
Greater Cambridge Local Plan Regulation 18 Issues and Options 2020

Response on behalf of Gallagher Developments Group Ltd

February 2020

**Greater Cambridge Local Plan
Regulation 18: Issues and Options 2020**

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APPENDICES

Appendix 1: Site Location Plan

1.0 INTRODUCTION

- 1.1 These representations have been prepared by Barton Willmore LLP on behalf of Gallagher Developments Group Ltd in respect of the Greater Cambridge Local Plan Issues and Options document. They are submitted pursuant to their land interest at land at G.W Topham & Son Farms, north and south of the A428 (the 'Site') – see Appendix 1.

- 1.2 These representations seek to assist the Greater Cambridge Authority in understanding the Site and its potential contribution to sustainable, strategic growth in the area. Relevant broad questions within the Issues and Options Document are answered, informed by Gallagher Developments Group Ltd view on some of the key matters that will form part of the Local Plan as it progresses.

2.0 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

The Site

- 2.1 The Site comprises agricultural fields to the north and south of the A428, close to the Caxton Gibett. It falls within a transport corridor served by the A428, A1198 and the proposed Cambridge Autonomous Metro (CAM) and East-West Rail. The preferred East West Rail route shows a new station at Cambourne in close proximity to the Site, which is planned to be delivered before 2030.
- 2.2 To the north and west of the site are the villages of Eltisley and Papworth Everard, which are currently poorly connected to Cambourne by sustainable travel modes (an issue that can be improved by potential connections through the Site). To the south east of the site is the village of Caxton and to the east is Cambourne (separated by intervening fields and the A1198).
- 2.3 The proposed site comprises two options for large-scale development, which is strategically placed to create one or potentially two separate new settlements in this location, as shown in Appendix 1.
- 2.4 The Site is in a very favorable location for strategic growth of up to two new settlements comprising residential-led development, mixed with employment uses to support sustainable growth along this western transport corridor. Set out below is the indicative quantum of development that could be delivered in the two land options.

Option 1

	North Area			South Area		
	Area (Ha)	%	Units*	Area (Ha)	%	Units*
Site Boundary	145.25	100%	-	196.78	100%	-
Residential	67.12	46%	2483	98.12	50%	3630
Residential within safeguarded land	0.00	0%	0	14.47	7%	535
School	4.00	3%	-	4.00	2%	-
Employment	11.48	8%	-	0.00	0%	-
POS	62.65	43%	-	80.19	41%	-

* Units based on average density of 37dph

Option 2

	South Area		
	Area (Ha)	%	Units*
Site Boundary	196.78	100%	-
Residential	87.65	45%	3243
Residential within safeguarded land	14.47	7%	535
School	4.00	2%	-
Employment	10.47	6%	-
POS	80.19	41%	-

* Units based on average density of 37dph

- 2.5 The scale and location of the proposed development reflects existing and planned settlements within this growth corridor including Hardwick, Highfields Caldecote, Bourn Airfield and Cambourne (and its western extension). The new settlements at Cambourne and Bourn Airfield demonstrate that growth within this corridor can make a significant contribution to the housing needs of the area whilst respecting the character and setting of existing settlements, as well as the surrounding countryside.
- 2.6 Paragraph 72 of the NPPF requires strategic policy-making authorities to identify suitable locations for large scale development where this can help to meet identified needs in a sustainable way. In doing so, they should consider opportunities presented by planned investment in infrastructure, ensure their size and location will support a sustainable community, with sufficient access to services and employment opportunities within the development itself (without expecting an unrealistic level of self-containment), or in larger towns to which there is good access.
- 2.7 The Site is approximately 11 miles distance from the city centre and benefits from direct transport links to both Cambridge and St Neots. The Site also has no obvious impediments

to development: it is a greenfield site; it aligns with planned investment in transport infrastructure along the A428 corridor to Cambridge with a new park and ride facility; it is of sufficient size and scale to support sustainable communities; and it would have sufficient access to services and employment opportunities within the development itself and the nearby town at Cambourne. There is also potential scope to consider incorporation of the East West new station within the site, where this can be masterplanned. It therefore presents a suitable site to accommodate a large number of homes and a large scale of development in a suitable growth location in accordance with the principles of paragraph 72 of the NPPF.

