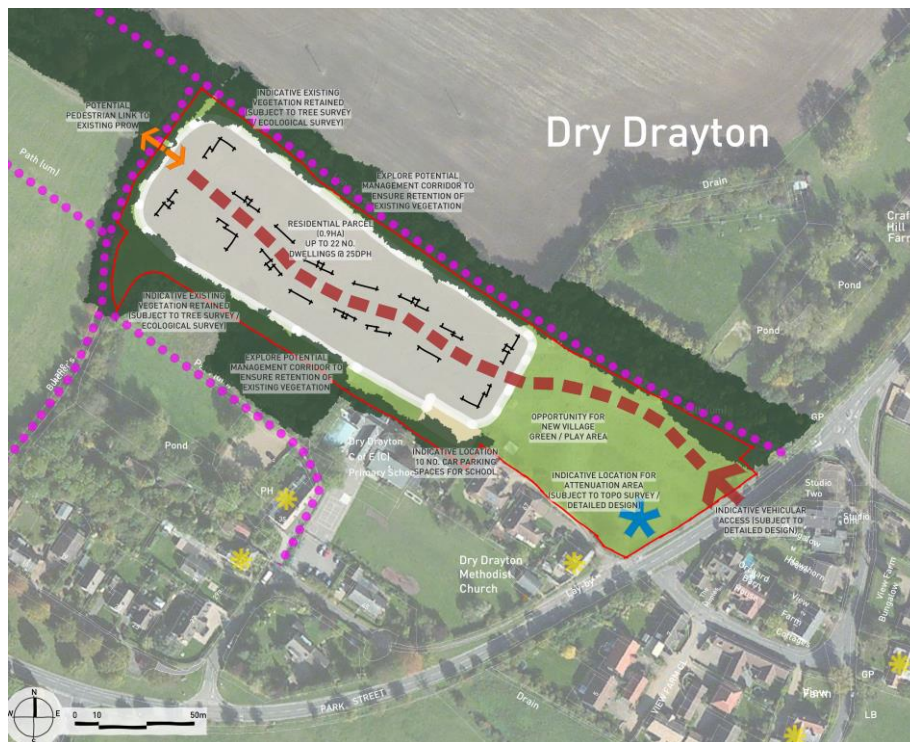


# SITE PROMOTION DOCUMENT

## LAND AT PARK STREET, DRY DRAYTON, CAMBRIDGE CB23 8DA



**FOR**

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## **1. INTRODUCTION**

- 1.1 This Planning Statement has been prepared by Pegasus Group, on behalf of the [REDACTED] which is actively promoting the site at Park Street, Dry Drayton, for residential-led development in the Greater Cambridge Local Plan.
- 1.2 This document has been produced in response to South Cambridgeshire District Council's call for sites process to identify potential locations for development in Greater Cambridge.
- 1.3 This document outlines the inherent sustainability of delivering development at the site and how development can successfully help deliver high-quality residential schemes and community infrastructure capable of contributing towards the housing need identified for the Greater Cambridge area.
- 1.4 The call-for-sites process is the first stage of the early review of South Cambridgeshire District Council's Local Plan that was formally adopted in September 2018. This early review is a requirement of Policy S13 and will result in a single Local Plan that will direct development proposals across both the District and City Council areas.
- 1.5 The site being promoted through this response would provide 22-30 dwellings and significant public open space to address an unmet need in the village, as well as additional parking for the primary school. A Framework Plan accompanies this submission to illustrate how the site could be developed.

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## 2. THE SITE

### Site Context

2.1 The site lies to the north west of Park Street, within the U-shape formed by the village's built extent. It is within walking distance of the village amenities and adjacent to the boundary of the primary school.

2.1 The site is roughly rectangular in shape and measures approximately 1.78ha in area. To the north east the site is bounded by an extensive tree belt, beyond which is farmland. To the north west is also a tree belt. Both tree belts contain the routes of Public Rights of Way. Beyond the tree belt to the north west is a field and existing development leading off the High Street. Park Street marks the south eastern boundary of the site, with existing development opposite. Park Street leads into Oakington Road, and onwards to the A14 junction 30.

