2 km 30 minute walk
Secondary School	Proposed Secondary School on the New Village Bourn Airfield (indicative location)	1.6 km 20 minute walk
	Cambourne Village College, Sheepfold Lane, Cambourne, CB23 6FR (Cambourne Village College is proposed to accommodate a sixth form college in the future)	4.8km 48 minute walk 15 minute cycle 7 minute car 18 minute bus
	Comberton Village College, West Street, Comberton, CB23 7DU	7.7 km 10 minute car 19 minute bus
Sixth Form College	Comberton Sixth Form College, West Street, Comberton, CB23 7DU	7.7 km 10 minute drive 19 minute public bus
GP Surgery	Bourn Surgery, 25 Alms Hill, Bourn, CB23 2SH	1.2 km 18 minute walk
Hospital	Addenbrooke's Hospital, Hills Road, Cambridge, CB2 0QQ	22 km 25 minute car 74 minute bus
	Hinchingbrooke Hospital, Hinchingbrooke Park, Huntingdon PE29 6NT	22.8 km 28 minute car 89 minute bus
<i>Shops and Services</i>		
Convenience stores /Supermarkets	Bourn General Store, 8 Short Street, Bourn, CB23 2SG	1.6 km 20 minute walk
	Post Office, 6 High St, Toft, CB23 2RL	5.6 km 7 minute drive
	Toft Shop, 6 High Street, Toft, CB23 2RL	5.7 km 7 minute drive
	Co-operative, Upper Cambourne, Cambourne, CB23 6FJ	1.1 km 16 minute walk
	Morrisons, Broad Street, Cambourne, CB23 6EY	5.1 km 7 minute car 19 minute bus
Banks	Cambridge Building Society, 15 High Street, Cambourne, CB23 6JX	4.9 km 6 minute drive 20 minute bus
	Barclays, 9-11 St Andrews Street, Cambridge, CB2 3AA	15.9 km 21 minute drive

Pharmacy	Lloyds Pharmacy, 9 High Street, Cambourne, CB23 6JX	4.9 km 6 minute drive
Public House	The Willow Tree, 29 High St, Bourn, CB23 2SQ	1.6 km 21 minute walk
Restaurant / Café / Takeaways	Lalbagh Restaurant, 49 Alms Hill, Bourn, CB23 2SH	1.1 km 16 minute walk
	The Stove, Manor Farm, 14 Alms Hill, Bourn, CB23 2SH	1.4 km 18 minute walk
Recreation & Leisure		
Sports Facilities	Bourn Sports Field and Park, Kingfisher Close, Bourn, CB23 2TJ	1.4 km 19 minute walk 6 minute cycle
	Cambourne Sports and Social Club, The Pavilion, Back Lane, Great Cambourne, CB23 6FY	2.8 km 6 minute drive 9 minute cycle
	Bourn Golf and Country Club, Toft Road, Bourn CB23 2TT	2.8 km 4 minute drive 13 minute cycle
	Proposed outdoor sports facilities to the south of the Bourn Airfield New Village	0.9 km 3 minute cycle 11 minute cycle
Country Parks	Proposed Southern Country Park at the Bourn Airfield New Village	0.03 km 1 minute
	Cambourne eastern valley park	0.8 km 10 minute
Allotments	Hall Close, Bourn	1.7 km 22 minute walk 7 minute cycle
Employment Uses		
Employment sites	Cambourne Business Park, Cambourne, CB23 6EA	4.8 km 5 minute car 11 minute bus
	Horizon Park, Barton Road, Comberton, CB23 7BN	11.4 km 11 minute car 21 minute bus
	Addenbrooke's Hospital and Biomedical Campus, Cambridge	22 km 25 minute car 74 minute bus
	Hinchingbrooke Hospital, Hinchingbrooke Park, Huntingdon PE29 6NT	22.8 km 28 minute car 89 minute bus

Table 2 – Public Transport Connections

<i>Public Transport Links</i>		
Bus	Bus stop on Broadway (no. 18 bus serving Cambridge and Cambourne)	0.1km – to bus stop 2 minute walk
	Madingley Road Park and Ride, Lansdowne Road, Cambridge CB3 0EU	13.1 km – to bus stop 14 minute drive
	Proposed Scotland Farm, Dry Drayton Park and Ride	5.9 km – to bus stop 7 minute drive
	Proposed bus stop at Bourn Airfield New Village (the Broadway) for the Cambourne to Cambridge Better Bus Journeys public route	1.7km to proposed bus stop 21 minute walk
Train Links	Cambridge Station, Station Road, CB1	17.2 km 28 minute car
	Proposed Cambourne Station for the East-West Rail Link	5.9 km 6 minute car 16 minute walk

