

By Email: [planningpolicy@scambs.gov.uk](mailto:planningpolicy@scambs.gov.uk)

Date: 20 March 2019  
Reference: 019-32

Dear Sir/Madam,

LAND BETWEEN NEW ROAD & WATER LANE, MELBOURN: REPRESENTATION ON BEHALF OF [REDACTED]

## Introduction

This Statement has been prepared by Cheffins on behalf of [REDACTED] to promote land lying east of Water Lane and west of New Road, Melbourn in the Council's Call for Sites consultation exercise. This is with a view to securing an allocation for residential development in the emerging Greater Cambridge Local Plan.

## Planning History

There is no recent planning history for the site, however, adjoining land to the north and land to the north east (north side of New Road) have both been subject to planning permissions as detailed below:

### *Land to the north (Land at Victoria Way, Melbourn):*

- 64 dwellings to the south of Victoria Lane and accessed from New Road to the east and bordered by Water Lane to the west (S/2048/14/FL) – currently under construction.

### *Land to the north east: (Land East of New Road, Melbourn)*

- 199 dwellings plus a 75-bed care home east of New Road with vehicular access onto New Road (S/2791/14/OL – granted on appeal) – currently under construction.

Taken together, it is clear that the southern side of Melbourn is experiencing growth and will continue to do so for some time ahead. The promotion site has the potential to continue to contribute to that planned growth at a modest further level.

### *Strategic Housing Land Availability Assessment (SHLAA) (August 2013)*

We are not aware that this land has previously been promoted and therefore it was not considered in the 2013 SHLAA assessment exercise.

## Case for the Site: Logical extension to Melbourn

Allocation of the site would represent a logical extension to Melbourn, in a sustainable location which is accessible in terms of public transport and key facilities. The site is well located in relation to the key village services and facilities of Melbourn.

Melbourn is a significant village with a wide range of services facilities including local employment at the Melbourn Science Park as well as numerous businesses located at the industrial estate at Saxon Way which is in close proximity to the site.

### Partners:

M W Hamilton Ltd, E W Lee Ltd, J G L Law Ltd, M Walshe Ltd, P G M Claydon Ltd, N R Harris Ltd, W King Ltd, S J Lewis Ltd, C M B Ashton Ltd,  
W E Pepper Ltd, P M Woolner Ltd, M O Peck Ltd, J A Stiff Ltd, M B Jones Ltd, R W Freshwater Ltd, S P C Gooderham Ltd, B Goodsell-King Ltd.

Melbourn, with a 2011 census population of 4,689, is identified in both the adopted and emerging local plan as a minor rural settlement and has a substantial array of facilities and services including:

- Nursery School;
- Primary School;
- Melbourn Village College
- Library Access Point;
- Doctor's Surgery;
- Dentist;
- Osteopath Clinic;
- Police Station;
- Pharmacy;
- Building Society;
- Hairdressers;
- Barbers;
- Beauty Salon;
- Local Supermarket;
- Butcher;
- Garden Centre;
- Village Store;
- Farm Shop;
- Two Public Houses;
- Two Restaurants;
- Two Petrol Stations;
- Café;
- Large Village Recreation Ground;
- Cricket Pitch;
- Allotments Association;
- Three Churches; and
- Community Hall.

In terms of sports and social facilities, the village offers a wide range of sports and social clubs including:

- Bowls;
- Football;
- Judo;
- Tennis; and
- Swimming and squash.

There is therefore a wide and accessible range of services and facilities which can be utilised by future residents of the proposed allocation site, which can be accessed by non-car modes of transport, without the need to travel beyond the village. Melbourn High Street, with its associated array of facilities is located approximately 600m from the site, well within the 800 metre/ 10-minute walk.

In terms of transport and accessibility, the site is easily accessible to both pedestrians and cyclists with good public transport access to both Cambridge and the surrounding settlements, including Royston.