### 2.2 Site Constraints

2.3 The site comprises a land that is currently in agricultural use, occasionally for grazing. There are no utilities crossing the site. Trees are located around the boundaries but there are none within the site itself, nor along the Park Street road boundary. There are extensive public footpaths in the immediate vicinity, such as the route from Park Street to High Street, known as Long Lane, which runs along the outside of the site's northeast boundary. This branches off along the site's north west boundary, known as Butcher's Lane, where it continues south west to meet Park Street further along its length. Butcher's Lane also branches off to meet the end of the branch of Park Lane that serves the school and pub. As a result there are several circular walks accessible from the site, and more direct access to the High Street where the Village Hall is located.

### 3. PLANNING POLICY CONTEXT

3.1 The relevant documents in the South Cambridgeshire Council development plan are as follows:

- South Cambridgeshire Local Plan (September 2018) – this document sets out the strategic policies for development in South Cambridgeshire.
- Adopted Policies Map (September 2018) – this illustrates geographically the application of spatial policies in the development plan.

3.2 Dry Drayton is categorised as a Group Village in the South Cambridgeshire Local Plan (Policy S/10). Group Village is the third highest classification of settlement in the South Cambridgeshire Local Plan, reflecting access to facilities which allow residents to carry out most day-to-day activities.

3.3 The adopted Proposals Map (extract below) shows the site as outside but adjacent the village framework for Dry Drayton.



3.4 The Council’s current housing growth strategy in the adopted Local Plan is heavily reliant on the allocation and timely delivery of large-scale strategic sites, as shown in the following table:

	Existing Completions and Commitments (both areas)	New Sites Cambridge	New Sites South Cambs	TOTAL	%
Cambridge Urban Area	5,358	1,470	0	6,282	19
Edge of Cambridge	11,370	890	410	12,670	35
New Settlements and Cambourne West	3,445	0	4,610	8,055	23
Rural Area (including windfalls)	7,284	0	936	8,220	23
<b>TOTAL</b>	<b>27,457</b>	<b>2,360</b>	<b>5,956</b>	<b>35,773</b>	<b>100</b>

3.5 The Council’s spatial strategy has been to direct growth to the edge of Cambridge and new settlements. Policy S/6: Development Strategy to 2013, sets this out in terms of a sequence of development, carried forward from the previous Local Development Framework. Local plan paragraph 2.48 states that “The major sites will be supported by limited development at the more sustainable villages in the order of 900 homes to provide flexibility and help ensure a continuous supply of housing land over the plan period, including if there is any delay in progress on any of the major sites.” The 23% to be found in the rural area are noted as being in more sustainable villages, namely the Rural Centres and Minor Rural Centres.

3.6 However, the period 2015-2018 saw appeal decisions, and application decisions at a local level, which confirmed that some villages at Group Village level and below are capable of accommodating housing development by virtue of their own service provision and by their accessibility to services and areas of employment.

3.7 The risk of the adopted strategy is acknowledged by Policy S/13 which commits to an early review of the Plan (hence this Call for Sites). Challenges facing strategic sites have already led to considerable delays in the delivery of much needed housing growth. The two new settlements at Waterbeach and Bourne Airfield, and the urban extension at Cambourne West, have all slipped in relation to the anticipated trajectory. The Council has already relied on Rural Settlements

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and Minor Rural Settlements for allocations and windfalls for its current commitments. Moving forward it is clear that a significant amount of smaller scale development sites will need to be allocated via the Local Plan in order to achieve a balanced and robust delivery strategy.

3.8 The site lies within the Cambridge Green Belt, adjacent to the village framework boundary of the built up part of the village, which is not in the Green Belt. The Local Plan sets out at paragraph 2.30 that the Cambridge Green Belt's established purposes are to:

- Preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;
- Maintain and enhance the quality of its setting; and
- Prevent communities in the environs of Cambridge from merging into one another and with the city.

3.9 Paragraph 2.31 of the Local Plan states:

A number of factors define the special character of Cambridge and its setting, which include:

- Key views of Cambridge from the surrounding countryside;
- A soft green edge to the city;
- A distinctive urban edge;
- Green corridors penetrating into the city;
- Designated sites and other features contributing positively to the character of the landscape setting;
- The distribution, physical separation, setting, scale and character of Green Belt villages; and
- A landscape that retains a strong rural character.

3.10 NPPF paragraph 136 states that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified through the preparation of Plans. The need for changes to the Green Belt boundary should be established through strategic policies, i.e. to meet the identified need for development where it cannot be met outside the Green Belt.

