

# Land East of Cambridge Road, Melbourn

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*Greater Cambridge Local Plan First Proposals  
Representations - Supporting Document*

*December 2021*

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PROJECT TEAM



Masterplanning and graphic design

# Boyer

Town planning

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# SITE LOCATION PLAN



- Site boundary
- Additional land within same land ownership

Mapping source: Google earth



SITE LOCATION PLAN

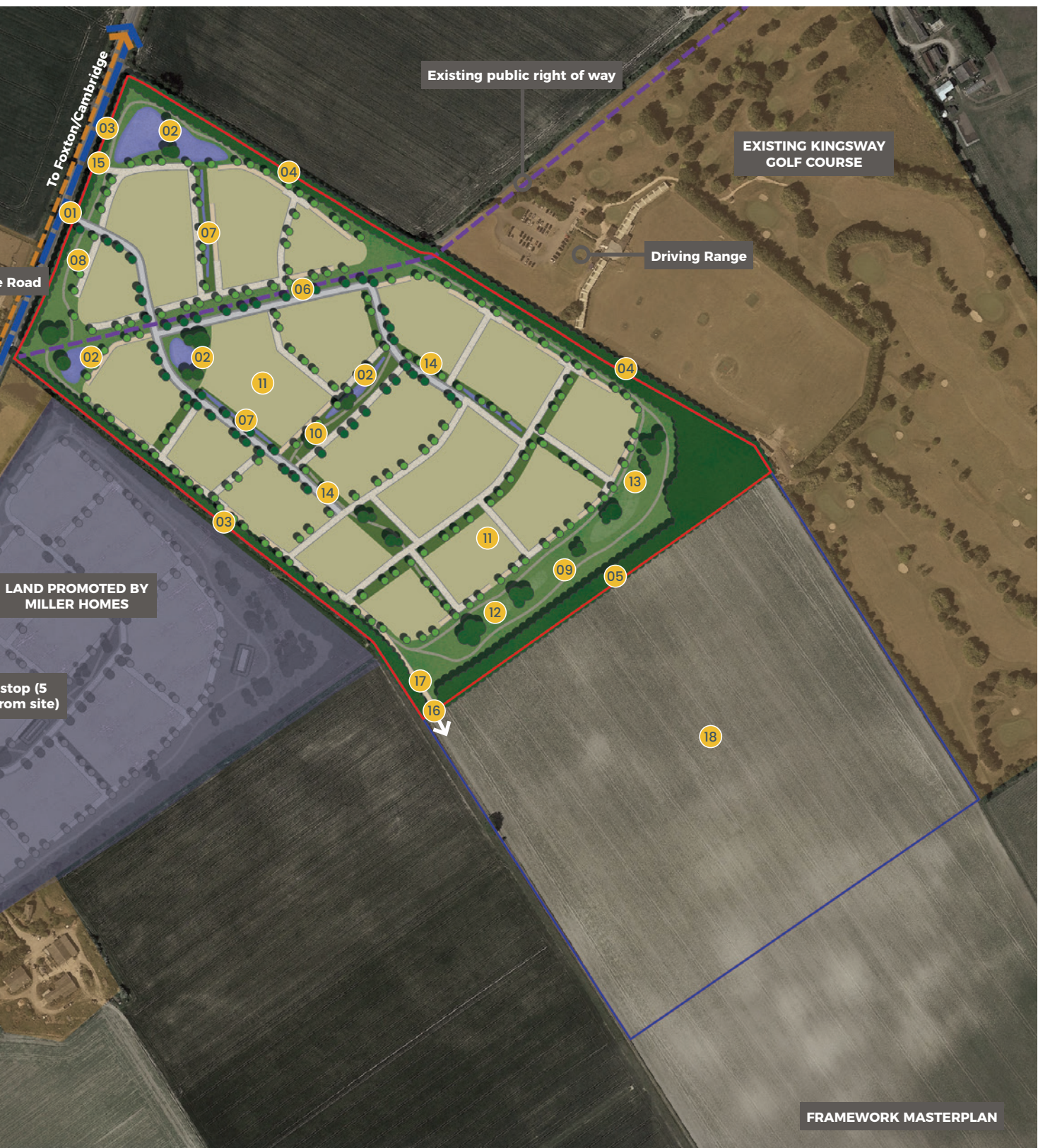
# FRAMEWORK MASTERPLAN

*The proposals the Land East of Cambridge Road support the vision and aims of the emerging Greater Cambridge Local Plan at a unconstrained and sustainable location*

