

Grosvenor Britain & Ireland

Land at Whittlesford, South Cambridgeshire

Representations on First Proposal of the GCLP

December 2021

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1 Introduction

1. This report should be read alongside the Whittlesford Design Vision, in Appendix 1 which contains an illustrated description of the proposals and their benefits.
2. In response to the previous Issues and Options for the Greater Cambridge Local Plan, Grosvenor Britain & Ireland (Grosvenor) promoted a strategic release of land from the Green Belt at Whittlesford to accommodate at least 1,200 homes to provide a more sustainable pattern of housing and employment in South Cambridgeshire. The site extended onto land controlled by Grosvenor and Cambridgeshire County Council between Whittlesford Parkway and Whittlesford Village and was named Whittlesford Railway Village.
3. The proposals were near an excellent public transport hub at Whittlesford Parkway and strategic highways & transport networks. They were a strategic response to:
 - the continued growth in life science employment in South Cambridge,
 - the need for more housing to support the increase in jobs,
 - the need for more affordable homes, and
 - the need to reduce car traffic coming into the area from further afield.
4. The proposals were not taken up in the First Proposal on the grounds that they were assessed in the SHLAA to have an unacceptable impact on the Green Belt and the environment.
5. No alternative, smaller scale, options for Whittlesford were assessed in the emerging Plan. In fact, the First Proposal of the GCLP has not made any allocations for development in the village of Whittlesford. The Spatial Strategy continues to be heavily weighted towards directing predominantly large-scale housing growth to the east, west and north of the Cambridge.
6. The evidence base and key statements in the First Proposal recognise that locating a limited number of new homes close to the cluster of research parks in the south could reduce commuting and carbon emissions. The First Proposal recognises that this could provide exceptional circumstances to release land from the Green Belt. [see pages 31, 38, 104, 116].
7. Unless new housing is delivered close to the research parks the acute shortage of housing in the immediate area will continue into the new plan period, and the in-commuting by car over long distances will continue. The resulting pressures of traffic impact and unaffordable local housing were matters identified by the Cambridge and Peterborough Independent Economic Report as being a genuine risk to the continued success of the Cambridge sub-region.
8. Grosvenor has reviewed the First Proposal carefully and has concluded that the need for housing growth in the Southern Rural Cluster has never been greater. Whittlesford, with its main line railway station and planned improvements to create a major public transport interchange is one of the most sustainable locations for growth in the Rural Southern Cluster, which could accommodate a smaller, more compact proposal, for about 300 Net Zero Carbon homes. It would deliver a Bio-diversity Net Gain [BNG] and protect the purposes of the Green Belt in the long term.
9. The site extends to about 18 ha. About 300 homes can be delivered on land solely within Grosvenor's control, as illustrated in Appendix 1, and shown on the plan in the New Sites Form Appendix 2. These homes could be delivered within 5 years of the adoption of the Local Plan.

2 Policy S/DS Patterns of Growth

1. The Greater Cambridge Local Plan strategic spatial options assessment: Housing Delivery Study, published in November 2020, sets out 8 options for spatial growth with regards to housing delivery and forms part of the evidence base for the Greater Cambridge Local Plan. These spatial growth patterns are as follows:
 - A. Densification of existing urban areas
 - B. Edge of Cambridge (non-Green Belt)
 - C. Edge of Cambridge (Green Belt)
 - D. New Settlements
 - E. Villages
 - F. Public Transport Corridors
 - G. Supporting a high-tech corridor by integrating homes and jobs (southern cluster)
 - H. Expanding a growth area around transport nodes

2. In addition to considering these spatial growth strategies, 3 sub-scenarios were also considered with regards to housing growth - a minimum, medium and maximum. These are as follows:
 - Minimum (1,743 dpa) is largely met by existing commitments (existing Local Plan allocations and planning permissions) and the windfall allowance over the plan period.
 - Medium (1,996 dpa) requires additional supply of approximately 5,500 dwellings, alongside the existing commitments and windfall allowance. A relatively small amount of additional supply is needed from around 2028/29 onwards to provide a five-year housing land supply at plan adoption, and significantly more supply is needed from 2033/34 onwards.
 - Maximum (2,711 dpa) requires additional supply of approximately 20,500 dwellings, alongside the existing commitments and windfall allowance. In this option, the Councils would begin the plan period (from 2020/21) with a shortfall in housing supply due to the significant increase in housing requirement both compared to the annual housing requirement of 1,675 dwellings in the adopted Local Plans 2018 and the historical average observed in Greater Cambridge between 2002/03 and 2018/19 of 1,439 dpa.