3.11 In such circumstances paragraph 139 of the NPPF sets criteria that include: requiring Plans to define Green Belt boundaries in accordance with the overall Plan's strategy, not including land which it is unnecessary to keep permanently open, and defining boundaries clearly with recognisable permanent features.

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- 3.12 NPPF paragraph 67 states that policies should identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability. Paragraph 68 requires the LPA to identify land to accommodate at least 10% of their housing requirement on sites less than 1ha in area. Paragraph 77 requires that in rural areas, planning policies should be responsive to local circumstances and support housing developments that reflect local needs. Paragraph 78 aims to promote sustainable development in rural areas by locating housing where it will enhance or maintain the vitality of rural communities. Policies should identify opportunities for villages to grow and thrive, especially where this will support local services.
- 3.13 The following section sets out how the proposed site complies with these paragraphs.

#### 4. SETTLEMENT SUSTAINABILITY

4.1 Dry Drayton village has access to a number of facilities enabling residents to access services for their day-to-day needs. The following tables provide a detailed overview of the facilities, services and transport links serving the site.

Table 1 – Distance and Travel Time to Local Services and Facilities

Service	Closest facility	Approximate Distance from the site
<i>Education</i>		
Pre-School	<b>Little Owl Pre-School</b> Park Street, Dry Drayton CB23 8DA  Also runs an after school club and holiday club	Adjacent to the site
Primary School	<b>Dry Drayton Primary School</b> Park Street, Dry Drayton, CB23 8DA	Adjacent to the site
Secondary School	<b>Impington Village College</b> Impington CB24 9LX  (IVC is served by a daily CCC bus service on school days).	5.1 miles  Pick up and drop off point at Park Lane.
<i>Retail and Services</i>		
Retail	Bar Hill – Tesco Extra  Dry Drayton also has a delicatessen at Scotland Road, and there is a Spar at Childerley Gate petrol garage	2.5 miles by road, 1.3 miles via the cycle track leading from the High Street  Scotland Road is 1.4 miles, and Childerley Gate 2.6 miles
Services	Other shops are located at Bar Hill, Dry Drayton Industries at Scotland Road, and at St Neots Road, Hardwick  The Black Horse Pub – 35 Park Street	2.5 miles  Adjacent to the site
<i>Community Facilities</i>		
Community Facilities	<b>Village Hall</b> High Street  <b>Mobile Library Service</b> Pettitts Lane  <b>Allotments</b> High Street	0.4 miles  0.6 miles  0.7 miles

Religious Facilities	<b>Church of St Peter and St Paul</b> Madingley Road, Dry Drayton	0.3 miles
	Dry Drayton Methodist church	0.04 mile
<i>Healthcare</i>		
Doctors surgery	<b>The Maple Surgery</b> Bar Hill	2.5 miles
Hospital	<b>Addenbrookes Hospital</b> Hills Road Cambridge Cambridgeshire CB2 0QQ	9.1 miles  Bus – from Dry Drayton, the No 8 to Cambridge city centre takes 26 minutes, then 16 minutes by various bus routes.
<i>Employment</i>		
In Dry Drayton	Dry Drayton Industries is a small industrial estate on Scotland Road, with 35 individual units used mainly for retail, leisure and light industrial businesses.	1.5 miles
	The Irwin Centre off Scotland Road comprises 8 office suites of varying size.	1.7 miles
Outside Dry Drayton	<b>Cambridge City Centre</b>	8 miles 26 minutes via No 8 bus.
	<b>Bar Hill</b> Saxon Way, Trafalgar Way and Viking Way business parks provide a variety of employment, along with Tesco Extra and the shops adjacent to its car park.	2.5 miles by road 1.3 miles via cycle track

4.2 Dry Drayton is also served by a range of public transport links. Table 2 below summarises the bus service, whilst Table 3 shows other public transport services outside the village.