The site is capable of delivering 350 new homes as part of the sustainable growth of Melbourn

- 01 Potential vehicular access point to be explored
- 02 Sustainable Drainage System (SuDS)
- 03 Retained hedgerow planting
- 04 Enhanced hedgerow planting
- 05 Proposed structural tree belt planting
- 06 Existing public right of way set within green corridor
- 07 Existing surface water drainage set within wetland corridor
- 08 Development set back from Cambridge Road
- 09 Proposed footpaths
- 10 Central neighbourhood green with children's play
- 11 Residential development
- 12 Naturalistic ecological parkland providing biodiversity net gain
- 13 Natural play space
- 14 Green corridors
- 15 Opportunity for pedestrian/emergency access point
- 16 Potential for pedestrian connection to existing public right of way network further south
- 17 Track to retained land
- 18 Adjoining land available for further development or biodiversity purposes





# HOUSING AND ECONOMIC LAND AVAILABILITY ASSESSMENT (HELAA) SITE ASSESSMENT

CRITERIA	GCSP Assessment	GCSP Traffic Light	Amended Traffic Light	Amended Assessment
Adopted Development Plan Policies	<ul style="list-style-type: none"> <li>Outside Development Framework</li> </ul>	Amber	Amber	<ul style="list-style-type: none"> <li>We are in agreement with the GCSP assessment as the site sits outside the current adopted development boundary/framework.</li> </ul>
Flood Risk	<ul style="list-style-type: none"> <li>Wholly in Flood Zone 1</li> <li>Minimal surface water flooding risk.</li> </ul>	Amber	Green	<ul style="list-style-type: none"> <li>The full site sits within Flood Zone 1.</li> <li>Flood risk on the site is predominantly low, although there is flood risk on limited portions of the site from surface water.</li> <li>In accordance with the GCSP methodology a green rating has been given with regards to flood risk.</li> </ul>
Landscape and Townscape	<ul style="list-style-type: none"> <li>Development throughout the site would have a significant adverse impact to the wide and local landscape character. It would be permanent, encroachment into the countryside, isolated and removal of the strong open rural landscape. Even with a reduction in residential units with landscape mitigation works the harm would still be adverse and unacceptable.</li> <li>Landscape Character Assessment (2021) Landscape Character Area - 4C: Hatley Wooded Claylands.</li> </ul>	Red	Amber	<ul style="list-style-type: none"> <li>The GCSP have failed to correctly identify the site's Landscape Character Area, as outlined in the 2021 Greater Cambridge Landscape Character Assessment.</li> <li>The site falls within Landscape Character Area 3C Rhee Tributaries Lowland Farmlands. This landscape is classed as having only moderate strength with few distinguishing features, therefore it is unlikely that development would have a significant adverse impact to the wide and local landscape character.</li> <li>Any detrimental impact could be satisfactorily mitigated through sensitive design, resulting in an overall Amber rating.</li> </ul>