3. The interim findings show that:
 - The Minimum options can deliver the overall housing requirement and that the Councils will be able to demonstrate a five-year housing land supply at plan adoption. However, given the high level of commitments and the imbalance between committed jobs and housing, the Minimum options would lead to unsustainable development and increase levels of in-commuting if the economy performs as anticipated
 - The Medium options show that all options can meet the overall housing requirement over the plan period; three options can demonstrate a five-year housing land supply at plan adoption; and the five options that cannot demonstrate a five-year housing land supply at plan adoption are marginal and would be able to do so if a small number of short-term site allocations were included in the package of sites.
 - The Maximum options under the Councils' working assumptions are highly likely to be undeliverable (based on current market conditions and no intervention) due to the assumption that strategic sites can deliver 500dpa.

4. As a result, the Medium/Central growth scenario is considered the only “reasonable” option of the three from a housing delivery perspective, and this option is broadly in line with recent delivery.
5. The study concludes that the options that mix short-medium term sources of supply (smaller sites in urban areas and villages) with longer-term sources (new settlements, urban extensions and Green Belt release) are better-able to deliver across the plan period as a whole with a smoother trajectory.
6. These sites also have different characteristics and are likely to result in:
 - variety in terms of location, size, type, and tenure of housing, and
 - more geographically spread, thus better matching the housing supply with demand.
7. Housing delivery and Green Belt release at Whittlesford would accord with this spatial growth strategy which includes Villages and Public Transport Corridors – Whittlesford fits into both categories.
8. However, no sites within or adjacent to Whittlesford/Whittlesford Bridge were chosen as draft allocations in the draft Greater Cambridge Local Plan.

3 Policy S/DS Development Strategy - How much development, and where?

The Need for Growth in Housing to the South of Cambridge

1. Over the past 20 years jobs have been created faster than new homes have been built, and as recognised on page 22:

“...this has contributed to higher house prices and increased commuting into the area.”

Significant In-Commuting

2. Long distance commuting into the City of Cambridge and South Cambridgeshire is a major threat to the environment. This is recognised throughout the plan and evidence base, for example in the report “The Relationship between Employment and Housing”, dated 2020. Paragraph 3.60 and Table 12 quantifies the “significant level of in-commuting” to South Cambridgeshire to be about 34,983 per day.
3. A high proportion of these commuters will be travelling to research parks, advanced manufacturing and other employers located in the clusters to the south of Cambridge. These concentrations of jobs are relatively rural and therefore genuine travel options by modes other than the car, when longer distance travel is required, are limited.

Growing Economic Clusters

4. The clusters of life science and advanced manufacturing to the south of Cambridge are recognised in “Greater Cambridge Employment Land and Economic Needs Study 2020”:

“Clusters in Cambridge: Life Sciences

1.12 Life sciences is a key sector for the study area. Significant concentrations are found at Addenbrooke’s Hospital and Cambridge Biomedical Campus on the southern edge of city. Further out, there are major centres across the south and south east of South Cambridgeshire including Babraham Research Campus, Wellcome Trust Genome Campus (Hinxton), Granta Park (Great Abington), Sagentia Research Park (Harston) and Melbourn Science Park...

Advanced Manufacturing

1.19 Despite a broader decline in manufacturing, the advanced manufacturing sector in Greater Cambridge has stayed competitive due to connections with research and knowledge intensive sectors. Specific clusters are in Waterbeach, Cottenham and Bar Hill, and additionally [to the south of Cambridge] Sawston, Hinxton, Duxford and Melbourn.

5. The growth in jobs in these clusters to the south of Cambridge, has been rapid and is forecast to continue. The report estimates that around 10,000 new jobs in the former Class B categories of use were created in south Cambridge between 2001 and 2017. It forecasts more than 18,000 new jobs in R&D will be created in south Cambridgeshire during the plan period to 2041.
6. A high proportion of this job growth has and will continue to take place to the south of Cambridge, in the Rural Southern Cluster.

Access to Skilled Labour

7. Access to labour is a widely recognised problem in South Cambridgeshire. The Employment Land and Economic Needs Study reports that:

“3.45 Access to appropriately skilled labour was consistently identified as a critical factor across all the key sectors. In this context, reference was frequently made to the affordability of housing and the challenges presented through it.

3.46 Stakeholders emphasised that there is a skills gap in Greater Cambridge caused by house price affordability; this was identified specifically in relation to technicians employed by life sciences businesses, but it is a more general challenge. Whilst there is a strong pool of scientists with higher qualifications (and salaries), technicians are in demand and filling these positions is currently a challenge.

3.47 The expansion of the Wellcome Genome Campus (Hinxtton) incorporates both employment and housing (around 1,500 homes of which 30% to be affordable). Alongside a new school, a nursery and community facilities, this demonstrates one approach to ensuring a localised workforce with supporting facilities.”