Summary

- 3.4 Tables 1 and 2 demonstrate that new residents of homes on Rockery Farm would have convenient access to a range of shops, services and facilities that can be reached via sustainable modes of transport. In addition to the shops identified in table 1 there are a number of comparison shops at Cambourne and more will be delivered with the proposed development north and south of the High Street. More shops, both convenience and comparison are also proposed as an integral part of the Bourn Airfield new village.
- 3.5 Bourn is presently served by a direct bus link to Cambourne and Cambridge city centre with bus stops near to the entrance of Rockery Farm on the Broadway. Notwithstanding this, the proposed public transport infrastructure improvements to the area, which include the Cambourne to Cambridge Better Bus Journeys route, the East-West train link with a station at Cambourne, and the proposed Scotland Farm Park and Ride, will result in excellent connectivity to the services, facilities and employment areas at Cambridge and onward connectivity by way of the Central Cambridge and Cambridge North rail stations. The masterplan for Cambourne West also allows for public transport connectivity to the west so that the rapid public transport route that will run through Cambourne and Bourn Airfield will eventually be able to connect to St Neots. These proposed enhancements to public transport connectivity will offer further sustainable travel

options to major employment hubs and recreation/leisure destinations in Cambridge and further afield for residents of this part of the district.

- 3.6 As a result of the significant improvements to public transport infrastructure serving the area Bourn is clearly an area that is capable of accommodating future development at the scale put forward through this submission, particularly, as the site would adjoin the sustainable settlement of the Bourn Airfield new village. The new village will offer a broad range of facilities and services, including two primary schools and a secondary school, and sports facilities for use by the wider community of this part of the district.

4. OTHER SITE CONSIDERATIONS

Flooding and Drainage

- 4.1 The GOV.UK flood mapping extract (Figure 4) confirms that all the site falls within Flood Zone 1, apart from a drain along the eastern boundary of the site. As such it is at a low risk of flooding. Therefore, the risk of flooding will not be a constraint to the development of any part of the site.



Figure 4: GOV.UK Flood Mapping

Cycle and pedestrian connectivity

- 4.2 The Bourn Airfield new village will deliver infrastructure works that will alter the character of the Broadway. These works, including a signalised crossing for the proposed bus route, will reduce vehicular speeds and create a safer environment for pedestrians and cyclists. The proposed pedestrian and cycle connectivity between Cambourne and Bourn Airfield, with the eastern edge of the new village being landscaped to provide attractive pedestrian and cycle routes as part of the circular network for the whole settlement, will also encourage more walking and cycling for residents on the Broadway.
- 4.3 As part of the mitigation works for Cambourne West there will be cycle lanes provided along part of the old St Neots Road. Bourn Airfield is likely to deliver similar cycle infrastructure that will form part of the wider Cambourne to Cambridge Better Bus Journeys project to connect the settlements along the A428 with Cambridge.

Public transport

- 4.5 Presently Bourn is served by the number 18 bus that connects Cambridge with Cambourne. This service runs buses in both directions each hour. The nearest Park and Ride site is to the west of Cambridge at Madingley Road. However, as part of the Cambourne to Cambridge Better Bus Journeys project there are proposals to relocate this Park and Ride site to Scotland Farm, Dry Drayton. This will make it easier for residents to access Cambridge by bus without having to travel down the heavily congested Madingley Hill.
- 4.6 The Cambourne to Cambridge Better Bus Journeys project will also deliver a rapid public transport route from Cambourne West through Bourn Airfield to the centre of Cambridge. The Bourn Airfield masterplan has been designed to accommodate this route with a stop at the main centre of the new village, which will be to the northeast of the Broadway. This stop will provide a rapid public transport link into Cambridge to the east and Cambourne to the west. There are proposals for new retail units on Cambourne High Street and further employment at Cambourne West, both of which will be accessible by the new bus route.