CRITERIA	GCSP Assessment	GCSP Traffic-Light	Amended Traffic Light	Amended Assessment
Biodiversity and Geodivers	<ul style="list-style-type: none"> <li>• Within 200m of a Wildlife Site.</li> <li>• All residential developments will require consideration of recreational impact on nearby SSSIs. Boundary habitats including woodland, watercourse, trees and hedges may qualify as Habitats of Principal Importance/be of high ecological value and support protected or notable species. Grassland quality will need to be assessed. Applications may find provision of a 10% net gain in biodiversity difficult within their red line boundaries and may need to find off-site compensation to comply with up-coming National legislation and developing local policies.</li> <li>• Development of the site may have a detrimental impact on a designated site, or those with a regional or local protection but the impact could be reasonably mitigated or compensated.</li> </ul>	Amber	Amber	<ul style="list-style-type: none"> <li>• The rear of the site is neighboured to the east by the Fowlmere Watercress Beds SSSI.</li> <li>• Portions of the site sit within the SSSI Impact Risk Zone for both the Fowlmere Watercress Beds and L-Moor Shepreth SSSIs.</li> <li>• The site does not contain any Priority Grassland, Wetland or Woodland Habitats although the existence of these habitats is acknowledged in close/medium proximity to the site.</li> <li>• A range of Farmland Bird species are shown to reside in the wider area.</li> <li>• As outlined by GCSP, extensive efforts would be made to mitigate any impacts from residential development on on any designated site or those with a regional or local protection.</li> </ul>
Open Space / Green Infrastructure	<ul style="list-style-type: none"> <li>• Site is not on protected open space designation. Any impact of the proposed development could be reasonably mitigated or compensated.</li> </ul>	Green	Green	<ul style="list-style-type: none"> <li>• We agree with GCSP assessment.</li> <li>• Development on the site would not result in the loss of any public open space or green infrastructure, and in-return would aim to provide an allocation of such an amenity.</li> </ul>
Historic Environment	<ul style="list-style-type: none"> <li>• There are no heritage assets within the site. Bran Ditch Environment Scheduled Monument is close by to the south east, separated by woodland; however, any detrimental impact could be reasonably mitigated with the inclusion of suitable buffers.</li> </ul>	Amber	Amber	<ul style="list-style-type: none"> <li>• Agree with GCSP assessment.</li> <li>• As GCSP recommend, any proposal would take consideration of local heritage assets and provide detailed strategies to mitigate impacts.</li> </ul>
Archaeology	<ul style="list-style-type: none"> <li>• Extensive archaeology of prehistoric/Roman date is located in the area.</li> </ul>	Amber	Amber	<ul style="list-style-type: none"> <li>• Agree with GCSP assessment.</li> <li>• Appropriate and reasonable archaeological investigations would be undertaken to ensure the future development would not have an unacceptable impact on archaeology.</li> </ul>

CRITERIA	GCSP Assessment	GCSP Traffic-Light	Amended Traffic Light	Amended Assessment
Accessibility to Services and Facilities	<ul style="list-style-type: none"> <li>Distance to Primary School: Greater than 1,000m</li> <li>Distance to Secondary School: Greater than 900m and Less than or Equal to 2,000m</li> <li>Distance to Healthcare Service: Greater than 720m and Less than or Equal to 2,000m</li> <li>Distance to City, District or Rural Centre: Greater than 2,000m</li> <li>Distance to Local, Neighbourhood or Minor Rural Centre: Greater than 720m and Less than or Equal to 2,000m</li> <li>Distance to Employment Opportunities: Less than or Equal to 1,800m</li> <li>Distance to Public Transport: Greater than 450m and Less than or Equal to 1,000m</li> <li>Distance to Rapid Public Transport: Greater than 1,800m</li> <li>Distance to proposed Rapid Public Transport: Greater than 1,800m</li> <li>Distance to Cycle Network: Less than or Equal to 800m</li> <li>Adequate accessibility to key local services, transport, and employment opportunities</li> <li>Proposed development would not require delivery of accompanying key services</li> </ul>	Amber	Amber	<ul style="list-style-type: none"> <li>Distance to Primary School: 1.0 Miles</li> <li>Distance to Secondary School: 0.8 Miles</li> <li>Distance to Healthcare Service: 1.1 Miles</li> <li>Distance to City, District or Rural Centre: 3.9 Miles</li> <li>Distance to Local, Neighbourhood or Minor Rural Centre: 0.4 Miles</li> <li>Distance to Public Transport: 0.2 Miles</li> <li>Distance to Train Station: 1.6 Miles</li> <li>Distance to National Cycle Network: 8.6 Miles</li> <li>We agree with GCSP's amber assessment, based on their criteria, although we feel that the site offers very good accessibility to services and facilities, owing to its position in the settlement hierarchy and identification as the largest Minor Rural Centre in this part of South Cambridgeshire.</li> </ul>
Site Access	<ul style="list-style-type: none"> <li>If over 100 dwellings two points of access are required to accord with the advice of the Cambridgeshire Fire and Rescue.</li> <li>No possibility of creating a safe access.</li> </ul>	Red	Green	<ul style="list-style-type: none"> <li>We strongly disagree with the GCSP red rating and query what assessments have been undertaken to arrive at this.</li> <li>As demonstrated through supporting technical work, the Site can accommodate suitable access points from Cambridge Road, including a main access point with various options available for accommodating an emergency access. There is also flexibility for the Site to accommodate two simple priority junctions.</li> </ul>