Melbourn is currently served by three bus services, a Stagecoach service to Cambridge, another to Royston and another service from Royston to Melbourn (circular). Meldreth train station is located approximately 2km from the site and provides a good level of service (less than 30-minute intervals during peak periods extending to hourly services off-peak) to local towns/cities such as Cambridge and Stevenage and to London.

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There are bus stops for the aforementioned bus route located on the High Street (600m from the site) (shown in **Appendix 1**) which is easily accessible via Water Lane. The village is therefore well connected with a very good level of bus service provision to major settlements as detailed in **Appendix 2**.

Overall the site is in a very accessible location, is very well connected and close to significant and expanding local employment including:

- **Melbourn Science Park** – Located 1.9km from the site and is accessible by foot (25-35mins), by car (6-10mins), by bike (6-10mins) and by bus from the High Street. Melbourn Science Park is a 17-acre employment site providing a unique employment source which is of great importance to both Melbourn and the wider district.
- **Saxon Industrial Park** – Located 200m from the site (4min walk/1min drive)
- **Johnson Matthey** – Located in Royston, 6km/10 min car drive from the site.
- **Granta Park** – Located 16 km/20 min car drive from the site. Granta Park employs in excess of 2,000 people and has further planning permission to expand.
- **Wellcome Genome Campus** – Located 15 km/20 min car drive from the site. Wellcome employ circa 2,600 people and have submitted a planning application for the expansion of the Hinxtton campus including 150,000 sqm of flexible employment uses.

#### Section C: Land ownership

The site is solely owned by [REDACTED] who has instructed Cheffins to promote it on his behalf (see confirmatory letter enclosed).

#### Section D: Site details

The proposed development site is located to the south of the village of Melbourn, to the east of Water Lane.

The site is fairly well related to the existing settlement envelope of Melbourn to the north and to development currently under construction to the immediate north. The site is well-defined by existing hedgerows.

The north is bound by the new village cemetery which is accessed through the recent housing development site at Victoria Way. To the east the land is in agricultural use (a former orchard area) and we understand that this land, fronting New Road, is being promoted for development via this call for sites exercise. The allocation of this land would fit comfortably with the land to the east.

On completion of the housing development to the north of Victoria Way and possible allocation of land to the east, then development of this promotion site will result in the logical 'rounding off' of the built form of Melbourn.

The location of the site is shown on the site location plan which accompanies this representation.

#### Section E: Recent and current land uses

The site comprises agricultural/greenfield land. The site is not within the Green Belt.

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## Section F: Proposed future uses

The site is being promoted for residential use, to include an appropriate provision of affordable housing, this use would include land for access/roads, landscaping and public open space.

The benefits of the proposed development are wide-ranging and will promote the social, economic and environmental objectives of the National Planning Policy Framework. The site is located in a sustainable location, close to existing services and facilities and will seek to promote the delivery of housing and continued economic growth in the area.

In particular, development of the site could:

- Deliver further family housing including affordable dwellings;
- Provide mixed house-types;
- Provide housing close to local employment, transport routes and transport corridors; and
- Provide potential for public open space.

### *Site capacity*

At this initial stage we consider that the site has capacity for approximately 90 dwellings based on 30dph over 5.2ha @ 60% site coverage. The proposed density of development, 30dph, is in keeping with the surrounding character of both existing and proposed dwellings as well as with generous open space and appropriate landscaping.

## Section G: Suitability – Site features and constraints

There are no significant constraints at the site, which could prevent residential development being delivered. We have outlined other constraints which may need to be considered when developing the site.

### *Access*

Access to the site is via Water Lane which has been the subject of an independent assessment by Paul Basham Associates. We understand that Water Lane is owned by Cambridgeshire County Council.

Water Lane is a By-way Open to All Traffic (BOAT – 159/15) and, as a result, it accommodates pedestrians, cyclists, equestrians and vehicular access for private landowners – mainly agricultural traffic. The existing track measures between 2.5 and 4m in width but its adjacent verges suggest there is some 7-10m of land available. It is therefore clear that there is scope to upgrade this track to provide an appropriate residential access.

