

7 March 2025
CAPL387197/A3/LV



Greater Cambridge Shared Planning Service
South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA



Dear Sir/ Madam,

**RESPONSE TO GREATER CAMBRIDGE LOCAL PLAN CALL FOR SITES
LAND SOUTH OF HIGH STREET, HAUXTON - 240 TO 280 DWELLINGS**

Savills (UK) Ltd is instructed by Redrow Homes to promote land south of High Street, Hauxton for residential allocation within the emerging Greater Cambridge Local Plan, relating to South Cambridgeshire District and Cambridge City areas.

This site was originally submitted in response to the Call for Sites in 2019. Subsequently representations were also submitted to the Issues and Options Consultation in 2020. In 2021, in response to national policy changes and the wider planning context, Redrow made the decision to reduce the area of land promoted for development, with the smaller site having a capacity of up to 80 dwellings.

For clarity, this larger site is submitted, in addition to the smaller 80 dwelling scheme, to highlight the suitability and availability of the site as a whole. As both options for the site have been submitted for consideration for residential allocation within the emerging Local Plan, it is respectfully requested that both site options are considered and assessed.

In addition to this covering letter, we enclose the completed Call for Sites questionnaire and supporting documents. We welcome the opportunity to submit further supporting documentation following the close of the consultation.

Executive Summary

Savills (UK) Ltd supports the City and South Cambridgeshire Councils working together to prepare a Local Plan for Greater Cambridge. Both Local Planning Authorities are intrinsically linked through both social and economic means. This in turn has resulted in patterns of commuting and travel into Cambridge from the surrounding villages within South Cambridgeshire for employment, leisure, culture and retail. Hauxton in particular is well related to Addenbrookes Hospital and the Biomedical campus.

Land South of High Street, Hauxton is promoted for residential development of approximately 240 to 280 dwellings with public open space, play facilities, biodiversity enhancements and associated infrastructure on behalf of Redrow Homes. This site can be classified as grey belt. The site represents a suitable opportunity to secure sustainable residential development comprising of both market housing, and up to 50% affordable housing, at the eastern edge of Hauxton. The site is available now and can deliver housing from Year 1 of the new Local Plan with construction anticipated to span over 7 years.

Redrow Homes is an award-winning house builder which has a proven good track record of delivering new homes within South Cambridgeshire. Most recently homes have been delivered by Redrow Homes at following locations:

- Cottenham Grove, Cottenham;

Offices and associates throughout the Americas, Europe, Asia Pacific, Africa and the Middle East..

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- All Saints Gardens, Barrington; and
- Sanderson Manor, Church Road, Hauxton.

Hauxton

Within the adopted South Cambridgeshire Local Plan (2018) Hauxton is classified as a 'Group Village'. The settlement benefits from the following community facilities and services: Hauxton Primary School; Recreation Ground which consists of a large open space with football pitch and children's play area; a Village Hall; Hauxton Village Shop (Mill View, St Edmunds Way), St Edmund's Church, Sports Ground, an Organic Health Food Store; and Allotment Gardens.

In terms of accessibility, Hauxton benefits from suitable access to Cambridge City Centre and the surrounding area. The most convenient Rail Stations to Hauxton are Shelford Rail Station (a 9 minute cycle ride from the site) and Cambridge Rail Station. Trains from these stations provide links to London, Ely, Peterborough, and by connection to the rest of the country. Once opened the new Cambridge South Rail Station would provide a closer alternative to Cambridge Rail Station.

Whilst an application is yet to come forward for the East-West Rail proposal, the proposed route is located to the south of the site as set out in the 2024 non-statutory consultation.

It is considered that Hauxton can support additional residential development within the emerging plan period, specifically at Land South of High Street.

Land South of High Street, Hauxton

The site comprises 12.94Ha of arable agricultural land to the east of Hauxton, approximately 8km to the south of Cambridge.

The site abuts the south eastern edge of the existing settlement boundary of Hauxton and is currently located within the Green Belt.

Site Access and Transport Links

The north of the site fronts onto the High Street where there are two existing agricultural accesses. There is an opportunity for new vehicular, pedestrian and cycle access into the site. Enclosed is a plan identifying the potential access for the site. This demonstrates that safe access can be secured at the site in the form of a main vehicular access with a secondary emergency access.

There are two bus stops located along High Street, approximately 75m to the west of the site. These bus stops are served by bus route '31' which provides links to Cambridge, Great Shelford, Little Shelford and other surrounding settlements.

The site is well located to benefit from the Cambridge South West Travel Hub, when operational, it is anticipated it would be within a 15 minute cycle of the site.

Hauxton is also well positioned in relation to the existing highway network with links to the A10 and M11. In addition, in July 2022 Planning Permission was granted for the new 'Cambridge South West Travel Hub', which is of group of schemes designed to improve traffic and congestion to the west of Cambridge. The Travel Hub is intended to provide:

- Significant car parking spaces;
- Velobox cycle parking spaces and conventional cycle parking;
- A new long-distance coach hub; and
- Public transport routes to Cambridge and the Biomedical Campus.

It is reiterated that the site is well positioned to access both Shelford Rail Station (a 9 minute cycle ride from the site) and Cambridge Rail Station. Once opened the new Cambridge South Rail Station would provide a closer alternative to Cambridge Rail Station.

Landscape

The National Planning Policy Framework (NPPF) (December 2024, as amended February 2025) introduces Grey Belt. This is defined within the Annex of the NPPF as:

“For the purposes of plan-making and decision-making, ‘grey belt’ is defined as land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143.” These relate to:

- a – to check the unrestricted sprawl of large built-up areas
- b – to prevent neighbouring towns merging into one another
- d – to preserve the setting and special character of historic towns.

