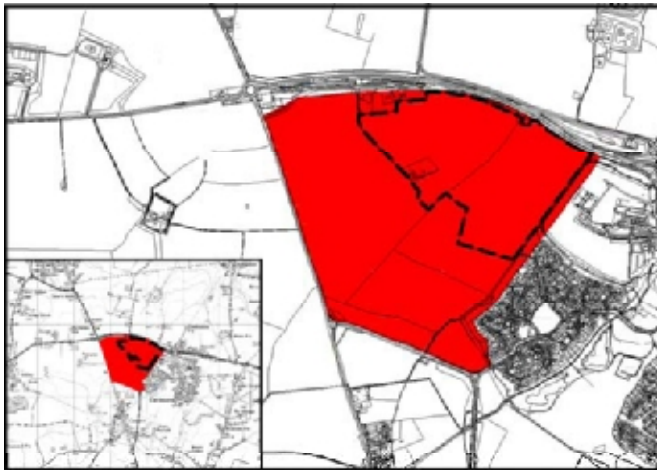


city by public transport can be reduced. The site has reasonable accessibility on foot to local services and facilities being around 15 minutes away.

**Conclusion:** The site is not suitable for allocation. Development of the eastern part of the site would have an adverse impact on the rural character of the village conservation area. Development of the western part of the site would be adversely affected by industrial uses at Breckenwood Road.

### Site 13: Land West of Cambourne



**Location:** Rural Centre

**Summary of assessment:** Development at Cambourne would be at the bottom of the Core Strategy search sequence. Cambourne is the least sustainable of the Rural Centres in terms of location relative to Cambridge and quality of public transport. A strategic scale of development would fundamentally change the character and vision of Cambourne, and there are concerns about the potential to bring improved range of services and facilities commensurate with the level of development and of a sufficiently higher order than those currently provided or planned to upgrade significantly the sustainability of Cambourne, particularly in view of the lack of space in the existing centre. Development would have landscape impact and affect the setting of Cambourne. However, if there were no other more suitable alternative sites in more sustainable locations, the site does relate relatively well to the existing form of Cambourne and could provide an extension to the village that would be perceived as such visually and functionally, subject to the infrastructure challenges being satisfactorily addressed, including the objection from the County Council on archaeological grounds.

**Summary of Sustainability Appraisal:** A greenfield site on good quality agricultural land, albeit land without any major environmental constraints to development. The land is, however, important in terms of the landscape setting of Cambourne. Furthermore, the archaeological potential of the site is a constraint to be addressed. Cambourne is the least sustainable of the Rural Centres in terms of location relative to Cambridge and quality of public transport. Reliance on the private car to access higher order services and facilities as well as major employment locations would most likely be relatively high, and there are concerns about the potential to bring forward lower order services and facilities commensurate with the level of

development within walking / cycling distance. The location of this site does, however, mean that there is good access to open and biodiversity rich countryside as well as other open space and play areas.

**Conclusion:** The site is not appropriate for allocation. Cambourne is the least sustainable of the Rural Centres in terms of location relative to Cambridge and quality of public transport. A strategic scale of development such as this is not provided for by the original Masterplan and the development of Cambourne is now too far advanced to change direction and create a small new town. Development would adversely impact the setting of Cambourne. However, whilst development would be less than satisfactory, if there were no other more suitable alternative sites in more sustainable locations, the site does relate better to the existing form of Cambourne than other objection sites subject to the infrastructure challenges being satisfactorily addressed, including the objection from the County Council on archaeological grounds.

#### Site 14: Land North of A428, Cambourne



**Location:** Rural Centre

**Summary of assessment:** Development at Cambourne would be at the bottom of the Core Strategy search sequence. Cambourne is the least sustainable of the Rural Centres in terms of location relative to Cambridge and quality of public transport. A strategic scale of development would fundamentally change the character and vision of Cambourne, and there are concerns about the potential to bring improved services and facilities commensurate with the level of development and overall impact on the settlement. Development north of the A428 would have a significant landscape and biodiversity impacts and the site has little relationship with Cambourne. The site does not relate well to the existing form of Cambourne and would not provide a logical or sustainable extension to the village. It would be perceived visually and functionally as a separate settlement.