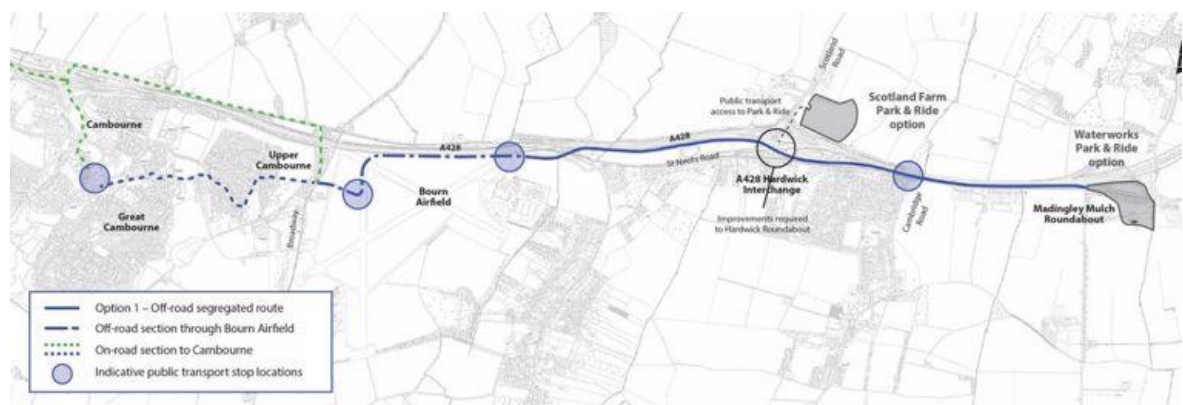


Figure 7: Proposed locations of Bourn Airfield New Village bus stop site to serve the Cambourne to Cambridge Better Bus Journeys route

- 4.7 The Government has recently announced its preferred route for the central section of the new east-west rail line that will link Bedford and Cambridge via Cambourne and St Neots. The proposal includes the creation of a railway station to the south-west of Cambourne, as indicated in figure 8 below. The rail link will provide a rapid public transport link to Cambridge, Bedford and Oxford and has the potential to be located within close proximity to Rockery Farm.



Figure 8: Indicative location of the proposed Cambourne train station to serve the East-West Rail Link

Ecology

- 4.8 At this stage a comprehensive ecological assessment of the site has not been carried out. Notwithstanding this, the fact that the site is within an existing agricultural and commercial use means that there are few habits that would be lost as a result of the development of the site. Moreover, through a well-designed scheme of ecological enhancement the ecological credentials of the site could easily be enhanced.
- 4.9 The illustrative layout shows how the existing boundary hedges and the trees within them would all be retained other than at the point of access to the southwest. The habitats within these hedges would be enhanced by the soft landscaping of the public open spaces and water attenuation areas within the site that will act as a buffer between them and the curtilages of residential properties as well as providing visual amenity.

Heritage and Conservation

- 4.10 The south western corner of the site is located approximately 100 metres from the Bourn Conservation Area (see Figure 9 below) and is separated by a paddock and a mature belt of trees. There are no nearby listed buildings or other heritage assets that would be impacted upon by the development of the site. Therefore, the development of the site would not have any visual impact upon the setting of the Conservation Area or any other heritage assets.

4.11 The existing buildings within the site are of no historic or architectural merit that would warrant their retention. Notwithstanding this, they are of substantial construction and there is the potential for them to be incorporated in to the development proposals, potentially as an employment use.

Protected trees

4.12 There are groups of trees with a Tree Preservation Order (TPO) on them in the north-eastern corner of the site and beyond the north-western corner of the site (see Figure 9 below). The proposed Concept Framework Plan ensures that residential development is set-back from the eastern boundary to protect the group of protected trees within the site.