Table 2 – Bus service summary

Service Number	Bus Route	Frequency (Mon-Fri)	Frequency (Sat)	Frequency (Sun)
No 8 Whippet	Papworth to Cambridge (via Hilton, Elsworth, Knapwell, Conington,	3 buses per day in each direction	3 buses per day in each direction	No service

	Boxworth, Bar Hill, Dry Drayton, Madingley, Coton)			
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Table 3 – Other Public Transport services outside Dry Drayton

Transport Connection	Travel Time
<b>Rail Connections</b>	
<p style="text-align: center;"><b>Cambridge North Station</b> 450 space car park, 1000 space cycle store</p> <p style="text-align: center;"><b>Cambridge Station</b> 374 space car park, 2850 space cycle store</p> <p style="text-align: center;"><b>Huntingdon Station</b> 310 space car park, 370 cycle parking spaces</p> <p style="text-align: center;"><b>St Neots Station</b> 349 space car park, 84 cycle parking spaces</p>	<p>7.5 miles</p> <p>7.6 miles</p> <p>13.2 miles</p> <p>13.3 miles</p>
<b>Park &amp; Ride</b>	
<p style="text-align: center;"><b>Madingley Road Park and Ride</b></p> <p>Offers a Bus Services through to Cambridge City Centre and airport at a frequency of every 10 minutes Monday – Saturday, with an increased services at the AM – PM peak. The Sunday service operates at least every 15 minutes.</p> <p>Travel times to Cambridge City Centre are approximately 12 minutes and 25 minutes to Cambridge Airport.</p>	<p>3.9 miles</p>

**Summary**

- 4.3 In light of Tables 1-3 it is clear that residents of Dry Drayton would have convenient access to a range of shops and services, both in the village and at Bar Hill in particular. Bus services to the village itself are poor, but Bar Hill is within walking and cycling distance and offers more bus routes from the bus stops at Tesco Extra. Given the rural nature of the District, reliance on linked-mode trips is commonplace, for example park & ride, kiss & ride, or park and rail for longer commuter routes.
- 4.4 Services and facilities within the village such as the school need the population to continue to grow in order to maintain a balanced demographic and support their continued retention.
- 4.5 Dry Drayton is therefore a settlement capable of accommodating future development at the scale put forward through this Call for Sites submission.

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## 5. SITE CONSIDERATIONS

5.1 This section provides a desk-based review of technical considerations and potential constraints which would need to be considered at this early stage and be positively addressed via a future planning application.

### **Green Belt**

5.2 It is anticipated that the Council will need to review and release land from the Green Belt to meet the need for housing to meet its objectively assessed need. As noted at paragraph 3.8 above, the Cambridge Green belt has 3 established purposes:

- Preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre. The allocation of the site would achieve this by directing development to a village, thereby maintaining the compact extent of the city and maintaining the rural gap between the village and Cambridge.
- Maintain and enhance the quality of its setting. The open and rural setting of the city that is created by the Green Belt would not be affected by the allocation of the site. This is because the site itself is not open but enclosed by strong boundary vegetation. The development of the site at 25dph and the retention of significant public open space will ensure the development of the site would be achieved with a rural character.
- Prevent communities in the environs of Cambridge from merging into one another and with the city. Dry Drayton is sufficiently distant from Cambridge not to be at risk of merging with the city. This side of the village is not close to any other village and the small size of the site means that it can be allocated for development without resulting in any merging with another village.

5.3 As noted at paragraph 3.9 above, the Local Plan lists factors that define the special character of Cambridge and its setting, thus justifying the Green Belt designation around the city. The allocation of this site would not undermine the factors in that list, and can be developed in a way that retains a strong rural character and a soft green edge to the city. The enclosed nature of the site means that its development will not undermine views or corridors to the city, and the landscape setting of the city would be preserved.

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### **Flooding and Drainage**

- 5.4 The GOV.UK flood mapping reveals that the site is within Flood Zone 1 – low risk. As the overall site is greater than 1 ha, a Flood Risk Assessment would be required at the planning application stage.
- 5.5 The Framework Plan included with this submission shows that the open space would incorporate a surface water attenuation pond, thereby keeping surface water on the site.
- 5.6 A pre-development enquiry would be made of Anglian Water at the application stage to ensure capacity is available in the sewerage network. It is not anticipated that such capacity would be lacking.

### **Highways**

- 5.7 At the planning application stage proposals for the site would be supported by a Transport Assessment/Statement to demonstrate the capacity of the local highway network to accommodate the proposed development. In terms of traffic flows a significant advantage and benefit of the site is that vehicles can access the A14 and the A428, both significant trunk roads with onward access to the M11 and A1(M) as well as Cambridge.
- 5.8 The access to the site would be centrally located along the Park Street frontage, in order to provide adequate visibility. In addition, the site is located within walking distance of the village's services, thereby reducing the need for motorised travel. The proximity of the site to the existing footpath network facilitates alternative walking routes for such access as well as for leisure.

