

**PAPWORTH EVERARD
GREATER CAMBRIDGE
LOCAL PLAN – ISSUES
AND OPTIONS
CONSULTATION 2020**

Quality Assurance

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1.0 Introduction

- 1.1 These representations have been prepared by Bidwells LLP on behalf of the Varrier-Jones Foundation (“VJF”) who own land at Papworth Everard and in response to the Greater Cambridge Local Plan Regulation 18 : Issues and Options 2020 consultation (“the consultation document”). Please refer to **Appendix 1** for site location plan showing the three parcels of land which are proposed for allocation.
- 1.2 The sites include the following:
- Site A – 40.4 hectares (ha) of land along the western side of Papworth, between the existing village framework and the A1198 bypass;
 - Site B – 4.1 ha of land to the north west of Papworth, between the existing village framework and the A1198 bypass;
 - Site C – 4.28 ha of land to the south east of Papworth, adjacent to the existing Papworth Business Park.
- 1.3 These representations follow those submitted in March 2019 as part of the ‘Call for Sites’ consultation and provide greater detail on the significant opportunity that the site presents, informed by additional site assessment work.
- 1.4 The consultation document has been published by Cambridge City Council and South Cambridgeshire District Council as the first formal stage of consultation towards preparing the new joint Local Plan for Cambridge and South Cambridgeshire; the Greater Cambridge Local Plan. Consultation took place from 13 January 2020 to 24 February 2020.
- 1.5 The Greater Cambridge Local Plan is to set out future land use and planning policies for the Greater Cambridge area to 2040 in respect of accommodating growth for new homes, jobs and infrastructure.
- 1.6 The consultation document explores four ‘big themes’ that will influence how homes, jobs and infrastructure are planned. The big themes are:
- **Climate change** – how the plan should contribute to achieving net zero carbon₁ and the mitigation and adaptation measures that should be required through developments;
 - **Biodiversity and green spaces** – how the plan can contribute to our ‘doubling nature’ vision, the improvement of existing green spaces and the creation of more;
 - **Wellbeing and social inclusion** – how the plan can help spread the benefits of growth, helping to create healthy and inclusive communities; and
 - **Great places** – how the plan can protect what is already great about the area, and design new developments to create special places and spaces.
- 1.7 Within the above four big themes, the consultation document then identifies what the Councils’ consider are the key issues and options for where future growth (jobs and homes) might go. Papworth is a sustainable location to be able to provide for more homes and jobs with access to a number of existing and proposed transport links and for that new development to bring benefits to the existing community.

- 1.8 VJF is at an early stage in considering potential development concepts for the site and currently consider that a balance of providing a village extension to the west of Papworth for up to 450 homes, and also an extension to the existing Papworth Business Park would be appropriate. VJF is keen to engage with the Council, stakeholders and the local community to refine and discuss the proposals further as part of the ongoing consultation on the emerging Greater Cambridge Local Plan.
- 1.9 The three sites therefore represent an ideal opportunity for development in a sustainable location, that can be brought forward by a charity landowner in order to bring tangible benefits for the existing and future community. VJF, along with the associated Papworth Trust, own a significant proportion of Papworth Everard, its housing stock, open spaces and community buildings. VJF has a significant interest in the health and wellbeing of the village and for its development proposals to enhance the quality of life for all its residents and visitors. Development at Papworth Everard offers a unique opportunity to provide development in a coordinated way and to be able to spread the benefits of development as wide as possible and not just within the boundaries of the development.
- 1.10 These representations respond to the relevant questions within the consultation document in respect to the redevelopment opportunity at land at Papworth Everard and within the context of the four big themes and options for growth. They should be read in conjunction with the following standalone documents:
- Village Assessment (Bidwells);
 - Masterplan Vision and Delivery Document – Sites A & B (Bidwells);
 - Masterplan Vision and Delivery Document – Site C (Bidwells);
 - Site A: Access and Highways Appraisal (EAS);
 - Site C: Access and Highways Appraisal (EAS);
 - Site A: Drainage and Flood Risk Report (EAS);
 - Site B: Drainage and Flood Risk Report (EAS);
 - Site C: Drainage and Flood Risk Report (EAS);
 - Site A: Significance Assessment and Heritage Impact Assessment (Bidwells);
 - Site B: Initial Heritage Appraisal (Bidwells);
 - Site C: Initial Heritage Appraisal (Bidwells); and
 - Preliminary Ecology Appraisal (Applied Ecology).

2.0 Papworth Everard

Question 2. Please submit any sites for employment and housing you wish to suggest for allocation in the Local Plan. Provide as much information and supporting evidence as possible.

- 2.1 VJF is submitting three parcels of land at Papworth for consideration as site allocations in the Greater Cambridge Local Plan. A site location plan is included at **Appendix 1**. The sites include the following:
- **Site A** – located on the western side of the village, the site comprises mostly agricultural fields, with some areas of woodland that would be retained and enhanced. A narrow brook that runs from the north to the south of the site for which a wildlife corridor is proposed. The site is proposed for a landscape-led residential development of between 301-452 homes.
 - **Site B** – located on the north-western side of the village, the site comprises an area of scrub and grassland with some broad-leaved plantation woodland. The site is proposed as potential land for a primary school expansion or for community use.
 - **Site C** – located to the east of Papworth Business Park, the site comprises an agricultural field and a car park. The site is proposed for an extension to the already established and successful business park.

The Opportunity

- 2.2 As a registered charity, VJF has a deep and intertwined legacy with the history of Papworth Everard (Papworth). A unique and large custodian in the village, VJF is able to approach development collaboratively and holistically, with the capacity to provide facilities and beneficial development for the community in targeted locations throughout the village. An ownership map is included at **Appendix 2** which indicates the extent of VJF's land ownership within and around Papworth.
- 2.3 Papworth is classified as a Minor Rural Centre in the settlement hierarchy within the adopted Local Plan, the second most sustainable location for development. A Village Assessment accompanies these representations and includes a detailed assessment of the village infrastructure that is currently available and makes a number of recommendations in terms of how the proposed expansion of Papworth can bring tangible benefits to the community by improving existing facilities and services and providing new infrastructure. The focus of the proposal is to bring public benefits to the village through the delivery of new development.
- 2.4 Papworth is a sustainable location in terms of both existing and proposed transport links. Significant investment is planned around Papworth to help link the village to key transport routes, which will enable the proposed expansion of the village. Transport connections to Papworth are set out in more detail within the accompanying Transport Appraisals prepared by EAS. There are a number of strategic schemes coming forward which will improve mobility in the area:
- The completion of the A14 re-alignment and improvement works, for which the A14 Cambridge to Huntingdon is now set to open earlier than expected in spring 2020;
 - The East-West rail preferred route has been announced which will link with Cambourne which is just 4km south of Papworth;

- A428 Highways England improvement proposals which includes new footpath and cycleway connections at the Caxton Gibbet junction and the re-alignment of the junction to reduce congestion in the area and improve journey times along this key transport route;
- The Greater Cambridge Partnership’s Cambourne to Cambridge Transport project which will improve transport connections. As part of these proposals, the proposed Scotland Farm Park and Ride is currently the preferred option which is currently out for consultation. Scheme completion is currently forecasted in 2024; and
- The Cambridge Autonomous Metro which has recently been given approval for a consultation for the main routes that would connect Cambridge with St Neots, Alconbury, Mildenhall and Haverhill. The route to St Neots is proposed to stop at Cambourne which would link with other proposed cycleway and footway improvements and enable residents to have even more choice for sustainable transport modes.

2.5 The above identified transport projects all demonstrate the excellent transport connections that contribute towards Papworth being a sustainable location to enable residents and employees to travel into and out of the village.

2.6 The proposed amount of development has the real potential to be able to make a number of positive changes to matters such as transport, shops, play space, youth provision and social facilities. The sites are within single ownership and capable of delivering a well-designed, high quality development that could make efficient use land that is enclosed by the A1198 bypass, whilst also being able to respect the significance of the heritage assets.

The Economic Context

2.7 National Planning Policy confirms that planning policies should help create the conditions in which businesses can invest, expand and adapt (NPPF, paragraph 80). The NPPF specifically states that “**Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development**” (emphasis added). The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.

2.8 The NPPF continues, at paragraph 81, in advising the planning policies should:

“a) set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration;

b) set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;

c) seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment; and

d) be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices (such as live-work accommodation), and to enable a rapid response to changes in economic circumstances.”

2.9 Paragraph 82 adds that:

“Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; ...at a variety of scales and in suitably accessible locations”

2.10 The Cambridgeshire and Peterborough Independent Economic Review (CPIER) (2018) and the Cambridgeshire and Peterborough Industrial Strategy (2019) provide such a vision and have each outlined ambitious plans for growth over the next 20 years.