**Summary of Sustainability Appraisal:** A greenfield site on good quality agricultural land, with significant landscape and ecological constraints.

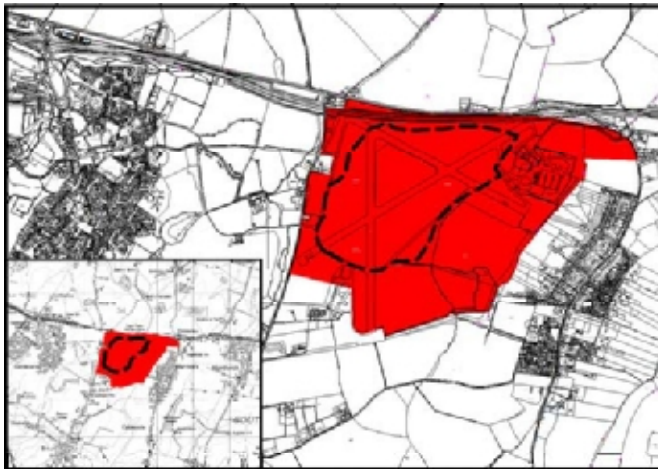
Cambourne is the least sustainable of the Rural Centres in terms of location relative to Cambridge and quality of public transport. Reliance on the private car to access higher order services and facilities as well as major employment locations would most likely be relatively high, and there are concerns about the potential to bring

forward lower order services and facilities commensurate with the level of development within walking / cycling distance. The location of this site does, however, mean that there is good access to open and biodiversity rich countryside as well as other open space and play areas.

Development north of the A428 would not relate well to the existing form of Cambourne and would not provide a sustainable extension to the village in the sense that it is unlikely that walking or cycling will be an attractive form of movement between the two centres. There are a number of questions regarding whether provision of a new centre will compliment the services and facilities available at Cambourne. The location of this development does, however, mean that there is good access to open and biodiversity rich countryside.

**Conclusion:** Development is not supported. Cambourne is the least sustainable of the Rural Centres and this site does not relate well to the existing village. There would be significant adverse impact on the landscape and biodiversity. The original Masterplan does not lend itself to expansion to create a more sustainable development. Development north of the A428 would in effect be further new settlement which would simply be located adjacent to Cambourne.

#### Site 15: Bourn Airfield (1), Cambourne



**Location:** Rural Centre

**Summary of assessment:** Development at Cambourne would be at the bottom of the Core Strategy search sequence. Cambourne is the least sustainable of the Rural Centres in terms of location relative to Cambridge and quality of public transport. A strategic scale of development would fundamentally change the character and vision of Cambourne, and there are concerns about the impact on the existing village centre of new services and facilities commensurate with the level of development and the overall impact on the settlement. Development on Bourn Airfield would not read visually as part of Cambourne in the landscape and would not form a natural extension to Cambourne. The site does not relate well to the existing form of Cambourne and would not provide a logical or sustainable extension to the village. It would be perceived visually and functionally as a separate settlement.

**Summary of Sustainability Appraisal:** A mixed greenfield and brownfield development on a site that includes some ecological interest on-site as well as being

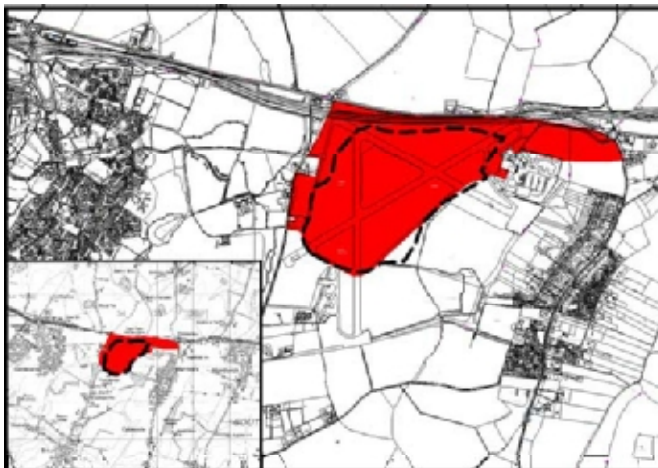
in close proximity to important sites for biodiversity and is also important in terms of visual landscape value. The archaeological potential of the site is a constraint to be addressed, but is unlikely to be an absolute constraint.