The map showing the by way can be found on **Appendix 4**.

### *Biodiversity*

The site is an arable field and in itself, does not appear to have any biodiversity value. This would be subject to an assessment as part of any planning application and any development at the site would have the potential to enhance biodiversity at and adjacent to the site.

### *Contaminated land*

The site comprises greenfield land, which is unlikely to be contaminated.

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### *Flood risk and drainage*

The site is in Flood Zone 1, which is at the lowest risk of flooding (**Appendix 3**). As such, residential development is appropriate in this location. Any planning application would be accompanied by a Drainage Strategy which would outline how surface and foul water would be managed. Given the levels of the site it is envisaged that a surface water balancing pond may be needed in the north western corner of the site and this can form a part of a wider landscaped open space.

### *Heritage*

The site is not located adjacent to any heritage assets, including listed buildings or conservation areas, which could restrict the scope and extent of development at the site. Any development at the site may need to be accompanied by an archaeological assessment, but there is no reason to believe that this could limit or prevent development at the site.

### *Landscape impact*

The site is well-defined by existing hedgerows.

On the completion of nearby development sites, possibly including land to the east, allocation of this site will result in the logical 'rounding off' of the built form of Melbourn and what would become the defined development framework for the village.

Furthermore, the impact of the development on the landscape and openness of the site can be controlled through the detailed planning application stage under the following:

- Appropriate density;
- Green infrastructure;
- General public open space and landscaping;
- Appropriate boundary treatments; and
- Suitable pallet of building materials.

### *Services and utilities*

The site is located close to the existing development framework for Melbourn and it is considered that connections can be made to existing services – including electricity, gas, sewerage, telecommunications and water. The site is not crossed by pylons/telegraph poles and we do not believe that the site is crossed by a pipeline or similar.

### *Public rights of way*

A BOAT (ref: 159/16) runs outside but along the western boundary of the site linking Melbourn to open countryside to the south of the village.

### *Topography*

The site slopes slightly in a south westerly direction towards Water Lane.

### Section H: Availability

The owner is promoting the site for residential development. Therefore, it is available for development now.

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We consider that Melbourn is a very attractive place to live and has a buoyant housing market. As such, we consider that a developer could easily be found to deliver the site.

We are not aware of any legal constraints which could delay or prohibit development.

In the absence of any significant physical constraints then the site can easily be commenced within a five-year period. It may take longer to complete in total depending on the actual size (i.e. quantum) of any site allocation.

#### Section I: Deliverability

The owner is promoting the site and it is considered that development at the site could be delivered within 5 -10 years. The site is greenfield land and there are no apparent constraints at the site which could prohibit delivery within this time period.

#### Section J: Viability

Given the character and nature of the site, we do not consider that there would be any issues associated with viability or deliverability of the site.

#### Section K: Supporting evidence

We have attached the following plans/documents to this representation, which we trust will inform the assessment of the site's suitability for development:

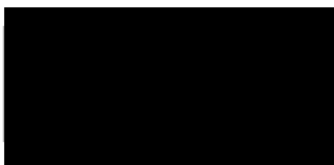
1. Site location plan - land subject to this representation;
2. Appendix 1: Bus stops and route;
3. Appendix 2: Route map for Bus Route: Royston-Melbourn- Cambridge;
4. Appendix 3: Flood map for Planning; and
5. Appendix 4: Public Rights of Way.

#### Conclusion

We consider that the site is suitable for residential development that can begin to be delivered within five years. It is a logical extension to Melbourn, particularly in the light of the permitted land to north and possible allocation of land to the east. We therefore commend this representation to the Council.

Please do not hesitate to contact us if you have any questions or would like to discuss this representation further.