2.11 Furthermore, the Cambridgeshire and Peterborough Combined Authority (CPCA) has a target of doubling the regional economic growth (GVA) over the next 25 years within its Devolution Deal. This requires the area going beyond what it has achieved in the past (to double an economy over twenty-five years requires an average annual growth rate of 2.81%. Historically, since 1998, the local economy has only grown at around 2.5%). Achieving this requires employment growth and more importantly productivity growth, as we are already at comparatively high levels of employment

2.12 In order to deliver this ‘step change’ in economic performance, the Consultation document states that around 2,900 homes a year would need to be built in Greater Cambridge if the jobs growth is achieved – an indicative total of 66,700 homes over 2017 – 2040. To make good use of public money and to support the economy, the location of new development should be informed by where major infrastructure is/will take place.

Emerging Concept Proposals

2.13 VJF is submitting three parcels of land within their ownership which are suitable as site allocations within the emerging Local Plan. The sites are well-related to the existing village of Papworth Everard and do not feature any constraints that would prevent the principle of development from being accommodated. The supporting Vision Document sets out in more detail the potential concept proposals for the sites. The proposals for the sites have been assessed within the context of the four ‘big themes’ of the consultation document. For reference a summary is included below:

Site A: West Papworth Village Extension

2.14 Site A is considered suitable for a landscape-led residential development of between 302-452 dwellings, based on a detailed assessment of the context of the site. There is a range of homes at this stage as it requires stakeholder engagement and statutory consultees involvement to shape the proposal and what scale of benefits are preferred. The site is located along the western side of the village and is enclosed by the A1198 bypass which acts as a defensible boundary and forms an area of enclosed parcel of land that can now have a planned and designed purpose put to it. Access to the western site can be achieved either via an access point already demarcated at the bypass roundabout between the A1198 and the B1040, or from Ermine Street South, as shown in the enclosed Transport Appraisal prepared by EAS.

2.15 The site would include affordable housing, landscaping, and a variety of open space. Cycle and pedestrian links would be retained and improved as part of the proposed development.

Site B: Primary School Expansion

- 2.16 The north western parcel is proposed as land with potential for a primary school expansion or for community use.

Site C: Papworth Business Park Expansion

- 2.17 Site C is located to the east of the village and is proposed for an extension to the already established and successful Papworth Business Park, which is adjacent to the site. The ability to provide for more employment space in the village is important both to remove some of the commuter pressure arising from the village and to ensure there is a balance between homes and jobs, so people have a choice of working in the village in which they live.
- 2.18 At this stage, the eastern parcel is put forward for employment uses as an extension to the existing Policy E/5 which is delivering Papworth Business Park. It may be appropriate for it to be safeguarded as employment land, subject to how the village changes in the near future and whether extra employment space is needed in the short, medium or long term. This will be better known over the course of the Local Plan preparation.
- 2.19 The enclosed masterplan shows an indicative developable area of 4.28ha within Site C with the provision of open space and landscaping.

Benefits

- 2.20 A Village Assessment is enclosed which comprises an assessment of the village to enable an early understanding of its housing, services and facilities so that new development can be shaped accordingly to target how and where it will have the greatest positive impact to the community. The intention behind the assessment is to help inform discussions to ensure that the right improvements are delivered in the right way to underpin the commitment of VJF to deliver development in a planned and coordinated way to generate benefits for all. The Assessment finds that there are a number of benefits that could be provided to the village by the proposed allocation and delivery of the sites:
- **A Unique Opportunity**
 - VJF, along with the associated Papworth Trust, own a significant proportion of Papworth Everard; its housing stock, open spaces and community buildings. VJF has a significant interest in the health and wellbeing of the village and for its development proposals to enhance the quality of life for all its residents and visitors. Development at Papworth Everard offers a unique opportunity to provide development in a coordinated way and to be able to spread the benefits of development as wide as possible and not just within the boundaries of the development.
 - Development promoted by charities that have a vested interest in the village and will remain as the long-term custodian of much of the village. The long-term success of the allocation and delivering associated benefits is at the heart of the promotion.
 - **Community Infrastructure**
 - An additional nursery, either as a standalone facility or co-located with a one-form entry primary school, and contributions towards the expansion of the existing pre-school.

- Contributions towards the expansion of Pendragon Primary School to three-form entry with increased play and sport space, or space for a single-form entry primary school elsewhere in the village.
- Children’s play space.
- Contributions towards the expansion of the existing GP surgery.
- Future development could include further allotment space, or a community orchard.
- **Transport Connections**
 - Contributions towards the existing outdoor sports provision in the village and look at opportunities to increase participation, particularly amongst the older population.
 - A dedicated cycle way to Cambourne can be supported which could link with the Highways England proposals to provide a cycleway and footway at the Caxton Gibbet junction to enable connections with Cambourne.
 - Enhanced walking and cycling routes throughout the village.
- **Meeting Housing Needs**
 - The affordable housing element of the proposals can focus on tenures that would assist local residents to enter the housing market, such as discount market sales and shared ownership models, linked to the affordability identified by this assessment.
 - A mix of dwelling types and sizes that relate to the needs and affordability of the Papworth Everard community.
 - The proposals can include for provision of dedicated older persons development.

3.0 General

Question 4. Do you agree that planning to 2040 is an appropriate date in the future to plan for? Please choose from the following options:

Strongly agree / Agree / Neither agree nor disagree / Disagree / Strongly disagree

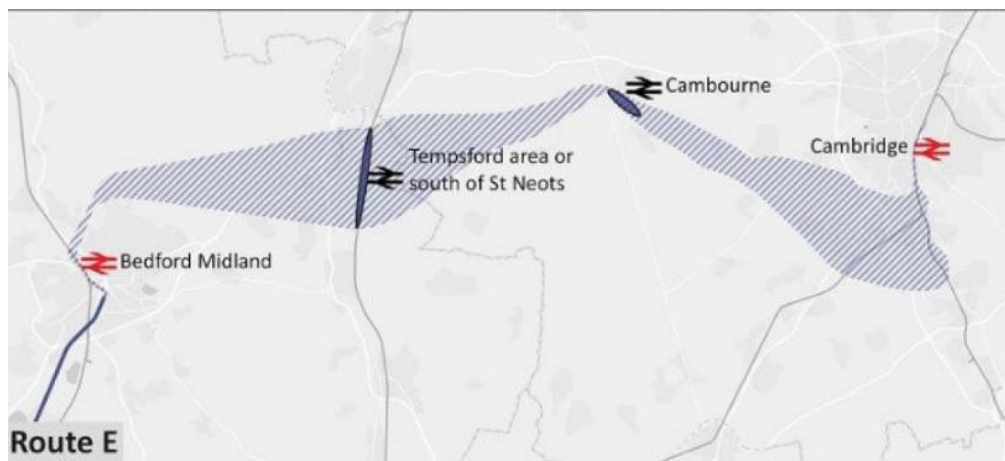
If not, what would be a more appropriate date and why?

3.1 Agree.

3.2 The proposed Local Plan period up to 2040 is considered appropriate and to accord with the requirements set out within the NPPF for local authorities to identify a sufficient supply and mix of sites between years 1-15 of the plan (Para 67).

Question 5. Do you think we have identified the right cross-boundary issues and initiatives that affect ourselves and neighbouring areas?

3.3 The government announced on 30 January 2020 the preferred route for the central section of East West Rail (EWR) which is set to see a significant improvement to connectivity across the Oxford-Cambridge Arc. The preferred Route E is to run via Cambourne which is just four miles south of Papworth Everard.



Above: EWR Preferred Route E

3.4 As a key transport infrastructure project, the implications of this route should be factored into the spatial strategy for the district. This route would help improve the connectivity to Papworth and supports the case for allocating a village extension at Papworth by improving opportunities for residents to travel by sustainable modes, for at least a major part of their journey. Opportunities to provide a dedicated cycleway to Cambourne could be delivered to support the Papworth village extension, encouraging sustainable modes of travel and healthier lifestyle choices for the local community.

4.0 Themes

Question 6. Do you agree with the potential big themes for the Local Plan?

4.1 Agree.

4.2 The four big themes for the Local Plan are considered suitable and all are considered to be important in the consideration of the spatial distribution of growth in the district, and for the determination of planning applications. The four big themes will generate a new way of planning, this may require a different way to make decisions; to allow other impacts to happen in order to achieve these four priorities. The Local Plan policy framework will need to allow for a clear planning balance to take place to assess and prioritise impacts.

Question 7. How do you think we should prioritise these big themes? Rank the options below 1-4 (1-Most Preferred 4-Least Preferred)

4.3 The four big themes are all considered to be important aspects to achieving positive development. All four themes should be used to inform the spatial strategy within the Local Plan in terms of distributing growth and determining planning applications to deliver growth. It is therefore not considered necessary to rank the options in order of preference.