The Relationship between New Homes and Employment Growth



8. With regards to the wider plan delivery of 44,400 new homes and 58,500 new jobs, the ratio of new homes to jobs roughly equates to 0.75:1. Looking at the total of new homes allocated in the southern rural area of the district compared to the estimated number of jobs being delivered, it is evident that the ratio is skewed far more in favour of employment delivery than housing delivery.
9. It should be noted the First Consultation Greater Cambridge Plan does not allocate these 58,500 jobs specifically towards the draft employment/mixed-use allocations, so it is unclear how the delivery of new jobs will be delivered spatially across the region. As well as within the existing ‘Established Employment Areas in the Countryside’ as allocated within the 2018 South Cambridgeshire Local Plan, other employment uses are allocated to be delivered as part of the other allocated mixed-use growth locations - as illustrated in paragraph 1.6.
10. Whilst the distribution of new employment growth is not made clear within the draft plan, it is logical that employment growth should be spread proportionately with housing growth across these allocations. In this scenario, it is evident that most new jobs would be focussed towards the north, east and west of Cambridge, rather than towards the south i.e. the same way in which housing growth is proposed to be distributed.
11. In terms of existing sites for rural employment growth, the spatial distribution is set out in the table below:

Table 1 – Spatial distribution of existing rural employment sites

Employment site	Location in relation to Cambridge City
Cambourne Business Park, Cambourne	West
Brookfield's Business Estate / Park, Twentypence Road, Cottenham	North
Land at Hinxton Road, South of Duxford	South
Granta Park, Great Abington	South
Cambridge Research Park, Landbeach	North
Site to North of Cambridge Research Park, Landbeach	North
Daleshead Foods Ltd, Cambridge Road, Linton	South
Eternit site, Meldreth	South
Norman Way Industrial Estate, Over	North
Former Spicers site, Sawston	South
Buckingway Business Park, Swavesey	North
Convent Drive / Pembroke Avenue site, Waterbeach	North

12. In terms of locations for continued employment growth, based on existing allocations in the South Cambridgeshire Local Plan, it's clear that a substantial proportion of new rural employment growth will be located to the south of Cambridge City. Of these employment growth allocations being carried forward, 5 out of 12 (42%) are located to the south. 6 out of 12 (50%) are located to the north, and 1 out of 12 (8%) is located to the west.

13. In terms of new housing growth allocations, as referred to earlier, the proposed housing delivery is skewed towards to the north, east, and west, rather than to the south. The below table demonstrates this proposed delivery and spatial strategy:

Table 2 – Spatial distribution of strategic growth allocations

	New homes allocated	Total number of new homes allocated	% of overall allocated housing delivery
North			
Darwin Green	2,478	21,195	60.4%
Eddington	3,142		
North East Cambridge	3,900		

Northstowe	6,345		
Waterbeach New Town	5,330		
East			
Cambridge East	2,850	5,350	15.2%
Marleigh	1,300		
North of Cherry Hinton	1,200		
South			
Clay Farm	151	1,541	4.4%
Great Shelford/Stapleford	100		
Melbourn	140		
Sawston	418		
Trumpington Meadows	302		
Worts Causeway	430		
West			
Bourn Airfield	2,460	7,000	19.9%
Cambourne	1,950		
Cambourne West	2,590		
TOTAL:		35,086	100%

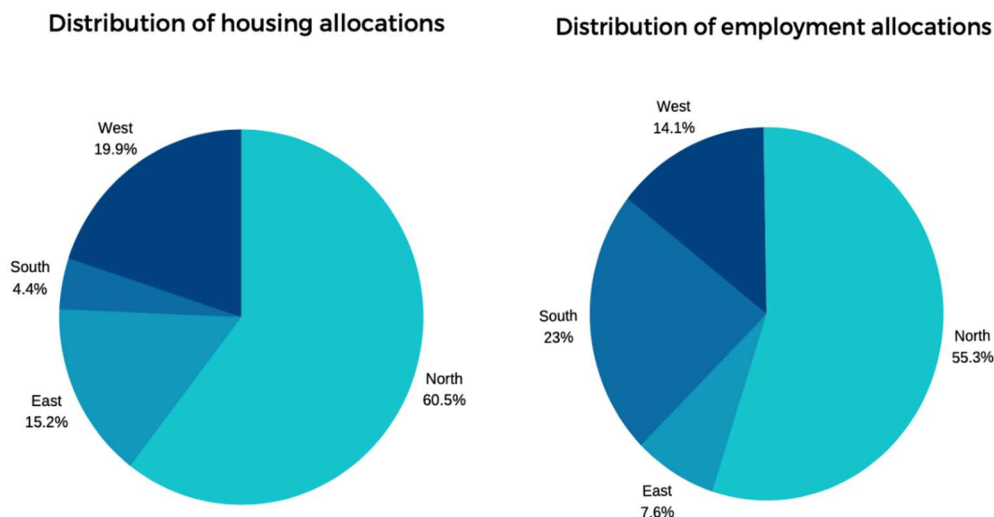
14. As demonstrated above, only 4.4% of allocated housing delivery in the Greater Cambridge Local Plan is located to the south of the city. As noted above, 42% of rural employment growth sites are located to the south of the city centre, creating a clear imbalance between new homes and new jobs to the south of the district. The distribution of employment growth across these sites is not set out within the plan, however, and assuming it is distributed proportionately through the above allocations as mixed-use sites, the following overall spatial distribution of new employment delivery can be worked out as follows:

Table 3 – Overall spatial distribution of employment allocations in the draft plan

	Rural employment distribution (See Table 1)	New allocations employment distribution (See Table 2)	Overall distribution of employment growth

North	50%	60.4%	55.2%
East	0%	15.2%	7.6%
South	42%	4.4%	23%
West	8%	19.9%	14.1%
TOTAL:	100%	100%	100%

15. The imbalance can also be demonstrated by the pie charts below, which compare the distribution of the proposed housing allocations with those of the proposed employment allocations. The pie charts use the above assumptions on employment growth within mixed-use allocations, demonstrates that there is an imbalance between new housing and jobs within areas to the south of Cambridge city centre. Using this methodology, 4.4% of housing growth is allocated here, compared with 23% of employment growth.



Comparison of housing allocation and employment allocation distribution

16. In terms of the Rural Southern Cluster, the following areas are recognised as areas of additional employment growth, outside of the main strategic allocations and the existing rural employment allocations, and are referred to as 'Special Policy Areas':

- Genome Campus, Hinxton
- Babraham Research Campus
- Comfort Café, Fourwentways
- Whittlesford Parkway Station Area, Whittlesford Bridge
- South of A1307, Linton

17. The delivery of new jobs in the southern areas of South Cambs district is likely to be much greater than this with the additional employment development on these sites. Development of 150,000m² of employment space at the Wellcome Genome Campus at Hinxton will create a subsequent 4,300 new jobs alone. With an evident lack of new homes to the south of Cambridge City centre when compared to new jobs allocated, this will only be exacerbated by additional employment development at Special Policy Areas. Focussing over 60% of new homes to the north of the city does not make sense when such a large proportion of new jobs will be delivered to the south. This would neither promote sustainable patterns of movement nor encourage sustainable modes of transport
18. This must be a fundamental flaw in the draft Plan and consequently the conclusion that it must be unsound as currently drafted.
19. Cambridge Cluster Insights dataset published annually by the Centre for Business Research (CBR) by the Cambridge Ahead group illustrates employment data across the Greater Cambridge region.
20. With a total employment of 57,267 jobs, South Cambridgeshire contributes 24.2% of total employment in the Greater Cambridge employment area - which covers parts of Suffolk, Huntingdonshire, Hertfordshire, Bedfordshire, and Essex. The largest sector is given by Life Science and Healthcare (10,021), which represents 17.5% of employment in the district. Within this sector, particularly high is employment in Biotechnology R&D (7,044) and in High-Tech Manufacturing – Life Sciences (2,193). Other ‘Knowledge Intensive’ (KI) sectors that have large shares of employment are High-Tech Manufacturing (11.4% of the district) and Information Technology and Telecoms (9.6%). It is also noticeable that the share of employment in each individual KI sector for South Cambridgeshire is larger than the corresponding share for the wider area, demonstrating that KI sectors play a major role in the district. Among non-KI sectors, employment is high in the Wholesale and Retail Distribution sector (12.4%) and in the Other Business Services sector (7.2%). The smallest sector in terms of employment is Transport and Travel, which constitutes 1.6% of total employment in the area.
21. With regards to the Rural Southern Cluster, employment data demonstrates that within postcode area CB22 (which covers the bulk of the Rural Southern Cluster), there are a total of 11,636 jobs (as of April 2020). This represents 20.3% of jobs within the district of South Cambridgeshire. With the estimate that new job allocations to the south of the city centre will be 23% of all new jobs, this proportion is likely to rise. Therefore, there is a clear imbalance when only 4.4% of new housing is then proposed to the south of the city centre.

The Need for a Bold Strategy to the South of Cambridge

22. Faced with 35,000 inward commuters, existing acute shortages of housing, and a forecast growth of 18,000 new jobs in R&D alone, just in south Cambridgeshire, the Plan needs to take bold action, or, in its own words:

“... direct development to where it has the least climate impact, where active transport is the natural choice, where green infrastructure can be delivered alongside new development, and where jobs, services and facilities can be located close to where people live.” [Page 23 First Proposal]

23. The Development Strategy recognises at page 31 the potential for targeting some growth into the villages and research parks to the south of Cambridge:

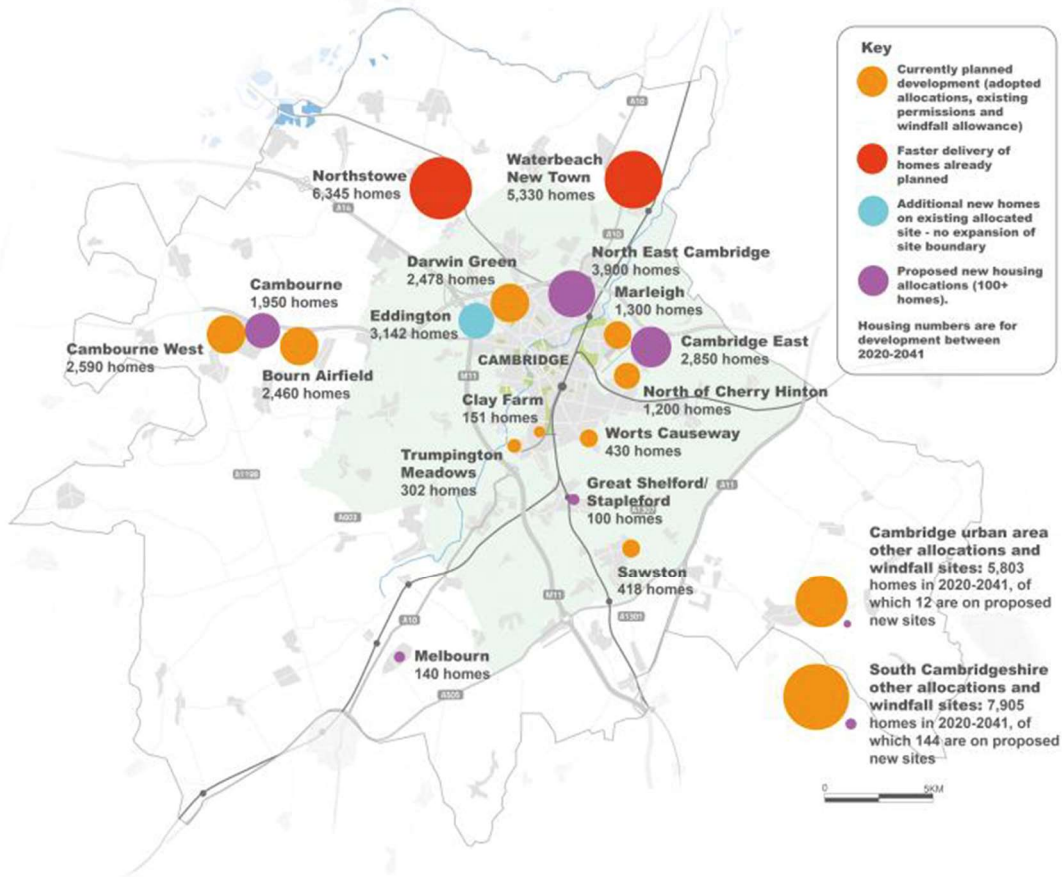
“We propose some development in the rural area south of Cambridge, the Rural Southern Cluster, where homes and jobs can be located close to each other and served by good quality public transport, cycling, and walking links, including:

- *Employment and tied housing at the Wellcome Genome Campus expansion – confirming the existing planning permission.*

- o Additional employment at Babraham Research Campus, through releasing the Campus and a modest area of additional land from the Green Belt.
- o New smaller sites for housing and employment in villages that have very good public transport access and are close to jobs, some of which are through release of land from the Green Belt; and
- o Continuing allocations for existing sites allocated in previous plans.”

The Spatial Strategy

24. The key areas for housing development are demonstrated in the following diagram at 2.1 of the First Proposal:



25. This diagram illustrates how much of the new growth being proposed is located to the north, east and west of Cambridge. With only small-scale housing growth proposed to the south of Cambridge.

26. Despite the growth in employment to the south of Cambridge, and the acknowledgement that homes and jobs in the Rural Southern Cluster can be located close to each other, Policy S/DS concentrates the vast majority of future housing growth to the east, west and north of Cambridge.

27. Site allocations to the south of Cambridge are listed below:

Location	Policy reference/site name	Homes 2020 - 2041
Rural Southern Cluster	Land South of Babraham Road, Sawston	418
Rural Southern Cluster	S/RSC/MF Land at Maarnford Farm, Hunts Road, Duxford	60
Rural Southern Cluster	S/RSC/HW Land between Hinton Way and Mingle Lane, Great Shelford	100
Rest of the rural area	S/RRA/ML The Moor, Moor Lane, Melbourn	20

Rest of the rural area	S/RRA/CR Land west of Cambridge Road, Melbourn	120
Total South of Cambridge	New Allocations	718
All Other Locations	New Allocations	11,212
Total All Locations	New Allocations	11,930
<i>Existing Major Commitment South of Cambridge</i>	<i>Wellcome Genome Campus</i>	<i>1,500</i>
Total All Locations	New Allocations & Genome Campus	13,430

28. This demonstrates that Policy S/DS allocates the vast majority, 94.6%, of all new housing allocations to the City, and locations east, west, and north of Cambridge. The ambition for urban extensions and new settlements to deliver housing at scale with the key objective of reducing carbon emissions is supported, but the spatial strategy has overlooked the specific growth pressures to the south of Cambridge, and as a result the unsustainable pattern of car borne inward commuting and acute local shortage of homes will continue.