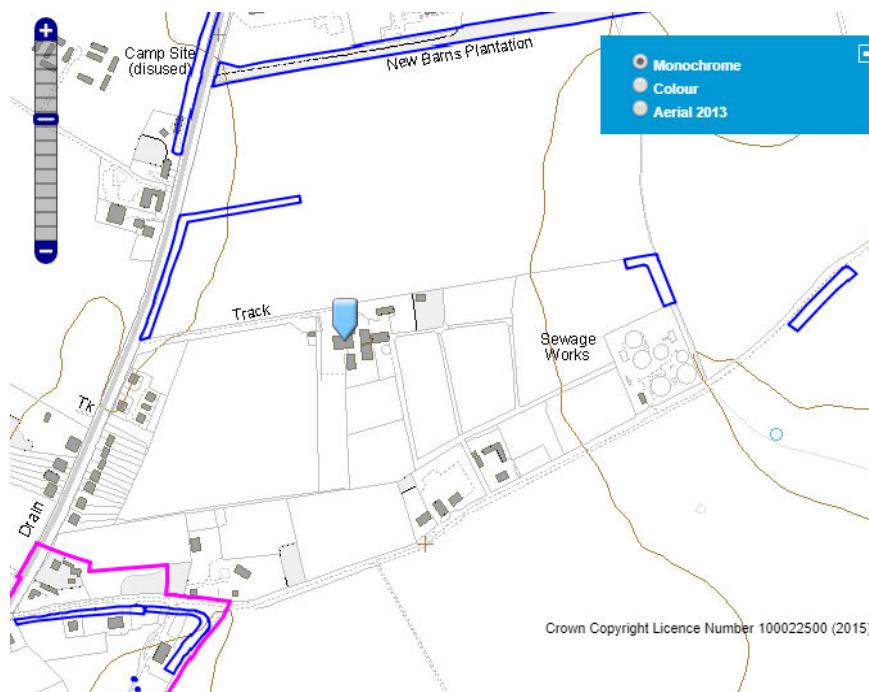


Figure 9: South Cambridgeshire District Council Policy Map, showing the location of TPO'd trees (blue-edged line) and the Bourn Conservation (purple-edge line)

5. PROPOSALS

The Proposal

- 5.1 The high-level Concept Framework Plan demonstrates that the site has the potential to deliver approximately 220 dwellings with all the necessary public open space, play spaces and SUDs features to deliver a policy compliant development. Whilst the Concept Framework Plan shows the development of the whole site there is the potential for it to be delivered in phases, or for a smaller developable area to be allocated, potentially with the retention of the existing buildings in the centre of the site.



Figure 10: Concept Framework Plan

Indicative Layout

- 5.2 The Concept Framework Plan indicates how the residential areas would be confined within the existing hedged boundaries and trees of the site, which would be enhanced to secure a green infrastructure buffer around the perimeter of the site. A total of 4.27 hectares of green infrastructure will be delivered as an integral part of the development of the site and would further enhance the green

- spaces that are to be provided to the south of Bourn Airfield. This green infrastructure will have a range of functions and provide benefits including integrating the development into the rural landscape, space for recreation, play and visual amenity.
- 5.3 The play space to the northwest will provide an extension and enhancement of the existing play space that is presently managed by Bourn Parish Council. This will provide a better facility for new residents and the existing residents of this part of the village to come together.
- 5.4 The vehicular access into the site will be from the northern western corner and pedestrian and cycle connectivity will also be achieved through this point onto the Broadway. Whilst no detailed assessment of the access has been carried out it is evident that there is sufficient space within highway land to accommodate the necessary visibility splays north and south along the Broadway. Moreover, given the proposed works to the Broadway to accommodate public transport, pedestrian and cycle crossings for Bourn Airfield traffic speeds will inevitably be reduced in the future.
- 5.5 The proposed scheme also allows for pedestrian and cycle links onto the Bourn Airfield new village to the north and onto 'the Drift' to the south. The provision of routes through Rockery Farm would help to better integrate Bourn Airfield with Bourn village by providing alternative routes between the two.
- 5.6 Residential development will be set back from the Bourn Sewage Treatment Works in the south-eastern corner. In the absence of an odour assessment, it is envisaged that the eastern part of the site should be kept free of development and used as natural public open space. This will enhance the site's habitats and biodiversity value and separate the future dwellings from the existing sewage treatment works.
- 5.7 A Sustainable Drainage (SuDS) feature is proposed within the eastern part of the site as illustrated, to mitigate against potential flooding from the drain on the eastern boundary. The SuDS feature will also form an integral part of the development's green infrastructure.
- 5.8 The layout and density of the site would follow the densities of the nearby housing on the Broadway with an indicative density of 32 dwellings per hectare (dph). This indicative density seeks to make the most efficient use of the site whilst still respecting the rural character of the area. Given that it is

predominantly a greenfield site there are no constraints to the development of any part of the site, other than to avoid development near to the sewage treatment plant. Therefore, the development would be expected to deliver a policy compliant level of affordable housing and a mix of dwellings to create a socially inclusive new community. Moreover, the layout of the site could easily accommodate space for self-build and custom build plots in accordance with adopted Policy H/9.