- 2.8 As with Cambourne, the Site can provide an alternative housing and lifestyle offer to that found within the City and its urban fringes. It lends itself to more affordable levels of housing given its distance from the city centre and to greater levels of family housing. It also facilitates close links to the countryside for those wishing to escape denser, urban living environments but with the added benefit of having direct and sustainable travel links to both Cambridge and St Neots/Sandy with the planned CAM and East-West Rail. As such, the Site presents an opportunity to complement rather than compete with other strategic growth sites in Greater Cambridge and, in doing so, enhance the future development strategy for the area.
- 2.9 The proposed Site is of sufficient scale to provide a range of housing densities and housing choices to meet the demographic needs of the area in accordance with paragraphs 59 and 72 of the NPPF. It's scale is also likely to make an important contribution to the supply of new homes required to meet future needs, such as those predicted by the Cambridgeshire and Peterborough Independent Economic Review (CPIER) 2018. The CPIER report predicts a need for up to 2900 homes per annum, which is represents a significant uplift to the current objectively assessed need of 1675 homes set out in the adopted Local Plans. This points to an acute housing shortage that will not be addressed by reliance on existing growth site locations such as Bourn, Cambourne, Northwstowe and Waterbeach.
- 2.10 This Site is therefore put forward as a highly sustainable location for development that can imbed Garden City principles into a holistic framework to deliver high quality design, health and wellbeing, sustainable communities, net gain in biodiversity, reduced carbon emissions, high levels of accessibility and a sensitive response to the surrounding countryside and nearby settlements.

3.0 QUESTION 31: HOW SHOULD THE LOCAL PLAN HELP TO MEET OUR NEEDS FOR THE AMOUNT AND TYPES OF NEW HOMES?

3.1 The Local Plan will need to provide sufficient amount and variety of land to ensure that housing needs in Greater Cambridge are fully met. Alongside economic evidence, it is equally important to understand the environmental implications of future growth and how low carbon developments and lifestyles can be facilitated through the development strategy.

3.2 Large, strategic sites located within transport corridors have huge potential to promote a transition towards low/zero carbon lifestyles through the scale of improvements that such settlements can deliver in terms of:

- District/Community-scale heating systems, renewable energies, water efficiency/greywater recycling systems etc.
- sustainable transport infrastructure
- location of higher housing densities around services and transport nodes
- high degrees of internalization and reduced travel needs
- provision of mixed uses and co-located uses
- access to open space and sports
- integration of smarter infrastructure and technologies

3.3 As stated in paragraph 72 of the NPPF, the supply of large numbers of new homes can often be best achieved through large scale developments, such as new settlements, provided they are well located and designed and supported by the necessary infrastructure and facilities. The Site put forward by Gallagher Development Groups Limited is of sufficient scale and location to meet this objective and to support the delivery of a highly sustainable new settlement.

4.0 QUESTION 32: DO YOU THINK WE SHOULD PLAN FOR A HIGHER NUMBER OF HOMES THAN THE MINIMUM REQUIRED BY GOVERNMENT, TO PROVIDE FLEXIBILITY TO SUPPORT THE GROWING ECONOMY

- 4.1 Yes, strongly agree.
- 4.2 The current Cambridge and South Cambridgeshire Local Plans seek to provide a combined 33,500 dwellings to be built up to 2031. The area suffers a great disparity between housing provision and affordability. This is acknowledged within Figure 19 of the Issues and Options document itself and accompanying paragraph 4.6.3 confirms 'Greater Cambridge is an expensive place to buy or rent a home. High prices are fuelled by high demand, which itself is fuelled by the strength of the local economy which attracts highly skilled workers'. The Cambridgeshire and Peterborough Independent Economic Review (CPIER) Report confirms that growth in the employment sector has not been matched by proportionate house-buildings. The result has been large increases in house prices.
- 4.3 Greater Cambridge is located within the key economic corridors of the Oxford – Cambridge arc, the London – Stansted - Cambridge corridor and the Cambridge – Norwich tech corridor. The Oxford – Cambridge arc seeks to create a strategic vision corridor between the University cities. Its goal is to deliver 1 million dwellings in the arc by 2050, to be complemented by the infrastructure projects of the East-West Expressway and East-West Rail. At the eastern end of the arc, the driver is the City of Cambridge and its need for residential development to complement its skilled workforce.
- 4.4 The CPIER report provides a number of Key Recommendations to assist with growth in the area. Key Recommendation #5 of the CPIER Final Report September 2018 states:

"There should be a review of housing requirements based on the potential for higher growth in employment than currently forecast by the EEFM. This review should take into account the continuing dialogue between ONS and the Centre for Business Research on employment numbers as well as the impact of the Cambridge-Milton Keynes-Oxford Arc. This should be used to set new targets which are likely to be higher than those already set – at the very least adding on accumulated backlog."

- 4.5 A higher target of dwellings would assist in meeting the goals of the arc. A further positive resulting from increased housing numbers would be the subsequent proportion of affordable housing. At present, Cambridge City and South Cambridgeshire District Council seek affordable housing provision of 40% for schemes over 15 dwellings. Should the Plan seek 66,700 dwellings rather than the 40,900 dwellings from the standard method calculation, then this could provide over 10,000 much needed affordable houses.