4.4 The proposed development in Papworth promoted by the charity VJF could address the big themes in the following ways:

- **Climate Change** – VJF recognise the climate emergency and wish to deliver a development that embraces the new agenda to work towards net zero carbon. The proposed residential and commercial development will be designed to a high quality and incorporate low carbon technologies and energy efficiency measures. The site is also in a sustainable location with access to improving public transport connections, thereby reducing residents' reliance on private cars for travel.
- **Biodiversity and Green Space** – through the provision of on-site green infrastructure to create recreational and ecological assets to be enjoyed by future and existing residents.
- **Wellbeing and Social Inclusion** – the proposals would incorporate affordable dwellings meeting an identified need for rented accommodation in the city and incorporate a mix of apartment sizes. The proposals would also promote healthy lifestyles and wellbeing through the provision of on-site recreation and the site's accessibility to employment, education, shops and public transport by active modes of travel. The extensive land ownership of VJF across Papworth offers a unique opportunity to achieve wide-reaching benefits arising from development. Development should seek to maximise the benefits it can provide to the existing and future community, development at Papworth by VJF could maximise such opportunities in a way that no single-site landowner/promoter could achieve.
- **Great Places** – there is an opportunity to maximise the site's potential to deliver densification in an increasingly connected area, providing open space on site and opportunities for increased recreation.

Theme 1 Climate Change

Question 8. How should the Local Plan help us achieve net zero carbon by 2050?

- 4.5 The increased focus on climate change is welcomed. Climate change policy and good practice is changing quickly, and the plan will need to build in suitable flexibility to accommodate these changes within the lifetime of the plan. Climate change scenarios predict extensive changes by 2050, much of which is dependent on government and human action so there is substantial uncertainty over outcomes.
- 4.6 A needlessly stringent policy may inadvertently impede progress towards later years in the plan or undermine results by not allowing for site-specific refinement. For example, policy for electric vehicle charging points should be sufficiently flexible to accommodate that quickly changing technology, as well the current grid challenges in implemented EV charging places. Energy policies should include flexibility for changing legislation, and technology, as well as the opportunity to refine a plan-wide policy for site specifics. As the Zero Carbon Futures Symposium Report (2019) submitted within the evidence base notes on page 10: where targets are too limited, and without consideration of project contexts, policy can drive dysfunctional behaviour such as photovoltaic solar panels being installed on North facing roofs merely to achieve policy compliance not to produce effective carbon reductions.
- 4.7 Allowing for changing technologies and approaches should also help with viability as technology and approaches improve and are more widely adopted, thereby reducing costs. Escalating targets and policies may be able to accommodate these changes, while providing clarity to developers on the costs of development over time.
- 4.8 The local plan Sustainability Appraisal (SA) should address variable climate change scenarios, as we would expect that different climate change scenarios will be of interest at examination. Lack of rigorous assessment of these scenarios in the SA could lead to the plan being found unsound.

Question 9. How do you think we should be reducing our impact on the climate? Have we missed any key actions?

- 4.9 Greater Cambridge is a leading local authority on climate change policy, such as through the early declaration of a climate change emergency and also through the newly adopted Sustainable Development SPD. This leadership should continue, as it is central to the sustainable development of Cambridge, leading to better development for humans, the environment, and for economic development. It should be borne in mind that Cambridge's knowledge economy increasingly demands high sustainability standards: sustainability, health and wellbeing, with climate change at the heart, is a key part of continuing Cambridge's economic development. This should remain a priority as part of a policy framework that recognises climate change as a key part of sustainable development across social, environmental and economic objectives.
- 4.10 Locating development on land at Papworth offers opportunities to maximise energy efficiency measures on site and achieving low carbon development, thereby helping to achieve the Council's climate change targets, while benefiting an existing community.

Question 10. Do you think we should require extra climate adaptation and resilience features to new developments?

- 4.11 A policy approach with multiple options for delivering net zero carbon is likely to be most effective in delivering development, as well as carbon neutrality. A multi-pronged approach should allow different solutions for different developments, reflecting context. For example, for some developments, Passivhaus energy standards may be achievable (going well above and beyond minimums set out in the Building Regulations), but for others, Building Regulations may need to be followed but an offset solution, such as a green bond or offset fund, could be used to achieve a net carbon reduction. Possible options need to be worked up in more detail as the Plan progresses and must build in flexibility.

Question 11. Are there any other things we should be doing to adapt to climate change? We want to hear your ideas!

- 4.12 To form a flexible policy framework, so as not to stifle the benefits of new technology or modern methods of construction.
- 4.13 The development of land at Papworth can contribute towards adapting to climate change and achieving net zero carbon by providing more energy efficient housing and commercial buildings together. For reference as to how Land at Papworth could contribute towards adapting to climate change and achieving net zero carbon, please refer to Section 2 of these representations, the Transport Appraisal prepared by EAS and the Preliminary Ecological Appraisal prepared by Ecology Solutions.

Theme 2 Biodiversity and Green Spaces

Question 12. How should the Local Plan help us improve the natural environment?

- 4.14 This Local Plan must deliver effective policy which protects and enhances natural capital. We support delivery of net gain for new development. Such policy must be flexible enough to enable creative and cost-effective solutions for the delivery of net gain and support the Vision for the Natural Future of Cambridgeshire in 2050 as outlined by Natural Cambridgeshire and affiliated organisations. An off-site net gain solution should be clearly allowed for by policy. While it is a Local Plan priority as a part of one of the four big themes, the Local Plan policy must allow for a planning judgement and balanced decision to allow for site and development specific issues to be taken into account.
- 4.15 The development of land at Papworth could improve the natural environment by providing high quality public open space on site, roof gardens and biodiversity features such as green roofs. In addition to this, strategic off site opportunities offer the opportunity to significantly increase biodiversity other than providing site specific biodiversity improvements.
- 4.16 VJF recognise the importance of enhancing the natural environment and is committed to achieving net biodiversity gain in respect to potential redevelopment proposals at Papworth. The Sites present opportunities to improve wellbeing through improved green spaces to relax and socialise. As referred to above, new areas of green infrastructure also provide opportunities to mitigate against climate change, through creating resilient new habitats.

- 4.17 Three ecological appraisals were completed by Ecology Solutions in January 2020 and accompany these representations. The key findings from the appraisal are summarised below:
- There are no statutory or non-statutory designated sites within or directly adjacent to the site;
 - The habitats within the site are of limited intrinsic ecological interest;
 - There are no overriding ecological constraints to redevelopment of the Site;
 - The sites offer potential opportunities for different species for which further survey work is recommended at appropriate times of the year, however, there is good scope for providing enhancements for species as part of any redevelopment proposal; and
 - Sites A and C present opportunities to achieve a 10% biodiversity net gain through a sensitively designed, landscape-led scheme which would incorporate native species of local provenance and those of known value to native wildlife to offer biodiversity gains post-development.

Question 13. How do you think we should improve the green space network?

- 4.18 This should come through from an up-to-date base assessment of Greater Cambridge assets, which leads to a Local Plan wide (and beyond) strategy. Development proposals can then be shaped around the identified priorities. As part of a policy framework that allows for off-site mitigation and off-site net gain enhancements can be used to improve the wider green space network.
- 4.19 Public open space is proposed as part of the proposed development of sites A and C at Papworth and there is potential to open up Site B for greater public access through the provision of new community space. Public realm improvements including tree lined avenues and small pocket parks can contribute to the Papworth's green space network and contribute towards improving air quality.

Question 14. How do we achieve biodiversity net gain through new developments?

- 4.20 The new Local Plan must ensure that policy in this matter is sufficiently flexible to accommodate the required biodiversity net gain in the most effective and efficient way for each development, with both on-site and off-site solutions possible.
- 4.21 At Papworth, the promotion of land at 'Site A' will incorporate the designated Local Green Space known as the 'Meadow at western end of Church Lane' (ref: NH/12-063). There are two public footpaths that cross through the site (references: 180/1 and 180/2). These routes could be enhanced to become green routes, and in the long term potentially link with the County's Greenways initiative.

Question 15. Do you agree that we should aim to increase tree cover across the area?

- 4.22 Yes. With the right trees, in the right areas. A policy framework to seek tree cover increase, but allows for a planning balance within decision-making to enable the benefits and impacts of each development to be assessed.
- 4.23 This could be part of an on-site/off-site solution, which could generate notable s106 funds to achieve significant, meaningful and long-term planted and ecological areas. Ecological

outcomes rather than an unconditional focus on native species should be considered in new planting.

- 4.24 For reference as to how land at Papworth could improve the natural environment please refer to Section 2 of these representations, the Vision Document prepared by Bidwells UDS and the Preliminary Ecological Appraisal prepared by Ecology Solutions. Additional planting and reinforcing existing tree belts is proposed as part of the site allocations.

