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207698

25th March 2019

Sent by email only to: planningpolicy@scambs.gov.uk

Dear Sir or Madam

Greater Cambridge Local Plan 'Call for Sites' Submission: Land north of Wilbraham Road, Fulbourn, Cambridgeshire

I write in relation to my client, Countryside Properties (UK) Ltd's site at land north of Wilbraham Road, Fulbourn, Cambridgeshire, which is being submitted in order for it to be considered as part of the Greater Cambridge Local Plan 'Call for Sites and Broad Locations' exercise being undertaken by Cambridge City Council and South Cambridgeshire District Council. The site proposes a residential-led development of up to 2,200 dwellings with new village centre, innovation quarter/business park, new sustainable public transport provision, landscape buffer and new wildlife corridors linking in with and enhancing the existing biodiversity.

This submission comprises the following supporting documents:

- Completed 'Call for Sites and Broad Locations' response form;
- Site location plan showing the location and extent of the proposed site;
- Land ownership map
- Vision document with technical appendices; and
- Letter providing evidence of land owner support for the submission of the site.

The site is located north of Fulbourn village, beyond the Cambridge to Newmarket railway. It is also located entirely within the Cambridge Green Belt and there is an area to be northern of the site that is designated as a SSSI. These are the main constraints of the site.

Fulbourn is identified in the current South Cambridgeshire Local Plan as a Minor Rural Centre (Policy S/9). These are described as *'having a lower level of services, facilities, and employment than Rural Centres, but a greater level than most other villages in South Cambridgeshire, and often perform a role in terms of providing services and facilities for a small rural hinterland'*. The current policy permits 'Residential development and redevelopment up to an indicative maximum scheme size of 30 dwellings...within the development frameworks of Minor Rural Centres'.

The allocation of this site for a residential-led mixed use scheme would require the Green Belt boundary to be amended. Paragraph 136 of the NPPF states that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified through the preparation and updating of plans. We believe that the release of this site would unlock significant economic, social and environmental benefits which would outweigh any harm which can be justified through the Local Plan process.

The NPPF sets out the five purposes of Green Belts (para. 135), which seek to a) check the unrestricted sprawl of large built-up areas; b) to prevent neighbouring towns merging into one another; c) to assist in safeguarding the countryside from encroachment; d) to preserve the setting and special character of historic towns; and e) to assist in





urban regeneration, by encouraging the recycling of derelict and other urban land'. The NPPF also states that green belt boundaries can be altered in exceptional circumstances where they are fully justified through the preparation or updating of local plan, and where it is concluded necessary to release Green Belt land the impact of doing so should be off-set through compensatory improvements to the environmental quality and accessibility of the remaining Green Belt land.

A significant proportion of the site would be retained as open space thus maintain openness and accessible to the countryside whilst providing a landscaped buffer to the SSSIs to the north and east. This would also prevent the coalescence of Teversham and Fulbourn. The location of the site would also not impact the heritage assets of the surrounding villages as the built area would be contained around a strategic landscape buffer. We believe there are significant compensatory improvement that the allocation of the site could unlock such as the delivery of much need housing close to well established employment parks/areas with existing public transport links, and the potential reopening of the railway line. This would help to significantly reduce the need to travel into the City Centre by private car and reduce congestion on local roads.

Furthermore, there is increasing evidence (such as that set out in the Cambridge & Peterborough Independent Economic Review) that these exceptional circumstances exist – namely that the recent *'Growth is employment has not been matched by corresponding house-building, or developments infrastructure'*, and that *'We are rapidly approaching the point where even high-value businesses may decide that being based in Cambridge is no longer attractive. If nothing is done, the damage to society from the continuing drift away of less well-paid workers may become irreparable'*.

I trust that the information submitted is sufficient for your purposes but should you require any additional information, please do not hesitate to contact me.

Yours faithfully

[Redacted signature]

William Nichols
Senior Associate Director
Cambridge Planning

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Cc: [Redacted] (Countryside Properties (UK) Ltd, Sav Patel and Guy Jenkinson (Strutt & Parker))