29. If the already approved Wellcome Genome Campus is included the allocations to the City, and locations east, west and to the north account for 83.5%. The allocation at the Genome Park will meet part of the need arising from the growth in more than 4,000 jobs at the Genome Park, but will not meet needs arising from the growth in employment in other locations in south Cambridge, and from within existing settlements.

Failure to meet the Need in the South

30. This demonstrates that the Development Strategy fails to allocate new homes to the south of Cambridge, a location with a rapidly growing technology led economy which is already suffering from the effects of significant in-commuting, shortage of skilled labour, and an acute shortage of housing of all types, in particular affordable tenures.

Suitable, Sustainable Opportunities Overlooked

31. Yet the Plan recognises that there are suitable locations to accommodate housing in the south, and there are exceptional circumstances to release land from the Green Belt to meet the need for housing, reduce in-commuting, and reduce carbon emissions.

Over-reliance on Windfall Sites

32. Allocations in the local emerging plan amount to 35,086 new homes, approximately 79% of need. Although not stated explicitly in the Plan, it is assumed that the remaining 9,000 new homes are planned to be delivered by smaller allocations through neighbourhood plans and through windfall sites. That is a very heavy reliance on as yet unidentified sites, another reason why more small and medium sized sites, well served by public transport, should be identified and allocated to the south of Cambridge to accelerate housing delivery early in the plan period, and deliver a more sustainable pattern of development than windfall sites could ever deliver.

33. In comparison to the adopted South Cambridgeshire Local Plan and the Cambridge Local Plan, the South Cambridgeshire Plan makes provision for 23,500 new dwellings with 1,950 allocated to be delivered as windfall dwellings over the plan period, whilst the Cambridge Plan allocates 1,294 windfall dwellings out of a total 14,682. This accounts for 8.3% and 8.1% of overall housing provision, respectively. The Inspector's concluded in their reports that both Council's assessments of supply was reasonable, and evidence based.

34. As previously established, 79% of the total housing provision in the Greater Cambridge plan comes from allocated sites with the remaining 21% assumed to be made up by allocations through neighbourhood plans and through windfall sites. This is a vast difference from the provision for windfall sites in both the South Cambridgeshire Local Plan and the Cambridge Local Plan which was found sound.

Unsound Spatial Strategy – Need for Review

35. Figures 2 and 3 in Appendix 1 graphically illustrates the imbalance between housing and jobs growth. Figure 4 shows existing and proposed major transport projects which highlights the strong public transport connections of Whittlesford as one of the best-connected locations to the south of Cambridge.

36. The strategic employment sites are clustered in the south of the District, close to Whittlesford, as shown in Figure 6 of Appendix 1. The existing and proposed transport infrastructure in the Whittlesford area is shown in more detail in Figure 7. This shows the existing and proposed connections by sustainable travel from Whittlesford to the strategic employment sites, the services in Sawston which include the secondary school and Cambridge.

37. There are strong and improving sustainable transport connections between Whittlesford and key employment sites, services, and Cambridge.

38. The absence of any housing allocations in the Village is a missed opportunity for accommodating sustainable housing development.

39. The strategy should be reviewed, and more small and medium sized sites should be allocated in the Rural Southern Cluster, provided the sites are very well served by public transport, rail and other active travel modes. This would deliver the following benefits:

- provide homes where the need is greatest,
- reduce the need for in-commuting by workers at the research parks, and reduce carbon emissions
- improve access to labour in the life science and advanced manufacturing sectors of south Cambridge,
- speed up housing delivery in the first half of the plan period
- reduce the heavy reliance on windfall sites
- greatly improve housing choices for residents and sustain the life and vitality of the villages.

40. The Development Strategy is unsound, has not been positively prepared, fails to act on its own evidence base and analysis and is unjustified.

4 The Settlement Hierarchy

41. The Greater Cambridge Local Plan sets out a proposed settlement hierarchy in relation to the settlement hierarchy adopted as part of the South Cambridgeshire Local Plan is set out below. The Proposed settlement hierarchy in the Greater Cambridge Local Plan is unchanged to the south of Cambridge.