Theme 3 Wellbeing and Social Inclusion

Question 16. How should the Local Plan help us achieve ‘good growth’ that promotes wellbeing and social inclusion?

- 4.25 The Local plan should include a spatial strategy that connects homes with jobs; good quality public transport; facilities/services and high-quality open spaces. Policies should also highlight wellbeing and social inclusion as a key priority for new developments.
- 4.26 The extension of Papworth Village and Papworth Business Park by VJF would help to promote measures to improve wellbeing by including of anti-poverty measures including:
- Energy efficient homes that deliver low energy and water bills;
 - Access and walkability to local services for residents and workers;
 - Enhanced local facilities;
 - Access to key cycle routes to enable health means of travel to employment areas; and
 - Promotion of low-cost housing proportionate to income in the area.
- 4.27 Extending Papworth to the west to include residential development and expanding the existing business park to the east has the potential to achieve ‘good growth’ that promotes wellbeing and social inclusion, as outlined below. These benefits also serve to reinforce the potential of the site for employment densification:
- Securing improvements in air quality through promotion of development that is not overly reliant on car use to ease congestion by locating development in a location which can fully utilise the existing and proposed transport connections in and around Papworth;
 - Encouraging healthy lifestyles through provision of employment opportunities in an accessible location by low-carbon modes to encourage active travel;
 - Proximity to local services and amenities bringing opportunities for social interaction and community development;
 - Opportunities for new build design to provide all-electric heating and hot water systems to avoid the on-site combustion of fossil fuels;
 - Creation of a safe and inclusive community through provision of a wide range of jobs; and
 - Creation of high quality buildings and public realm which offers natural sociability, interaction and access to nature.
- 4.28 For further reference as to how land at Papworth could help achieve ‘good growth’ please refer to the Vision Document prepared by Bidwells UDS, the Transport Appraisal prepared by EAS, and the Preliminary Ecological Appraisal prepared by Ecology Solutions.

Question 17. How do you think our plan could help enable communities to shape new development proposals?

- 4.29 The Local Plan could help enable communities to shape new development proposals through creating policies and procedures that encourage meaningful consultation and require developers to demonstrate how schemes have been influenced by local communities.
- 4.30 Community engagement should be sought during the design process, during construction and through opportunities to influence the scheme and /or be engaged in its management and maintenance after completion (where relevant), particularly in circumstances where unforeseen consequences emerge.
- 4.31 VJF is committed to providing a positive legacy from the development that it promotes, and this can be achieved from meaningful engagement with the local community to gain their input into the design of the proposed development, including the site layout, house types and provision of specific local infrastructure or contributions towards it. VJF is a landowner that takes a long-term view of delivering development that provides benefits for the local community.

Question 18. How do you think we can make sure that we achieve socially inclusive communities when planning new development?

- 4.32 First and foremost, to form a spatial strategy that ensures that new development is accessible or can be made accessible. Providing everyone with the opportunity to walk, bus and cycle to jobs, schools, shops, services and social activities.
- 4.33 For Papworth, social inclusion can also be delivered by enhancing the public realm that encourages informal meetings and better routes for access by all pedestrians and cyclists.
- 4.34 As outlined in the accompanying Papworth Village Assessment prepared by Bidwells. Although the recommendations within the Village Assessment are based on an indicative development of up to 655 dwellings, the emerging proposals are for 450 dwellings arising through a more detailed site specific assessment to support the emerging Local Plan, the recommendations; however, remain broadly relevant. Through the recommendations in the Assessment, the proposed development could have a net beneficial effect on the wellbeing of residents if the recommendations of the report are implemented, including various benefits that could be secured through the proposals such as an additional nursery or a GP surgery extension. The Village Assessment sets out a number of solutions to help best improve the village for the community through the proposed development, based on a detailed assessment of the current infrastructure provision. Potential solutions are outlined below:
- Dedicated older persons development (due to ageing population and lack of current provision in the village);
 - Focus on alternative affordable housing tenures including shared ownership options and provide a mix of housing up to three bedrooms (due to the lower net incomes in the village due to an existing higher proportion of social rented housing which has been largely delivered through VJF and Papworth Trust. Residents struggle to afford to purchase their own homes and shared ownership or intermediate tenures could offer an alternative for residents);
 - Extend the existing GP surgery as additional housing is likely to generate the need for a further full-time equivalent GP or comparable nurse specialists. (The existing GP surgery is

located in the centre of the village and there is room for an expansion if needed to meet the future needs which would be a more practical solution than providing a new GP surgery);

- Expansion of the existing pre-school and the inclusion of a further nursery, either as a standalone facility or co-located with a one form entry primary school;
- Expansion of Pendragon Primary School with an additional single form of entry (210 spaces). Land is available to the north of the school in the ownership of VJF that could be used to facilitate this;
- Improving transport connections to Cambourne Village College and Swavesey Village College through a dedicated cycle;
- Improving pedestrian and cycle routes through the village, on land largely owned by VJF;
- There is currently an under provision of children's play areas and allotments, youth provision in Papworth and sports pitches are under-utilised. Open space is proposed as part of the proposed development.

Question 19. How do you think new developments should support healthy lifestyles?

- 4.35 New developments should support healthy lifestyles by creating a spatial strategy that can support connected spaces where people do not have to rely on the private car for their daily routine of school, work, shopping and leisure. Enabling active lifestyles and opportunities for social interaction is a priority.
- 4.36 The Local Plan should provide open space within developments where possible, alongside a policy framework to allow for off-site enhancements where appropriate, particularly when they can improve provision for existing communities. Standards within policies that determine the quantity and quality of provision should reflect an evidence-based assessment of need and benefits delivered.
- 4.37 A further measure to ensure new developments should support healthy lifestyles is for them to consider the needs of all age ranges and abilities in the detailed design of open spaces and public realm. New developments should also encourage healthy eating choices through the provision of healthy options and minimising/preventing fast food outlets.
- 4.38 As part of a residential development of 'Site A' at Papworth by VJF, a significant amount of open space will be provided which would be accessible to new residents as well as the existing community. Access to open space on site provides opportunities for exercise and recreation to help promote healthy lifestyles. Not only are there physical benefits to having a large proportion of open space within close proximity of homes, there are also benefits in terms of mental wellbeing by providing areas for residents to relax and enjoy outdoor activities.

Question 20. How do you think we should achieve improvements in air quality?

- 4.39 Improvements in air quality should be achieved principally through the reduced use of polluting vehicles by:
- Locating development, particularly schools, places of work and other facilities that have a high footfall, where there is good access to active travel and affordable, frequent, reliable and public transport options;

- Better cycle lanes, parking and cycle security – achieved by developments directly and through a coordinated s106 infrastructure programme;
- Encouraging the use of less polluting vehicles, particularly during peak hours when emissions from stationary traffic makes conditions for pedestrians and cyclists and other vulnerable groups particularly bad; and
- Tree planting along road frontages: species selected for their pollution absorbing properties.

4.40 Papworth is an increasingly sustainable location to accommodate further residential development and meet the above air pollution reduction measures. The land promotion sites are located within walking distance of the services and facilities in the village thereby reducing the need to travel by car.

4.41 The village features a number of services and facilities that contribute towards the site as a sustainable location including a doctor's surgery, post office, a Nisa local, various retail units, and a primary school. The village is just 4km north of Cambourne which provides a range of services and facilities, a range of employment opportunities, and is also proposed to feature along the East-West Rail alignment route.

4.42 Development on the sites can promote sustainable travel and Papworth also offers the following transport connections and opportunities for sustainable travel:

- **Bus Services** – There are bus stops along the length of Ermine Street serving Papworth Everard. The X3 and 8 bus services serve Papworth Everard, stopping along Ermine Street and providing services to Cambridge, Cambourne and Huntingdon. There are eight X3 bus services and two 8 bus services per day on weekdays and a total of seven Saturday services. There are morning and evening school bus services along Ermine Street. It is also proposed to extend bus services into Site A to allow for easier access for residents.
- **Footway and Cycle Connections** – various pedestrian and cycle connections are proposed within and around Site A to improve connectivity within Papworth. The Highways England A428 improvement proposals includes new footpath and cycleway connections at the Caxton Gibbet junction and the re-alignment of the junction to reduce congestion in the area and improve journey times along this key transport route.
- **Strategic Road Network** - The completion of the A14 re-alignment and improvement works, for which the A14 Cambridge to Huntingdon is now set to open earlier than expected in spring 2020, will enable better connections to Papworth. The Greater Cambridge Partnership's Cambourne to Cambridge Transport project includes proposals for Scotland Farm Park and Ride which is currently the preferred option.
- **Rail and Metro Connections** – The East-West rail preferred route has been announced which will link with Cambourne which is just 4km south of Papworth. The Cambridge Autonomous Metro which has recently been given approval for a consultation for the main routes that would connect Cambridge with St Neots, Alconbury, Mildenhall and Haverhill. The route to St Neots is proposed to stop at Cambourne which would link with other proposed cycleway and footway improvements and enable residents to have even more choice for sustainable transport modes

Theme 4 Great Places

Question 21. How should the Local Plan protect our heritage and ensure new development is well designed?