CRITERIA	GCSP Assessment	GCSP Traffic-Light	Amended Traffic Light	Amended Assessment
Transport and Roads	<ul style="list-style-type: none"> <li>The development will have to consider cumulative impact at local junctions. Improvements would be required to the signalised junction in Melbourn and possible improvements required at junctions on the A10 and A505. Contributions towards the Melbourn to Cambridge Greenway would be required to support sustainable travel to Cambridge.</li> <li>Any potential impact on the functioning of trunk roads and/or local roads could be reasonably mitigated.</li> </ul>	Amber	Green	<ul style="list-style-type: none"> <li>The Cambridge Road runs parallel to the A10 as a secondary route, therefore existing pressures on the road are likely to be limited to local traffic.</li> <li>Development of this Site would promote sustainable modes of transport, particularly noting its accessibility to public transport and location along a greenway.</li> <li>The proposed development will be subject to a detailed Transport Assessment, which will assess whether or not improvements would be required to the signalised junction at Melbourn. It is not considered appropriate that such improvements would be required without undertaking such an assessment. We therefore disagree with the Councils' conclusion that improvements would be required and question what evidence this has been based on.</li> </ul>
Noise, Vibration, Odour and Light Pollution	<ul style="list-style-type: none"> <li>The site is capable of being developed to provide healthy internal and external environments in regard to noise/ vibration/odour/Light Pollution after careful site layout, design and mitigation.</li> </ul>	Green	Green	<ul style="list-style-type: none"> <li>The site's location on the edge of the Melbourn settlement would ensure minimal noise, vibration, odour and light pollution impacts due to a lack of sensitive receptors.</li> <li>We conclude that the site is at low risk in regard to noise / vibration / odour.</li> </ul>
Air Quality	<ul style="list-style-type: none"> <li>Reasonably large site and lots of residential units - potential for AQMA traffic impact without mitigation.</li> </ul>	Amber	Green	<ul style="list-style-type: none"> <li>The Site does not lie within an AQMA.</li> <li>The UK's Air Pollution Index shows consistently low scores in the area throughout 2021, signalling low pollution levels.</li> <li>Necessary mitigation measures would be enacted if required.</li> </ul>
Contamination and Ground Stability	<ul style="list-style-type: none"> <li>Previous agricultural land use. Potential for historic contamination, conditions required.</li> </ul>	Amber	Amber	<ul style="list-style-type: none"> <li>The GCSP rating is noted.</li> <li>Any potential issues regarding contamination and ground stability will be appropriately assessed and addressed.</li> </ul>
Strategic Highways Impact	<ul style="list-style-type: none"> <li>Within Highways England Zone 10 - South West.</li> <li>&lt;2,000 dwellings / 5,000m2 employment - Capacity for growth.</li> </ul>	Green	Green	<ul style="list-style-type: none"> <li>Within Highways England East Region.</li> <li>Site is not in close proximity to Strategic Road Network, therefore development on the site will have a neutral impact on the SRN.</li> </ul>
Green Belt	<ul style="list-style-type: none"> <li>No Comment.</li> </ul>		Green	<ul style="list-style-type: none"> <li>The site does not form part of Cambridge Green Belt and is comfortably located outside of its boundaries, therefore development on the site will not compromise the Cambridge Greenbelt.</li> </ul>