Review of allocated sites to the south of Cambridge

42. The table above identifies the sites that form the majority of new housing growth allocation in the rural area to the south of Cambridge. In total, this allocates 718 new homes to the south of Cambridge in the Plan period.
43. Whilst it is evident that housing growth is skewed towards locations north, east, and west of Cambridge in the form housing allocations, the allocations proposed for rural areas south of Cambridge also seemingly accord with the settlement hierarchy.
44. Both Sawston and Great Shelford & Stapleford are designated as Rural Centres, whilst Melbourn is a Minor Rural Centre.
45. Whittlesford is designated as a Group Village and is therefore, in Local Plan terms, considered less sustainable.
46. The largest of these allocations is at Sawston, a designated Rural Centre, for 418 homes. The allocation site is 8-minutes' walk from a regular bus service, adjacent to a primary school, and has access to a supermarket convenience store, secondary school, health centre and other shops and services in Sawston. The site is not within walking distance of a railway station (approximately a 50-minute walk from Whittlesford Parkway). There is a 'committed' transport scheme (CSET) which will provide a bus way to the Biomedical campus and Cambridge station
47. Sites at Melbourn are allocated to deliver 140 new homes over the plan period. The largest of these sites is located 1.2 miles away from the nearest railway station (Meldreth) and is approximately a 24-minute walk from it which includes using an unmade track (PRoW) through agricultural fields. Following paved pedestrian routes, the sites are both approximately a 28-minutes' walk from the station which involves crossing the A10. Neither of which are particularly attractive routes for pedestrians and cyclists and are unlikely to be favoured over the use of private car. The village of Melbourn does provide a greater amount of services than Whittlesford, albeit still relatively limited. These sites are not located within the Green Belt designation.
48. The housing allocation at Great Shelford & Stapleford is proposed to accommodate 100 new dwellings. The site is located approximately an 8-minute walk to Shelford railway station which provides frequent access between Cambridge and London. The site is also within proximity (<15-minutes' walk) to key services and facilities within the settlement. This site allocation is also located within the Green Belt.
49. The proposed growth at Whittlesford would be between 6-18 minutes' walk from Whittlesford Parkway and have a better access to rail services than at Melbourn and Sawston, but relatively similar level of accessibility than the allocation at Great Shelford & Stapleford. The delivery of housing growth at Whittlesford would likely encourage greater levels of movement by sustainable modes than that at Melbourn and Sawston.
50. Whilst the settlements of Melbourn and Sawston may be considered more sustainable all-in-all as a result of their services and access to facilities (as discussed below in the review of the settlement hierarchy), the location of these allocated sites within their respective settlements, and the absence

of high public transport, do not necessarily promote more sustainable patterns of development than development at Whittlesford would.

51. The Inspectors for both the South Cambridgeshire Local Plan and the Cambridge Local Plan found both spatial strategies and settlement hierarchies sound within their reports. This was based on findings within the Cambridge and South Cambridgeshire Sustainable Development Strategy Review (SDSR), prepared by the Cambridgeshire and Peterborough Joint Strategic Planning Unit and published in November 2012.
52. The SDSR establishes a sustainable development sequence for the Cambridge sub-region as follows:
- within the urban area of Cambridge.
 - on the edge of Cambridge; one or more new settlements.
 - within or adjoining market towns; and at sustainable villages.
53. The Inspectors concluded that the spatial strategies proposed within both plans aligned with this sequence set out in the SDSR and that both were ultimately justified and sound.
54. In addition to the SDSR now being over 9 years old, it should also be acknowledged that it favours housing development towards new settlements rather than towards sustainable villages. It is acknowledged that delivery of homes at new settlements like Waterbeach are unlikely to come forward early in the plan period potentially leading to an early shortfall of housing delivery in the plan period. Development at Whittlesford would be available to come forward for delivery in the short term, therefore addressing any supply issues caused by allocating more strategic, long-term sites.
55. In terms of the village hierarchy contained within South Cambridgeshire Local Plan, the Council's methodology for classifying villages into the Plan's hierarchy of Rural Centres, Minor Rural Centres, Group Villages, and Infill Villages is set out in the South Cambridgeshire Village Classification Report 2012. The classification report, which is supplemented by the Village Services and Facilities Study 2014 together provide a comprehensive evidence base on which to base the judgements necessary to allocate individual villages to a specific level in the hierarchy. Individual components of that analysis may change over time, but it is not practical to update the analysis on a rolling basis. It is concluded that the hierarchy set out in the plan is justified and effective.
56. It is acknowledged that circumstances will change within settlements and components of the settlement hierarchy scoring will change over time - therefore, the same village hierarchy should not be re-applied to the Greater Cambridge Plan and should face more scrutiny.

Need for a Review of Whittlesford's Position in the Settlement Hierarchy

57. The Greater Cambridge Local Plan sets out a proposed settlement hierarchy in relation to the settlement hierarchy adopted as part of the South Cambridgeshire Local Plan.
58. The only change in the settlement hierarchy is the upgrade of Cambourne and Northstowe to Towns and the addition of Waterbeach New Town as a Town. Whittlesford remains designated as a Group Village.
59. The Local Plan classifies villages into four groupings, reflecting their relative sustainability. Villages were classified following a review of the services and facilities, education, public transport, and employment available at each settlement.