- 4.43 The Local Plan should include for a policy framework that sets out a positive strategy for the conservation and enjoyment of the historic environment. New development within or in proximity to heritage assets can be appropriate and make a positive contribution to local character and distinctiveness. This is supported by the NPPF (paragraph 185).
- 4.44 An Initial Heritage Assessment has been prepared in respect of Sites A, B and C and accompanies these representations. This has informed the emerging proposals for the site to ensure the significance of the Papworth Conservation Areas and nearby Listed Buildings is duly taken into account and inform the proposals. Further detail on this assessment and how it has informed the site design is included in Section 2 of these representations.
- 4.45 The enclosed illustrative masterplan has taken into account the context of the sites in order to suggest a layout that would sensitively respond to the context of the site. Parts of sites A and B are within flood zones 2 and 3, however, these areas are not needed for built development and would be retained as landscape buffer areas. A Conservation Area overlaps with Parcel A and development within this area would be designed to sensitively respond to the features and character of the area. Views have been identified for preservation to respond to the context of the Conservation Area.

Question 22. How do you think we should protect, enhance and adapt our historic buildings and landscapes?

- 4.46 New development can provide opportunities for improvements in the quality of the historic environment. For example, the setting of heritage assets often has elements that detract from the significance of the asset. However, it will be important for the Local Plan to balance heritage protection with the demands of growth and proposals affecting heritage assets should continue to be required to include for an assessment of significance of any heritage assets affected.

Question 23. How do you think we could ensure that new development is as well-designed as possible?

- 4.47 'Place-making' – creating and sustaining a positive and distinctive character in an area – is important to the economic success of the Greater Cambridge area, as identified by the CPIER. This is also supported by the NPPF (paragraph 124) which confirms that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 4.48 The NPPF continues by advising that plans should set out a clear design vision and expectations and design policies should be developed with local communities so they reflect local aspirations. To provide maximum clarity about design expectations at an early stage, plans or SPDs should use visual tools such as design guides and codes. The Cambridgeshire Quality Charter for Growth sets out core principles of the level of quality to be expected in new developments in Cambridgeshire and the four 'C's' of Community, Connectivity, Climate and Character align well with the four big themes of the emerging Local Plan. This forms a good basis to set out a design vision for the new Local Plan.

5.0 Jobs / Economy

Question 24. How important do you think continuing economic growth is for the next Local Plan?

- 5.1 As referred to in Section 2 of these representations, National Planning Policy confirms “Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development” (NPPF, paragraph 80). The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.
- 5.2 Cambridge’s hi-technology clusters, particularly in AI, bio-tech and agri-tech are recognised in the UK Industrial Strategy as an essential element of the UK economy to support “...towns such as MK, Oxford and Cambridge (that) have been hot spots for job creation. We must promote growth through fostering clusters and connectivity across cities, towns and surrounding areas.”
- 5.3 Growth relies on increases in employment and productivity and the Cambridge and Peterborough Independent Economic Review (CPIER) emphasises the need for productivity growth in this region as employment rates are so high. Economic growth is therefore essential for the next Local Plan. As part of the devolution contract to Cambridgeshire and Peterborough is a commitment to doubling the economic output of the area (Gross Value Added) over 25 years. This is a challenging target and needs to factor at the heart of the Plan.
- 5.4 With the relocation of Papworth Hospital to Cambridge, the future economic strength of Papworth is uncertain. To redress the balance between new housing and commercial development, the expansion of Papworth Business Park will provide more local employment opportunities and should be safeguarded as part of the spatial strategy for Papworth. Extending the village westwards to provide more housing will also enable a balanced distribution of growth in the village; linking homes with jobs.

Question 25. What kind of business and industrial space do you think is most needed in the area?

- 5.5 A wide variety of business and industrial space is most needed in Greater Cambridge, in terms of location, size, function and price, in order to support the growth of the economy, offering choice to meet an occupier’s individual needs:

“The requirements for physical space, like finance, have stages. What a business needs in its start-up phase is different to its needs as it matures and grows. It is vital, if an innovation ecosystem is to be effective for there to be variety and availability at every stage¹.

- 5.6 Flexible commercial space in urban and rural areas supports the growth of local business and strengthens opportunities for local supply chains to engage in the growth industries of the region.

¹ Cambridgeshire and Peterborough Industrial Strategy 2019 p 41

Local supply chains are recognised by the UK Government as a means of delivering ‘clean growth’ (UK Industrial Strategy) as they contribute to the Strategy’s mission to halve energy use in new buildings, partly by facilitation of local supply chains.

5.7 The Science and Technology sector is the engine of the Cambridge Phenomenon that has driven the economy and it will remain an important part of the local economy and job market. Alongside, it is important to have all types of commercial space to provide for a wide range of job opportunities and to serve Greater Cambridge at close quarters to not overly rely on long-distance travel to service the area with goods and services.

5.8 All new employment space should be located and built to maximise the health and wellbeing of employees and visitors. Healthy buildings in locations that reduce commute times and improve the sleep and wellbeing of its occupants contribute significantly to their productivity. Improving productivity is a primary route through which the Greater Cambridgeshire economic expansion objectives of doubling GVA and inclusive growth will be achieved.

“If workers can be more productive, they can bring home more take home pay, which will flow into the local economy. And they will be able to enjoy a higher standard of life. It is this, before anything else, which needs to be looked at to create an inclusive economic future.” CPIER p38

5.9 Papworth Business Park is currently allocated under Policy E/5 in the Local Plan for employment development uses (including Use Classes B1, B2 and B8). The business park is an attractive area for businesses with the greatest demand being for light industrial uses. The business park should continue to be protected but should also include land to the east to provide for its expansion, shown as Parcel C on the enclosed Location Plan at **Appendix 1**. The expansion of the business park should allow for uses B1, B2 and B8, though light industrial floorspace is considered particularly suitable in this area.

Question 26. Do you think we should be protecting existing business and industrial space?

5.9.1 A broad range of employment opportunities accessible by active modes of transport (including public transport) needs to be maintained in urban and rural areas to ensure local jobs are available. All existing space and allocations should be assessed to understand their suitability for employment uses in the current climate of energy use reduction, the need for local employment, access for the workforce by public transport or active means of travel, which locations can deliver the highest health and wellbeing for workers and surrounding people.

5.10 Papworth Business Park is allocated in the current Local Plan under Policy E/5. There is an opportunity in Papworth Everard village to expand the existing Papworth Business Park. VJF own land to the east of the business park. The business park is largely occupied and has become an attractive area for tenants with a market demand to increase the amount of employment floorspace in this location.

Question 27. How should we balance supporting our knowledge intensive sectors, with creating a wide range of different jobs? What kind of jobs would you like to see created in the area?

- 5.10.1 Whilst the focus of Cambridge is the Science and Technology sector as the driving force of the economy, there is a requirement for a range of job opportunities, in urban and more rural areas. The Local Plan policy framework needs to provide for a full range of opportunities; as planned allocations and windfall employment opportunities.
- 5.10.2 The CPIER notes a missed opportunity to supply AI, science and technology and bio-medical clusters from within the region: 10.8% of supplies come from within the company's local area (30mile radius) while 27.8% came from overseas². Growing these local supply chains, particularly the high value ones, would help disperse the economic benefits and provide a wide range of different jobs. Availability of suitable sites and premises in excellent locations outside of Cambridge is a key factor in spreading the economic growth.
- 5.11 The expansion of Papworth Business Park to the east is considered an appropriate location for B1, B2 and B8 uses, expanding on the existing site allocation under Policy E/5. The business park currently attracts a range of tenants, helping to support the local and regional economy. The site allocation of the business park under Policy E/5 should be expanded to include land to the east, shown as Parcel C on the enclosed Location Plan in order to allow for sufficient flexibility over the Local Plan period to enable development to come forward as the demand increases. Uses B1, B2 and B8 should be included in the expanded policy allocation.

Question 28. In providing for a range of employment space, are there particular locations we should be focusing on? Are there specific locations important for different types of business or industry?

- 5.12 The UK industrial Strategy advocates focusing on our strengths, "*fostering clusters and connectivity across cities, towns and surrounding areas*"³ Sites which support these clusters are necessary and could be urban, edge of town or rural.
- 5.13 Locations with high levels of public transport access should be identified for businesses with high employment densities. This would include sites within walking distance of train stations, travel hubs and along transport corridors.