5.9 Pedestrian and cycle connectivity will be promoted throughout the site by ensuring that streets are designed at a human scale with design features aimed at reducing vehicular speeds to create a pedestrian and cycle friendly environment. Whilst no detailed design work of the proposed new homes has been carried out it would be appropriate for their design to be influenced by the local vernacular with building heights predominately at two-storeys. The Concept Framework Plan has been designed on the basis of providing active frontages to provide natural surveillance of the public realm and green spaces.

5.10 Table 3 shows the indicative land use budget for the site.

Table 3 – Indicative Land Use Budget

Site Area	Area
Total site area	11.17ha
Net developable area	6.9ha
Open Space/landscaping (Inclusive of Landscaping and Central Green – LEAP, LAPs and SUDs features)	4.27ha
Gross Density	19dph
Net Density	32dph

Alternative Layout

5.11 Whilst Rockery Farm site is capable as being delivered as a single site there is also the potential for the site to be delivered in phases. The delivery of the 3.8ha area to the west of the site (land parcel A) would result in approximately 114 to 122 new homes being delivered at a density of 30 to 32dph. This would allow the retention of the existing farmhouse and associated buildings, which could then be converted into small commercial units. These existing buildings could be converted and extended to accommodate small business uses in a B1 use. There are various small-scale business units in the area that are all occupied. Therefore, smaller units are likely to be attractive to the market and would deliver both homes and employment uses within the site.

5.12 Another alternative development option for the site would be to deliver areas A and B with housing parcel C being included as an extension of the country park to the south Bourn Airfield. The delivery of land parcels A and B (5.5ha) would deliver approximately 165 to 176 new homes at a density of 30 to 32dph.

6. DELIVERY

- 6.1 In terms of implementation and delivery, it is estimated that the development of the site could be completed in 48 months following the allocation in the Local Plan and the subsequent approval of all necessary planning applications. Our client is keen to see the development of their site at the earliest opportunity. Although they would have to leave their property and relocate their business this is not a constraint to the timing of the site coming forward.
- 6.2 There are no significant infrastructure works that would be necessary as the site is next to existing residential properties that are served by mains sewer and electricity. Moreover, there are physical constraints within the site. The constraint of the adjacent sewage treatment plant can easily be addressed by way of a landscaped buffer as shown in the Concept Framework Plan. All potential mitigation measures can either be carried out within the confines of the site (water attenuation, etc.) or could be accommodated within the confines of the adopted public highways (footway improvements, etc.).
- 6.3 Construction traffic would be routed to come from the north via the A428 and the Broadway with a planning condition used to restrict construction vehicles travelling to the site through Bourn village.
- 6.4 Given the proximity of the site to Bourn Airfield there has been increased interest in our client's land and he has been approached by developers interested in the site. Bourn is a popular village with a successful primary school. The development of Rockery Farm would offer the opportunity to live in the countryside whilst also having access to the higher order settlements of Cambourne and Bourn Airfield. Therefore, new homes on this site are likely to be in high demand.

7. CONCLUSION

- 7.1 In our assessment the delivery of the site at Rockery Farm would result in a significant contribution in the number of new homes needed to meet the Greater Cambridge area's future housing needs. The alternative options to delivering the site offer the opportunity for a phased delivery of new homes as well as the potential to retain the existing buildings on site for an employment use.
- 7.2 The allocation of the land at Rockery Farm will result in a sustainable form of development with excellent connectivity to Bourn village and the new settlements at Bourn Airfield and Cambourne. The green buffer to the south of Bourn Airfield will also help to maintain the rural character of the site and the distinct character of Bourn village. The development of the site will also deliver new green infrastructure to the benefit of new and existing residents.
- 7.3 As a result of the developments in the wider Bourn area Rockery Farm will soon be in a highly sustainable location with excellent public transport connectivity to employment sites, services and facilities. The site will also be well placed to directly benefit from the facilities and services that will be delivered at the Bourn Airfield new village and those that are already available at Cambourne and Bourn. Moreover, there are no constraints to the site accommodating a policy compliant level of affordable homes as well as sites for self-build plots.
- 7.4 As the District's large brownfield sites are already allocated for development it is inevitable that there will be greater emphasis on providing homes in the more sustainable villages. The forthcoming Bourn Airfield new village and the relative proximity to Cambourne will ensure that Rockery Farm will be one of the most sustainable locations in the District outside the Cambridge Green Belt. Our client's land is available for development and will deliver benefits for the existing residents of properties to the north of Bourn. Therefore, Rockery Farm should be considered as a suitable location to deliver part of the new homes needed to meet the significant growth forecast for the Greater Cambridge area.