This site is considered to be a logical extension to Hauxton for residential allocation as grey belt/ green belt release. The development of this site, adjacent to the built-up area of Hauxton, responds well to the extent of the built development along the eastern edge of the settlement. It is considered that residential development can be accommodated at the site incorporating an appropriate landscape strategy to mitigate the impact as necessary.

Criterion A – ‘to check the unrestricted sprawl of large built-up areas’

In response to grey belt criterion ‘a – to check the unrestricted sprawl of large built-up areas’, it is considered that the physical boundary of the M11, to the east, and the railway line, to the south (which will likely see further development as a result of the East West Rail route proposals) provide more robust and defensible boundaries than the current arbitrary settlement boundary and Green Belt designation. Through development at the site there would be opportunity for further enhancement of planting along the eastern and southern boundaries of the site, thus enhancing the settlement boundary.

Notwithstanding the above, the Planning Practice Guidance, as published on 27th February 2025, identifies in respect of criteria a) ‘to check the unrestricted sprawl of large built up areas’, that “...Villages should not be considered large built up areas” (Paragraph: 005 Reference ID: 64-005-20250225).

The site therefore does not strongly contribute to purpose A of the green belt.

Criterion B – ‘to prevent neighbouring towns merging into one another’

In response to grey belt criterion ‘b) to prevent neighbouring towns from merging into one another’, it is clear, should the site come forward for residential development, there would still be physical and visual separation between Hauxton and neighbouring settlement of Little Shelford. Through development at the site there would be opportunity for further enhancement planting, acting as green separation, along the eastern and southern boundaries of the site, thereby enhancing the settlement boundary at Hauxton to ensure no feeling of coalescence with neighbouring Little Shelford.

Furthermore, as you travel east from Hauxton towards Little Shelford, the M11 bridge over High Street, to the east of the site, acts as a transition point leaving Hauxton. Further to the east beyond the M11, there is again green separation before reaching the built form of Little Shelford.

The Greater Cambridge Green Belt Assessment (2021) reaffirms this position. It is stated in respect of parcel HX6, a larger area of land when compared to that promoted (extract provided at Figure 1):

“The release and development of land within the whole of this parcel would significantly reduce the open settlement gap between Hauxton and Harston to the southwest. Any partial release of land within the northern part of this parcel would also reduce the settlement gap between Hauxton and Little Shelford to the east, but the M11 motorway still retains separation.”

The release and development of land within this parcel would not have an impact on the contribution of land to the west or to the south to Green Belt purposes, due to separation by tree cover and the railway line, respectively.”(Page HX-P30).



Figure 1 - Parcel HX6 – The Greater Cambridge Green Belt Assessment (2021)

The Planning Practice Guidance, as published on 27th February 2025, identifies in respect of criterion b – ‘to prevent neighbouring towns merging into one another’ that “This purpose relates to the merging of towns, not villages.”(Paragraph: 005 Reference ID: 64-005-20250225).

The site therefore does not strongly contribute to purpose b of the green belt.

Criterion D - to preserve the setting and special character of historic towns’

In response to grey belt criterion ‘d - to preserve the setting and special character of historic towns’, it is acknowledged that one of the key purposes of the Cambridge Green Belt is to preserve the setting and special character of Cambridge. As noted within the Greater Cambridge Green Belt Assessment (2021), Parcel HX6 is separate from the historic core of Cambridge. It is found to have a ‘relatively limited’ contribution to Cambridge’s setting as viewed in the approach to Cambridge from the railway line. As highlighted within this submission, the proposal would incorporate landscaping to the southern and eastern boundaries which will mitigate the impact of the proposal.

The site therefore does not strongly contribute to purpose d of the green belt.

In summary the site can be classified as grey belt and should be considered a priority location for green belt release and residential allocation.

Flood Risk and Drainage

The Government’s Flood Risk for Planning Map, as accessed on 25th February 2025, illustrates that the site is located within Flood Zone 1, the lowest risk of fluvial flooding.

The Government’s Surface Water Map, as accessed on 25th February 2025 identifies that there are pockets of the site which are at risk from surface water flooding. It is likely that many other sites submitted through the Call for Sites would have similar risk of surface water flooding. Redrow considers that through further

investigation and a careful detailed design, the surface water flood risk is likely to be mitigated. A detailed Flood Risk Assessment and Drainage Strategy can be provided to demonstrate this at the appropriate stage.

Heritage Assets

The site is not situated within or in proximity to the Hauxton Conservation Area. There are no Listed Buildings at, or in proximity, to the site.

Utilities

It is anticipated that access to utilities will be readily available as the site is adjacent to existing residential development at High Street.

Summary

Land South of High Street, Hauxton is promoted for residential development of approximately 240 to 280 dwellings with associated open space, play facilities, biodiversity enhancements and associated infrastructure on behalf of Redrow Homes.

As set out above and within the supporting Call for Sites Form, this site represents a suitable opportunity to secure sustainable residential development comprising of both market housing, and up to 50% affordable housing at the eastern edge of Hauxton. For the reasons provided, the site can be classified as grey belt and should be considered as a priority location for green belt release and residential allocation within the emerging Local Plan.

The site can be made available for residential development immediately. Redrow Homes anticipates the delivery of housing from Year 1 of the new Local Plan with construction anticipated to span over 7 years.

For the reasons stated, it is requested that the South Cambridgeshire District Council allocates Land South of High Street, Hauxton within the emerging Greater Cambridge Local Plan.

Please do not hesitate to contact me on the details provided to discuss any aspect of this submission.