*"by ensuring good quality public transport is in place before development, the number of those new residents who will use the transport is maximised. This is also likely to be the best way to stretch some of the high-value businesses based within and around Cambridge out into wider Cambridgeshire and Peterborough. These companies will not want to be distant from the city, but these clusters could 'grow' out along the transportation links, providing connection to other market towns."*⁴

² CPIER p54

³ UK Industrial Strategy 2017 p18

⁴ CPIER p41

5.14 Non-knowledge intensive companies tend to be more footloose and typically locate where premises are provided rather than through bespoke development, while some companies expand from humbler often rural beginnings in converted buildings. To enable this growth dynamic, employment locations in settlements of all sizes and classification should be allocated or be permissible, with larger concentrations of floorspace in areas with better public transport and access to active modes of travel. CPIER supports this position noting that deeper networks on smaller clusters on the periphery of Cambridge could help spread the 'Cambridge effect'.

5.15 By expanding the existing site allocation under Policy E/5 to increase the size of Papworth Business Park. Papworth Business Park is allocated in the current Local Plan under site allocation Policy E/5. The business park should be expanded to include land to the east of the business park to build on the success of the existing Park and cater for increased tenant demand.

Question 29. How flexible should we be about the uses we allow in our city, town, district, local and village centres?

5.16 All uses of an appropriate scale could be included in every settlement. Mixed use site allocations are particularly appropriate in rural settlements and new settlements / urban expansions to enable local commercial and retail businesses to grow organically.

5.17 An overly prescriptive policy framework can harm the viability and vitality of centres; sometimes forcing units to be vacant for 12 months to satisfy a policy requirement. A modern, responsive policy approach is welcomed to allow for a wider range of services and facilities.

6.0 Homes

Question 31. How should the Local Plan help to meet our needs for the amount and types of new homes?

- 6.1 There should be flexibility within the Local Plan to respond to changing housing needs over the Local Plan period. It is important to identify a baseline housing need but there should be scope for further development to come forward if it meets a particular housing need. This would support the Government's objective of significantly boosting the supply of homes to ensure that a sufficient amount and variety of land can come forward where it is needed and that the needs of groups with specific housing requirements are addressed (NPPF Para. 59).
- 6.2 VJF is proposing a village extension along the western side of the village, on land enclosed by the existing bypass, for residential development of up to around 450 homes. The housing need across the district is well established and Papworth Everard is an increasingly sustainable location for residential development, with access to local services and employment opportunities as well as transport links. These transport links are explored in further detail within the accompanying Transport Appraisal. Papworth features a number of existing services which are explored in more detail within the accompanying Village Assessment. The expansion of Papworth is an appropriate location for further residential development as there will be opportunities to maximise opportunities for sustainable travel and residents would not be reliant on using cars for their whole journeys and be able to walk to access services.

Question 32. Do you think we should provide for a higher number of homes than the minimum required by government, to provide flexibility to support the growing economy?

- 6.3 To support the Government's objective of significantly boosting the supply of homes, a sufficient amount and variety of land needs to be identified to meeting housing needs within the Joint Local Plan area. The Cambridge and Peterborough Independent Economic Review (CPIER) (September 2018) suggests that higher housing target numbers are likely to be needed in Cambridgeshire if the potential for higher growth in employment is to be met.
- 6.4 Housing requirements are minimums, not maximums to stay under at all costs. There is a well-evidenced affordability problem in Greater Cambridge; a greater supply of homes will be part of the solution. *"Too many of the people working in Cambridge have commutes that are difficult, long and growing: not out of choice, but necessity due to high housing costs."*⁵
- 6.5 There is an underlying and systemic affordability issue that is making it increasingly difficult for those on lower incomes to afford to live in the Greater Cambridge area. Alongside, the Cambridge economy has seen a prolonged and steady increase, which has attracted a larger workforce and increased the pressure on the housing market; availability and affordability. Alongside this trend is a clear political aspiration to see the Cambridge economy grow further; mostly clearly expressed by the Combined Authority that has a growth target as set out in its Devolution Deal of doubling GVA over 25 years. All of this clearly points to the need to plan for an amount of housing well above the minimum housing requirement.

⁵ Cambridgeshire and Peterborough Industrial Strategy 2019, p13

Question 33. What kind of housing do you think we should provide?

- 6.6 There should be flexibility within the Local Plan to respond to changing housing needs over the Local Plan period. Consideration of individual site circumstances and the circumstances of a local area should be taken into account to determine the appropriate type of housing for development sites. Separate housing needs assessments should be used to inform the appropriate size, type and tenure of housing needed for different sections of the community, as set out within the Greater Cambridge Housing Strategy 2019-2023.
- 6.7 Flexibility will be key to a successful Local Plan; through market housing, low-cost and affordable housing.
- 6.8 Within Papworth, the accompanying Village Assessment sets out in detail the needs of the village. A need for a mix of dwelling types and sizes was identified within the village, with a particular need for 3-bedroom dwellings. Within the Assessment, the study area (Papworth Everard Village and the surrounding area) there are 1,700 dwellings with a high proportion of affordable housing, which is partly due to the number of properties which are managed by Papworth Trust, alongside VJF. More dedicated older persons accommodation would be ideal. Other forms of affordable housing such as shared equity or key worker housing would be appropriate within Papworth due to the relatively high proportion of social rented housing in the village which has likely led to the below average net household income, which has subsequently meant that few existing residents are likely to have been able to afford the new housing being built in the village; a new development with this matter considered at the start would be better placed to deliver real 'affordable' housing.

Question 35. How should we ensure a high standard of housing is built in our area?

- 6.9 Local Plan policies can require a high standard of design for new residential development, leading from Government policy and guidance. Appropriately worded design policies should require a high quality design for new dwellings. This could include sustainable design principles including measures to improve the energy efficiency of new homes, water saving measures, use of efficient insulation material and heating systems, the reduction and recycling of construction materials, provision of appropriate amenity space and accessibility. Policy should not be prescriptive for precisely how it will be accomplished, it can set a policy-level, but developers should be able to use a host of options to achieve the target.
- 6.10 Health impact assessments on developments of a scale that can deliver meaningful health improvements can create a higher level of built environment in housing developments.
- 6.11 The Varrier-Jones Foundation is committed to providing sustainable development that delivers positive outcomes for local communities.

7.0 Infrastructure

Question 37. How should we encourage a shift away from car use and towards more sustainable modes of transport such as public transport, cycling and walking?

- 7.1 National Planning Policy advises (paragraph 102) that transport issues should be considered from the earliest stages of plan-making and development proposals so that:
- a) the potential impacts of development on transport networks can be addressed;
 - b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
 - c) opportunities to promote walking, cycling and public transport use are identified and pursued;
 - d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
 - e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.
- 7.2 The NPPF continues, at paragraph 103, in stating that the planning system should actively manage patterns of growth in support of the above objectives. *“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.”*
- 7.3 It is therefore important for the Local Plan to ensure developments create an environment where accessibility to day to day services and other facilities is easy and a choice of transport modes is available. This will enable the local community to choose the more socially inclusive and sustainable methods of travel. New developments need to be designed so that this can happen from first occupation when habits start to form.
- 7.4 Papworth is an area that has opportunity to accommodate additional growth and encourage a shift away from car use and towards more sustainable modes of transport. Certainly, the land at Papworth promoted by VJF as the majority land owner in the village, including a number of open spaces and pedestrian/cycle routes, could be enhanced as part of an allocated development.
- 7.5 The accompanying Transport Appraisal sets out the transport connections and routes for the sites VJF are proposing for allocation within the Local Plan. As well as the broader strategic connections to transport infrastructure improvements and routes (eg A14 and A428), the Transport Appraisal also identifies that safe and convenient points can be achieved at the sites.

Question 38. What do you think the priorities are for new infrastructure?

7.6

The accompanying Papworth Everard Village Assessment includes an assessment of the infrastructure needs within the village and identifies priorities in terms of what is required for infrastructure provision to support and enable the growth of the village. The following were identified as beneficial and should be prioritised as infrastructure items for Papworth as part of the benefits that allocation of land under the control of VJF could help to deliver:

- **Community Infrastructure:**

- An additional nursery, either as a standalone facility or co-located with a one-form entry primary school, and contributions towards the expansion of the existing pre-school.
- Contributions towards the expansion of Pendragon Primary School to three-form entry with increased play and sport space, or space for a single-form entry primary school elsewhere in the village.
- Children’s play space.
- Contributions towards the expansion of the existing GP surgery.
- Future development could include further allotment space, or a community orchard.