Cambourne is the least sustainable of the Rural Centres in terms of location relative to Cambridge and quality of public transport. Reliance on the private car to access services and facilities as well as employment would most likely be relatively high, despite the fact that the proposals to develop a new local centre.

Development on Bourn Airfield would not relate well to the existing form of Cambourne and would not provide a sustainable extension to the village in the sense that it is questionable whether walking or cycling will be an attractive form of movement between the two centres. There are a number of questions regarding whether provision of a new centre will compliment the services and facilities available at Cambourne. The location of this development does, however, mean that there is good access to open and biodiversity rich countryside as well as other open space.

**Conclusion:** Development at Bourn Airfield is not supported. Cambourne is the least sustainable of the Rural Centres in terms of location relative to Cambridge and quality of public transport. A strategic scale of development would fundamentally change the character and vision of Cambourne, and there are concerns about the impact on the existing village centre of new services and facilities commensurate with the level of development and the overall impact on the settlement. The original Masterplan does not lend itself to expansion to create a more sustainable development. Bourn Airfield does not relate well to the existing form of Cambourne and would not provide a logical or sustainable extension to the village. It would be perceived visually and functionally as a separate new settlement.

#### Site 16: Bourn Airfield (2), Cambourne



**Location:** Rural Centre

**Summary of assessment:** Development at Cambourne would be at the bottom of the Core Strategy search sequence. Cambourne is the least sustainable of the Rural Centres in terms of location relative to Cambridge and quality of public transport. A strategic scale of development would fundamentally change the character and vision of Cambourne, and there are concerns about the impact on the existing village centre of new services and facilities commensurate with the level of development and the

overall impact on the settlement. Development on Bourn Airfield would not read visually as part of Cambourne in the landscape and would not form a natural extension to Cambourne. The site does not relate well to the existing form of Cambourne and would not provide a logical or sustainable extension to the village. It would be perceived visually and functionally as a separate settlement.

**Summary of Sustainability Appraisal:** A mixed greenfield and brownfield development on a site that includes some ecological interest on-site as well as being in close proximity to important sites for biodiversity and is also important in terms of visual landscape value. The archaeological potential of the site is a constraint to be addressed, but is unlikely to be an absolute constraint.

Cambourne is the least sustainable of the Rural Centres in terms of location relative to Cambridge and quality of public transport. Reliance on the private car to access services and facilities as well as employment would most likely be relatively high, despite the fact that the proposals to develop a new local centre.

Development on Bourn Airfield would not relate well to the existing form of Cambourne and would not provide a sustainable extension to the village in the sense that it is questionable whether walking or cycling will be an attractive form of movement between the two centres. There are a number of questions regarding whether provision of a new centre will compliment the services and facilities available at Cambourne. The location of this development does, however, mean that there is good access to open and biodiversity rich countryside as well as other open space.

**Conclusion:** Development at Bourn Airfield is not supported. Cambourne is the least sustainable of the Rural Centres in terms of location relative to Cambridge and quality of public transport. A strategic scale of development would fundamentally change the character and vision of Cambourne, and there are concerns about the impact on the existing village centre of new services and facilities commensurate with the level of development and the overall impact on the settlement. The original Masterplan does not lend itself to expansion to create a more sustainable development. Bourn Airfield does not relate well to the existing form of Cambourne and would not provide a logical or sustainable extension to the village. It would be perceived visually and functionally as a separate new settlement.