Yours faithfully



Claire Shannon MRTPI  
Planner



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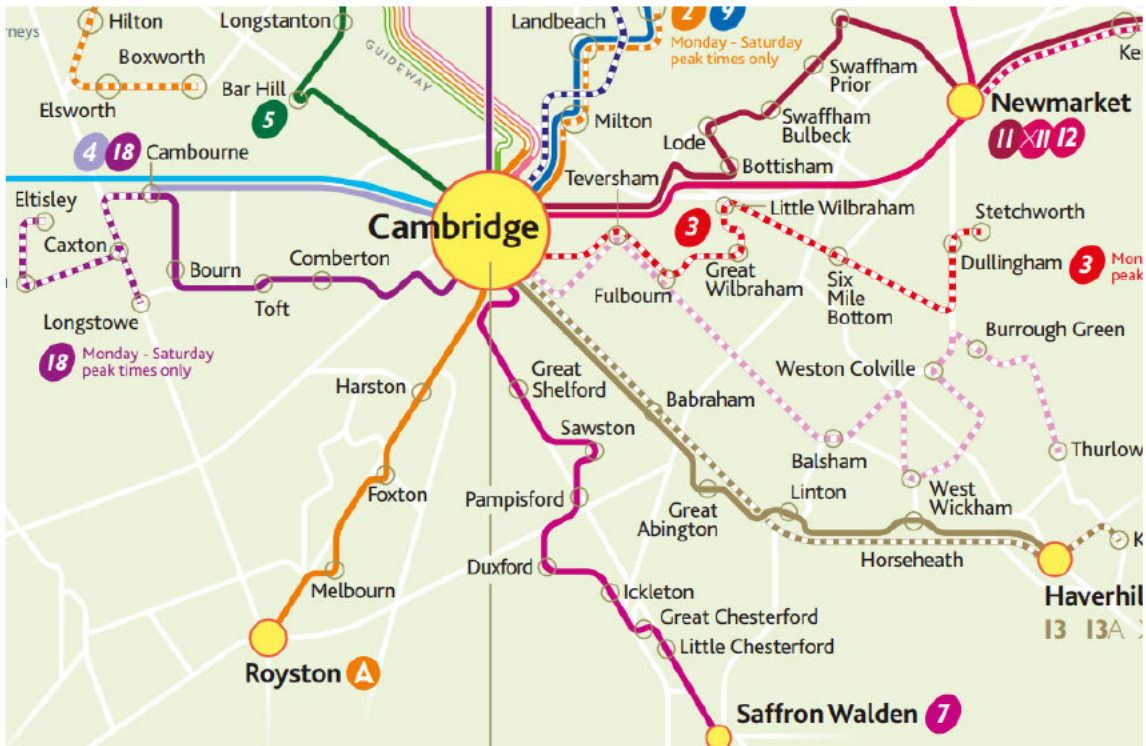
## Appendix 1: Bus stops and route