- **Transport Connections**

- Contributions towards the existing outdoor sports provision in the village and look at opportunities to increase participation, particularly amongst the older population.
- A dedicated cycle way to Cambourne can be supported which could link with the Highways England proposals to provide a cycleway and footway at the Caxton Gibbet junction to enable connections with Cambourne.
- Enhanced walking and cycling routes throughout the village.

- **Meeting Housing Needs**

- The affordable housing element of the proposals can focus on tenures that would assist local residents in entering the housing market such as discount market sales and shared ownership models, linked to the affordability identified by this assessment.
- A mix of dwelling types and sizes should be included but the focus could be on three-bed dwellings with only a limited number of larger dwellings to relate to the needs and affordability of the Papworth Everard community.
- The proposals can include for provision of dedicated older persons development.

8.0 Where to Build?

Question 40. How flexible should the Local Plan be towards development of both jobs and homes on the edge of villages?

- 8.1 The presumption in favour of sustainable development is recognised, however there should be a degree of flexibility in terms of allowing appropriate development outside of the settlement boundaries of villages, in particular, if development meets a particular local business or community need as set out within Para. 84 of the NPPF. Sustainable development in rural areas is also supported under Para. 78 of the NPPF, which requires planning policies to identify opportunities for villages to grow and thrive, especially where this will support local services.
- 8.2 Papworth Everard is considered a suitable location for a village extension given the increasingly sustainable location of the village, with access to local services and transport links. VJF's land identified as Parcel A is considered appropriate to facilitate residential development of up to some 450 homes with suitable landscaping. Parcel C is a suitable location to expand the existing Papworth Business Park to support the success of the existing Park and to cater for increasing tenant demand.

Question 41. Do you think the Local Plan should be more flexible about the size of developments allowed within village boundaries (frameworks), allowing more homes on sites that become available?

- 8.3 There should be more flexibility when considering the scale and size of developments that are permitted within village boundaries. The Local Plan currently restricts the amount of development that is permitted in Minor Rural Centres (Policy S/9) to 30 dwellings; in Group Villages (Policy S10) to eight dwellings and in exceptional circumstances to 15 dwellings; and in Infill Villages (Policy S/11) to two dwellings and in exceptional circumstances to eight dwellings. These policies should not restrict development to a certain number of dwellings and should instead encourage an appropriate density depending on the context of the site that is being considered for development. Some sites might be capable of accommodating higher density development which can enable a more sustainable distribution of growth, particularly in the case of some villages within the district which are well connected in terms of being located on key transport corridors with access to rail, bus and cycleway links, thereby making them sustainable locations for development. A more flexible approach towards considering development in villages should therefore be used when allocating development sites and in the determination of planning applications.
- 8.4 There should also be more flexibility in terms of considering applications which are located outside village boundaries, provided the site is suitable in other terms including its access to transport and village services and provided it is not overly constrained in terms of other environmental designations. The proposed village extension at Papworth is a suitable location for residential development and should become a residential site allocation by extending the village boundary to include the site location. The inclusion of the site would form an appropriate and planned extension to the village.

Question 42. Where should we site new development? Rank the options below 1-6 (1 Most Preferred 6-Least Preferred)

- 8.5 A combination of approaches to the distribution of spatial growth are considered likely to be necessary in order to allow for sufficient flexibility when considering the locations of new housing and employment development in the Greater Cambridge area.
- 8.6 To contribute to this overall strategy, it will be necessary to expand some of the existing villages in the district, such as Papworth, which is also located near to a public transport corridor that is to see significant infrastructure investment. Papworth is an appropriate location for a village extension, to maximise opportunities for residents to access local services and sustainable transport routes. Papworth is well located to promote sustainable travel modes and reduce the need to travel by car for whole journeys.

Question 47. What do you think about growing our villages?

- 8.7 The Local Plan should seek to allocate a component of its housing needs towards growth at existing villages. Sustainable development in rural areas is supported under paragraph 78 of the NPPF, which requires planning policies to identify opportunities for villages to grow and thrive, especially where this will support local services. Development within existing villages can help to sustain existing, and deliver new, facilities and infrastructure, support shops and business uses and meet both the market and affordable housing needs of the local community.
- 8.8 The sites are a sustainable location for development and a significant opportunity to support Papworth. The development proposals could deliver numerous tangible social, economic and environmental benefits to Papworth and the local area, including:
- A landowner who wishes to work with the community in order to shape a proposal which meets the needs of and can provide wider benefits to the village. VJF own extensive areas of land in and around Papworth and have the ability to provide community facilities or areas based on the needs of local residents;
 - Locating residential development in a sustainable location, within close proximity to existing and proposed services, facilities, infrastructure and employment opportunities;
 - The opportunity to deliver a substantial amount of affordable housing to help meet the needs of Papworth and the wider District, including the potential to possibly deliver an element of custom and self-build;
 - Delivery of a substantial amount of open space which would be accessible to new and existing residents and would provide connectivity with the allocated recreation ground extension;
 - Supporting Papworth's economy, including local shops and services; and
 - Enhancing biodiversity levels across the sites. The site is predominantly agricultural land and can currently be considered to be of low ecological value. The proposals present an opportunity to deliver a biodiversity net gain of at least 10%.

Question 48. What do you think about siting development along transport corridors?

- 8.9 Development is best suited to being located along transport corridors to promote sustainable development and transport issues should be considered from the earliest in accordance with Para. 102 of the NPPF.
- 8.10 VJF support the principle of siting development along transport corridors, in accordance with national planning policy and guidance which encourages development to be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.
- 8.11 Papworth Everard is located in a strong position in terms of its access to transport connections and corridors. Located on a key public transport corridor, the village is in an increasingly sustainable location for growth. The accompanying Transport Appraisal identifies the key transport connections to the village and the following strategic schemes are set to be delivered over the next few years to facilitate growth at Papworth:
- The completion of the A14 re-alignment and improvement works, for which the A14 Cambridge to Huntingdon is now set to open earlier than expected in spring 2020;
 - The East-West rail preferred route has been announced which will link with Cambourne which is just 4km south of Papworth;
 - A428 Highways England improvement proposals which includes new footpath and cycleway connections at the Caxton Gibbet junction and the re-alignment of the junction to reduce congestion in the area and improve journey times along this key transport route;
 - The Greater Cambridge Partnership's Cambourne to Cambridge Transport project which will improve transport connections. As part of these proposals, the proposed Scotland Farm Park and Ride is currently the preferred option which is currently out for consultation. Scheme completion is currently forecasted in 2024;
 - The Cambridge Autonomous Metro which has recently been given approval for a consultation for the main routes that would connect Cambridge with St Neots, Alconbury, Mildenhall and Haverhill. The route to St Neots is proposed to stop at Cambourne which would link with other proposed cycleway and footway improvements and enable residents to have even more choice for sustainable transport modes.

9.0 Any Other Issues?

Question 49. Do you have any views on any specific policies in the two adopted 2018 Local Plans? If so, what are they?