### **Ecology**

- 5.9 The site is laid to grass, but surrounded by tree belts, which would be retained. There are no national ecological designations on or near the site that would prevent its development for reasons of loss of habitat.
- 5.10 A future planning application for either site would be supported by robust Ecological Surveys to establish the impact on any species or habitats; and to inform measures can be included in the scheme to deliver ecological enhancements.

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### **Ground Conditions**

- 5.11 As a greenfield site, contamination is not anticipated. A desk-based assessment would be submitted at the application stage.

### **Heritage**

- 5.12 There is no Conservation Area in the village. The nearest Listed Building is the Grade II Listed thatched cottage, known as Warrington Farm, which lies between the site and the Methodist church to the south west. The open setting of the Listed building has been respected through the proposed layout shown on the Framework Plan, which keeps the land nearest the listed building as public open space.
- 5.13 A desk-top archaeological assessment would be submitted at the application stage.

### **Trees**

- 5.14 There are Area TPOs adjacent to the northeast boundary of the site and along the site frontage. However, there are no trees along the site frontage. The tree belt adjacent to the north east boundary would be retained. A tree survey and constraints plan would show the extent of root protection areas so as to inform a planning application layout that does not detrimentally affect these important trees. Additional new planting and the management of trees and open space would ensure that future development delivered a net gain in trees and their appropriate maintenance.

## 6. PROPOSALS

6.1 The Framework Plan (below and also submitted separately) seeks to address the site's constraints and context.



6.2 The Framework Plan provides the following:

- Residential development. 22 dwellings in the area shown would equate to a density of 25dph.
- An area of open space. This would be available to the village in order to address the acknowledged shortage of public open space in the village. Its presence on the Park Street frontage enables access for maintenance. As the low point of the site this would also be the location for surface water attenuation.
- A new vehicular and pedestrian access would be taken from the centre of the Park Street frontage to ensure adequate visibility and separation from existing junctions in the vicinity. This also ensures that the amenity and setting of the adjacent dwellings would not be compromised.

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- Links to the existing footpath network to enable pedestrian interaction between the site and its surroundings. This will also enable residents of the village to access the open space on the site.
  - The option to provide some additional parking for the school, given that some staff presently park in the layby on Park Street.

6.3 The delivery of a high quality scheme on developable part of the site will assist the Council in meeting the National Planning Policy (NPPF) requirement which is to deliver at least 10% of its housing requirement at smaller sites less than 1ha in area (Paragraph 68).

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## **7. CONCLUSION**

- 7.1 In our assessment, and as evidenced in this Statement, the accompanying Framework Plan and the submitted Call for Sites form, the site is a sustainable and suitable location for new residential development of the amount envisaged.
- 7.2 As confirmed on the Call for Sites Form, the site is available for development now. The owner [REDACTED] will sell it once its planning status is secured, and delivery could commence immediately following the grant of planning permission, with completion within a year.
- 7.3 The village has a primary school and some facilities, and particularly benefits from being located very close to Bar Hill and has short distances to public transport facilities to undertake linked-mode trips.
- 7.4 As the part of the site to be developed is less than 1ha in area, it would assist the Council in meeting their 'smaller sites' target as set out in the NPPF.
- 7.5 There are no viability issues that would prevent the provision of affordable housing in accordance with the Council's policies. The Council's Housing Statistical Information Leaflet (December 2018) notes a need to accommodate 4 households with a local connection. (There has not been a survey of need for starter homes).
- 7.6 Meanwhile, the significant proportion of open space on the site would go some way to meeting the acknowledge shortfall in the village, and would also accommodate surface water.
- 7.7 The context of the site, being adjacent to the village framework and strongly enclosed by vegetation, lends itself to a successful review of the Green Belt boundary in this location, since it would not affect the wider openness and rural character of the Green Belt, nor lead to coalescence between villages.
- 7.8 In light of the above, it has been demonstrated that the site is a suitable, available and deliverable location for development to support the village at a scale in keeping with its character. Accordingly, it is requested that the site should be allocated via the Council's Local Plan Review process.