

Date: 7 March 2025

Ref: 333100599/A5/PD

Greater Cambridge Local Plan

Dear Sirs,

GREATER CAMBRIDGE LOCAL PLAN: SITE SUBMISSIONS UPDATE 2025

I write on behalf of my client Martin Grant Homes pursuant to the Site Submissions update consultation and their land interests at Silverdale Close, Coton. The site has previously been submitted through the Call for Sites exercise and is referenced as 40079.

The purpose of the submission is to provide updated information to the Greater Cambridge Authority in order to consider and further assess the site. There are two key themes to which this update is based, namely Green Belt and site access. This letter is accompanied by the following two documents:

- Green Belt Assessment by EDP dated February 2025
- Technical Note 01 – Highways Note by Cannon Consulting Engineers dated March 2025
- ZF791-PL-SK-201 Access Plan by Cannon Consulting Engineers dated March 2025

Comments in relation to the two topics are set out below:

Green Belt

The site lies within the Cambridge Green Belt. Following the publication of the new National Planning Policy Framework (NPPF) in December 2024 and Green Belt guidance in February 2025, Martin Grant Homes has instructed EDP to undertake an update to the Green Belt Assessment originally submitted with the original Call for Sites documentation.

Table EDP 6.1 within that document seeks to assess the site against the Green Belt criteria in order to ascertain whether the site could be considered Grey Belt. The table is copied below:

GCGBA Assessment in relation to Cambridge GB purposes	NPPF Purpose	GCGBA Findings (Appendix B Parcl H18)	EDP's Findings re: the Site in comparison to Parcel CT12
Purpose 1 – to preserved the unique character of Cambridge as a compact, dynamic city with a thriving historic centre.	Purpose 1. To check the unrestricted sprawl of large built-up areas	Limited/No contribution	No contribution

Purpose 2 – to maintain and enhance the quality of Cambridge’s setting	Purpose 3. To assist in the safeguarding of the countryside from encroachment Purpose 4. To preserve the setting and special character of historic towns	Moderate contribution	Less than Moderate
Purpose 3 – to prevent communities in the environs of Cambridge from merging into one another and with the city	Purpose 2. To prevent neighbouring towns merging into one another	Relatively Limited contribution	Very Limited

Based upon the results of the assessment, the site is not considered to strongly contribute to purposes (a), (b) or (d) of paragraph 143 of the NPPF. As such, the site is considered to meet these requirements of the grey belt test. Of note, the conclusions of the Greater Cambridge Green Belt Assessment 2021 also indicates that no strong contributions are identified to the three purposes identified.

There is a small area of surface water flooding at the site. However, that can be controlled through the utilisation of a Sustainable Urban Drainage System and would not therefore provide a ‘strong reason for refusing or restricting development’.

As such, the site is considered to meet the tests to be considered grey belt. Development would therefore need to meet the golden rules in order to come forward. These are described below:

- Affordable Housing – The site can provide 50% affordable housing
- Local or National Infrastructure – The site can make contributions towards any necessary local infrastructure project and would be subject to discussions. It is not considered necessary that contributions to national infrastructure would be needed given the scale of development.
- Green Spaces – The site can incorporate public open space within the proposed layout, including an area by the edge of Bin Brook.

To summarise, the site is considered to be grey belt and should therefore be considered as such through the Local Plan process.

Access

The HELAA has assessed the site as ‘red’ with regard to site access. The supporting comments states ‘the proposed site does not to (sic) have a direct link to the adopted public highway’.

However, this is not the case. Vehicle access into the site is proposed from Pendrick Close to the north. Pendrick Close is a private road and Martin Grant Homes has full rights of access along this road to the point where it joins the public highway. To provide clarity, this matter is set out on the Access Plan that supports this letter.

As such, the ‘red’ score should be adjusted to ‘green’ as per the methodology used. This would then change the overall conclusion for whether the site is ‘suitable’ from ‘red’ to either ‘amber’ or ‘green’.

The supporting Technical Highways Note also assesses the sustainability of the site. It identifies distances and sustainable travel times to a number of key destinations, including education premises, employment, leisure facilities, retail and transport destinations. It also sets out the current public transport offer that serves Coton, as well as the further benefits the Cambourne to Cambridge Busway would bring.

The HELAA assessment states that the site is ‘greater than 1,800m’ from a ‘Rapid Public Transport’. However, a Transport and Work Act Order has been submitted to the Department for Transport for a

busway, travel hub and pedestrian/cyclist path between Cambourne and Cambridge. The proposal includes a stop on Cambridge Road in Coton, less than 1,800m from the site. As such, the site should be assessed positively against this criteria.

Yours faithfully,

A handwritten signature in black ink, appearing to be 'R. H. J.', written in a cursive style.

STANTEC UK LIMITED