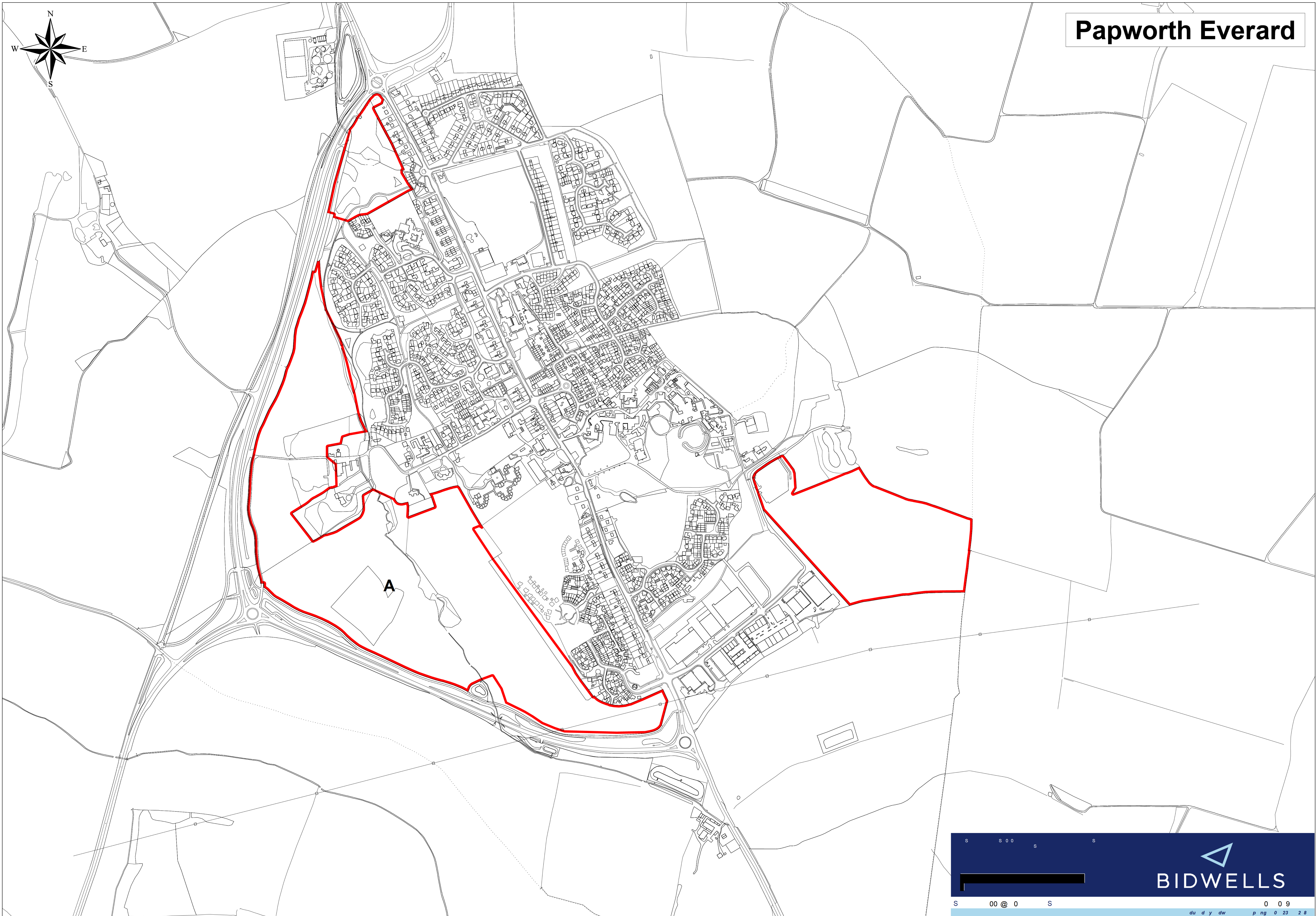
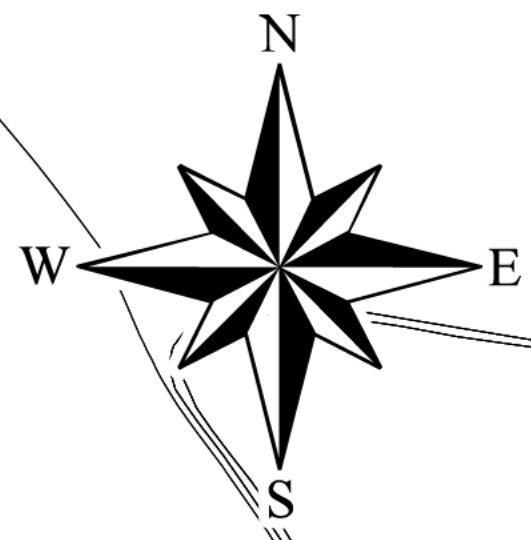
'Allocations for Class B1, B2 and B8 Employment Uses' (Policy E/5) (1. Papworth Everard: Ermine Street South (residue) (2.5 ha)) South Cambridgeshire District Plan 2018

- 9.1 Papworth Business Park is currently allocated in the Local Plan for B1, B2 and B8 employment uses under Policy E/5. VJF support the principle of retaining this policy allocation, and also expanding the allocation to include a wider site area and incorporate land east of the Business Park. Site C is submitted as an extension to the employment allocation in the location plan which comprises 13.5 ha in order to support the success of the existing Park and cater for increasing tenant demand. The enclosed masterplan shows an indicative developable area of 4.28ha within Site C with the provision of open space and landscaping.

APPENDIX 1

SITE LOCATION PLAN

Papworth Everard



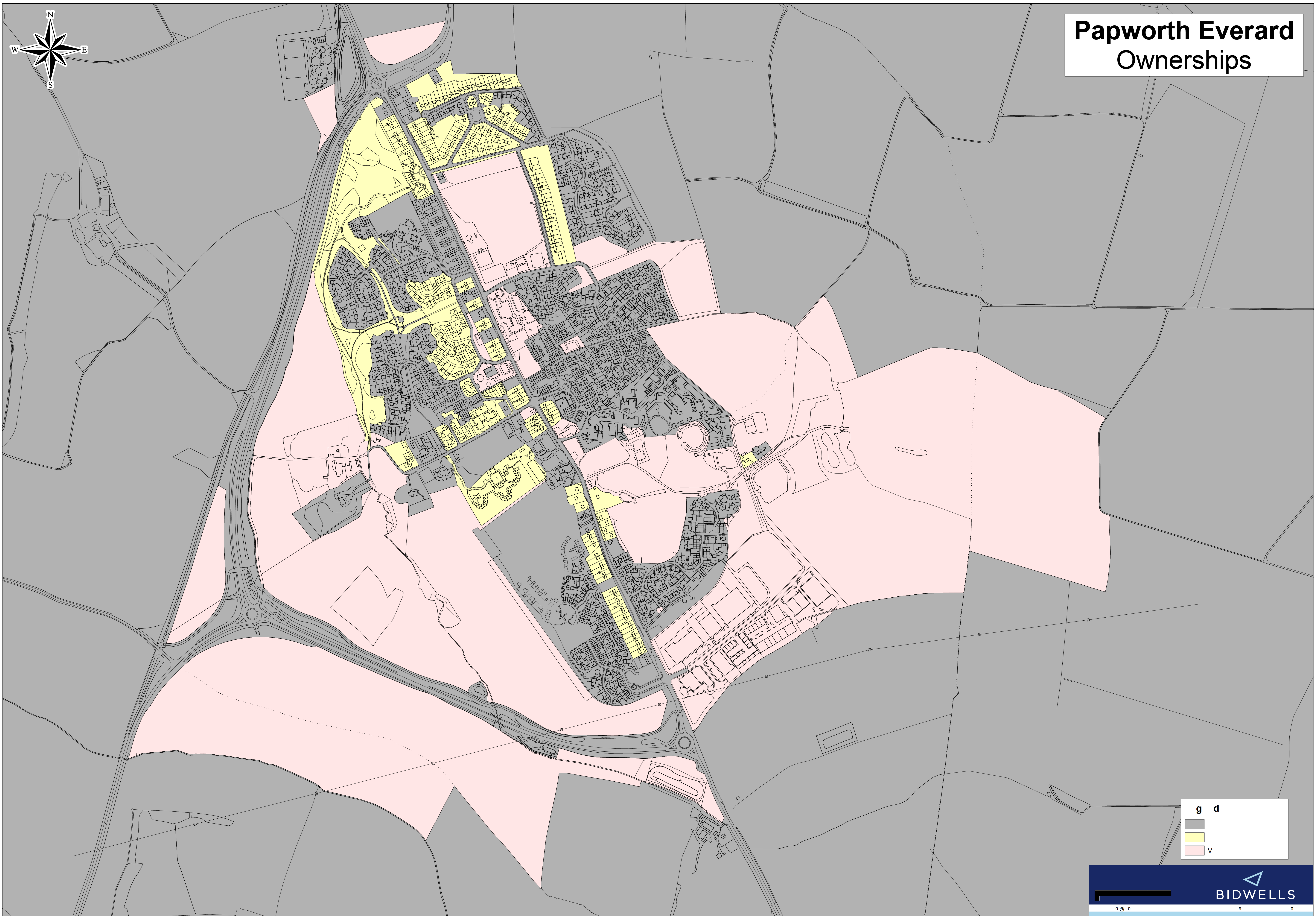
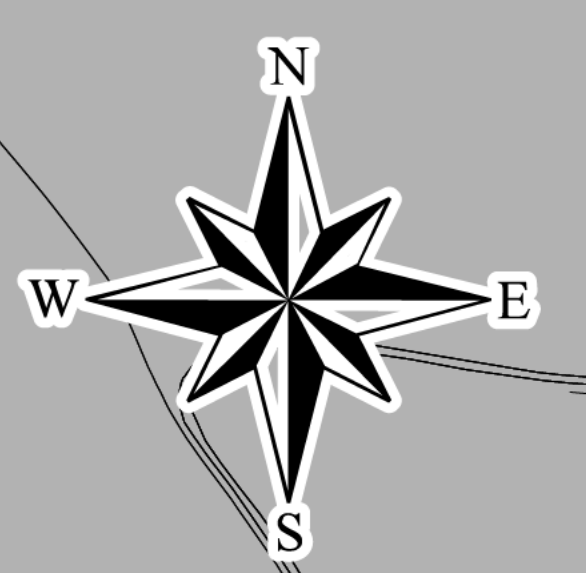
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APPENDIX 2
VARRIER-JONES FOUNDATION
OWNERSHIP MAP

Papworth Everard Ownerships



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