5.0 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

- 5.1 Creating a modal shift in transport use away from the car will require a significant number of factors working together. The Local Plan has the ability to bring together some of these facets and ensure that, when considered together, the result of developments will likely see less vehicle journeys and an increase use of public transport.
- 5.2 Two key factors are the location and scale of development. Cambridge suffers from significant congestion at peak times due to daily trips undertaken. Development of new settlements within transport corridors with access to sustainable transport infrastructure are a very effective way of encouraging a shift away from car use towards more sustainable travel modes not only through access to new sustainable transport initiatives such as the Cambridge Autonomous Metro, but also through the creation of mixed use developments with high levels of service provision that reduce the need for external trips.
- 5.3 Paragraph 103 of the NPPF encourages significant 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. The A428 corridor running due west of Cambridge to Cambourne and St Neots presents a broad transport corridor that is due to receive substantial investment in relation to East West rail (including the new station at Cambourne) and the Cambridge Automated Metro. Both of these transport interventions will provide a sustainable of transport modes within this growth corridor and are due to be constructed well within the next local plan period. Accordingly, this area of Greater Cambridge presents a highly sustainable location for major, strategic development.

6.0 QUESTION 42: WHERE SHOULD WE SITE NEW DEVELOPMENT?

- 6.1 Paragraph 103 of the NPPF requires the planning system to actively manage patterns of growth and direct significant development to locations which are or can be made sustainable. Large, strategic sites located within transport corridors have huge potential to meet this objective, promoting highly sustainable development and a transition towards low/zero carbon lifestyles in line with the core objectives of Greater Cambridge.
- 6.2 The A428 corridor running due west of Cambridge to Cambourne and St Neots presents a broad transport corridor that is due to receive substantial investment in relation to East West rail (including new station at Cambourne) and the Cambridge Automated Metro. Both of these transport interventions will provide a good choice of sustainable transport modes within this growth corridor and are due to be constructed before 2030. As such, this area of Greater Cambridge presents a highly sustainable location for major, strategic Development.

7.0 QUESTION 46: WHAT DO YOU THINK ABOUT CREATING PLANNED NEW SETTLEMENTS?

- 7.1 As stated in paragraph 72 of the NPPF, the supply of large numbers of new homes can often be best achieved through large scale developments, such as new settlements, provided they are well located and designed and supported by the necessary infrastructure and facilities. The Site put forward by Gallagher Development Groups Limited is of sufficient scale and location to meet this objective and support the delivery of a sustainable new settlement.
- 7.2 Paragraph 104 of the NPPF requires planning policies to support an appropriate mix of uses across an area and within larger scale sites to minimize the number and length of journeys needed for employment, shopping, leisure, education and other activities. It requires the planning system to actively manage patterns of growth and direct significant development to locations which are or can be made sustainable.
- 7.3 Large, strategic sites located within transport corridors have huge potential to meet the objectives set out in paragraphs 72 and 104 of the NPPF and promote a transition towards low/zero carbon lifestyles in line with the core objectives of Greater Cambridge.
- 7.4 New settlements also make a significant contribution to the Councils' 5 year housing supply. Once planning permission has been obtained, such sites can deliver quickly and obtain consistent high build out rates that often endure throughout the plan period.
- 7.5 The incorporation of Garden City principles in new settlements creates an opportunity to deliver high quality places that are holistically planned and sustainable in both economic, social and environmental terms in line with the NPPF.

8.0 QUESTION 48: WHAT DO YOU THINK ABOUT SITING DEVELOPMENT ALONG TRANSPORT CORRIDORS

- 8.1 Paragraph 103 of the NPPF requires the planning system to actively manage patterns of growth and direct significant development to locations which are or can be made sustainable. Paragraph 104 of the NPPF requires planning policies to support an appropriate mix of uses across an area and within larger scale sites to minimize the number and length of journeys needed for employment, shopping, leisure, education and other activities.
- 8.2 The A428 corridor running due west of Cambridge to Cambourne and St Neots presents a broad transport corridor that is due to receive substantial investment in relation to East West rail (including new station at Cambourne) and the Cambridge Automated Metro. Both of these transport interventions will provide a good choice of sustainable transport modes within this growth corridor and are due to be constructed before 2030. As such, this area of Greater Cambridge presents a highly sustainable location for major, strategic Development.

APPENDIX 1

Site Location Plan

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TOWN PLANNING
MASTERPLANNING & URBAN DESIGN
ARCHITECTURE
LANDSCAPE PLANNING & DESIGN
ENVIRONMENTAL PLANNING
HERITAGE
GRAPHIC COMMUNICATION
PUBLIC ENGAGEMENT
DEVELOPMENT ECONOMICS

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