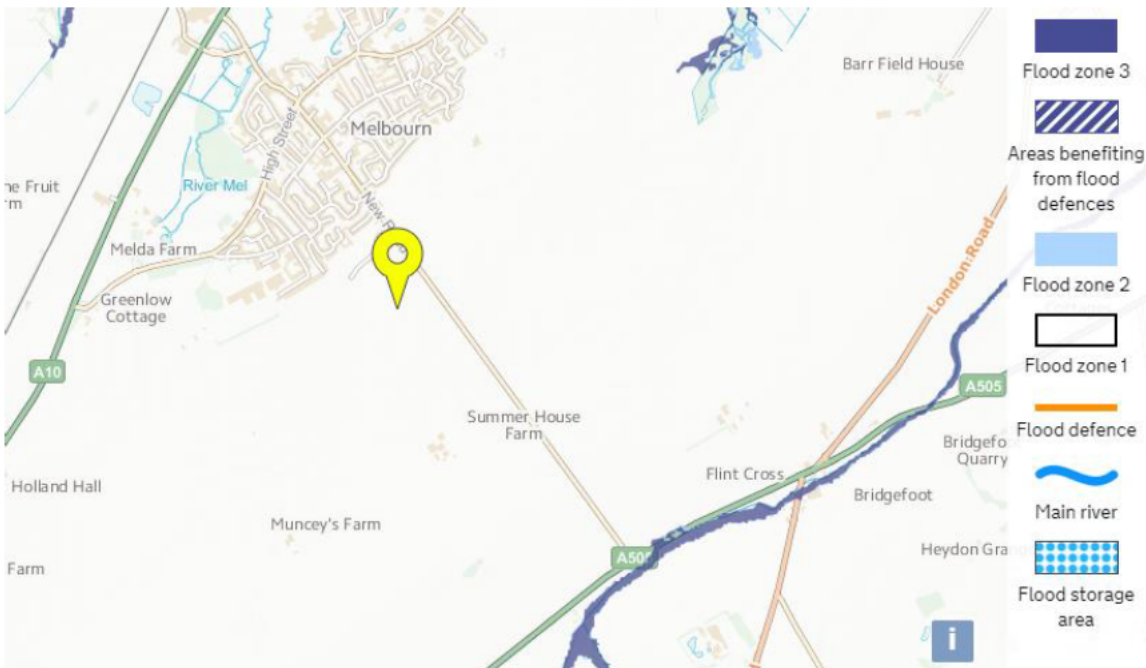
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## Appendix 2: Route map for Bus Route: Royston-Melbourn- Cambridge



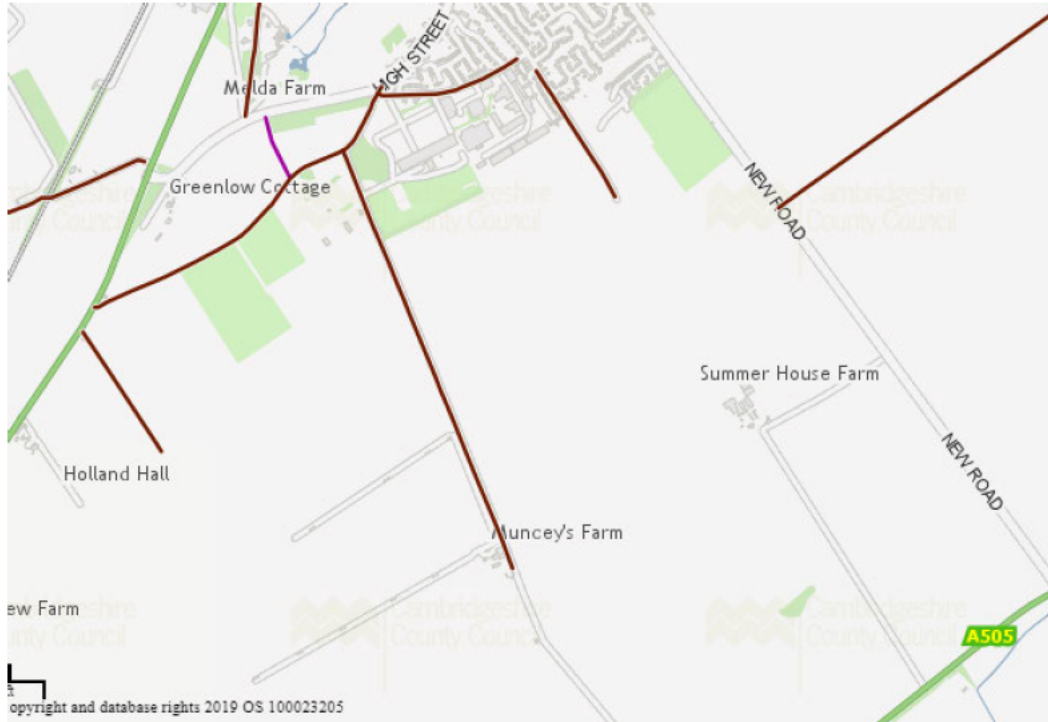
## Appendix 3: Flood map for Planning



Partners:

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Appendix 4: Byway (Ref: 159/16)



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