60. An updated review of the settlement hierarchy was undertaken in the Greater Cambridge Local Plan: Topic Paper 1: Strategy. The methodology for designating settlements comes from scoring each settlement on the following criteria: - Access to frequent public transport services - Access to shops - Access to a primary school and GP surgery - Access to a secondary school - Job density
61. The scoring criteria relate solely to current circumstances within settlements, and do not allow for future potential circumstances. The extract below demonstrates Whittlesford's scoring, in relation to Sawston, Melbourn and Great Shelford & Stapleford.
62. In assessing the methodology and reviewing the scoring for Whittlesford, the village does score 8 points. This is demonstrated below:
- Primary school (William Westley C of E Primary School) = 1 point
 - At least 4 identified shops/services (ATM, Post Office, Village Hall, Public House) = 2 points
 - 20-minute frequency of trains (Regular trains to Cambridge and London at Whittlesford Parkway) = 2 points –
- Train station (Whittlesford Parkway) = 1 point
- Access by public transport to secondary school (Bus stops in village and train station provide access) = 1 point
 - Employment opportunities = 1
63. Whittlesford does not meet the threshold of points to achieve Minor Rural Centre designation, nor as a key Rural Centre. As a result, Whittlesford is considered less sustainable for accommodating growth than Sawston, Great Shelford & Stapleford and Melbourn.
64. It should also be noted that although outside the parish boundary and therefore not included as part of the settlement's services, there is a petrol filling station, coffee shop, M&S convenience store and McDonalds restaurant approximately an 8-minute walk east of Whittlesford Parkway Station along the A505. Similarly to the west approximately a 20 minute walk is the Provenance Kitchen café, deli and restaurant. If these were to be included within the settlement hierarchy scoring, Whittlesford may reach the threshold as a Minor Rural Centre as opposed to a Group Village.
65. Importantly, no account is taken of the 'Special Policy Area' designated in the Plan around Whittlesford Parkway station (Policy S/SCP/WHD) which seeks to support a comprehensive approach to redevelopment opportunities in the Whittlesford Parkway Station Area to accommodate a transport hub, employment and housing, in line with the principles set out in work completed to date via the Greater Cambridge Partnership's Whittlesford Master planning Exercise.
66. The objective is to build an important public transport interchange, serving world class research parks and the Duxford IWM as well as Whittlesford and the surrounding villages. As well as increased connectivity between villages and the research parks, the Special policy Area includes opportunities for housing, employment and new services and facilities for Whittlesford.
67. Therefore, as a result, the settlement will become more sustainable and more capable of accommodating greater housing growth. Should Whittlesford be higher in the hierarchy to reflect the fact that it has a railway station, with capacity to take more passengers to and from Cambridge South, the City Centre and Cambridge North, and other destinations including London?

Recalibration of Whittlesford's Settlement Hierarchy Score

68. Figure 8 of Appendix 1 contains a recalibration of the settlement scoring for Whittlesford. Making proper allowance for the proximity of services and existing and proposed strategic employment locations, and the improvements to Whittlesford Parkway railway station and its public transport interchange.
69. The GCLP evidence base uses employment figures from the 2011 census which is out of date, and the scoring takes no account of the proximity of the life science cluster to the Village.
70. The updated scoring is broken down below:
- 1 extra for the M&S food store at the petrol station
 - 1 extra for the fact the rail station is a Greater Cambridge Partnership sponsored public transport improvement, and
 - 1 (discretionary) extra point for the proximity of the Village to existing and proposed strategic employment locations.
71. This results in an additional 3 points, increasing Whittlesford's total from 8 to 11, the status of a Minor Rural Centre. Moreover, the proposed development could include facilities that would further improve Whittlesford's sustainability credentials, for example a health which would add a further point to its score and meet a local need in the heart of the village.
72. With these wholly justified changes Whittlesford would have at least 6 minor rural centres below it in the hierarchy, reinforcing its suitability as a sustainable location for growth.

Settlement Hierarchy is Unsound

73. There is a need to review the settlement hierarchy to give much greater scoring to locations with excellent public transport access to the City of Cambridge and employment. Choices of active transport – rail, bus, cycle, walking – to work, school and services are a key driver of sustainable patterns of living.
74. A strict application of the settlement hierarchy policy places an unjustifiable limit on housing development in Whittlesford to 8 dwellings on a green field site and 15 on previously developed land. This clearly does not equate to the actual capacity of the Village to support sustainable development.
75. The scoring method artificially and arbitrarily prevents sustainable housing sites from being considered. Sites which would be easy walking distance of an important railway station and public transport interchange, and the school and facilities in a vibrant Village.
76. Should a Group Village be denied new housing to enable it to “grow and thrive” in the words of the NPPF?
77. Policy S/SH is unsound. It has not been positively prepared or tested for alternative approaches to selecting sustainable locations for growth.

5 Policy S/RSC - The Rural Southern Cluster – A New Site for Consideration

Exceptional Circumstances to Release land from the Green Belt

78. The GCLP identifies the need for growth to achieve more sustainable patterns of living and commuting on page 104, in the section on the Southern Village Cluster:

"The south of Cambridge, between the M11 and the A1307, is home to a range of major business parks with world-leading facilities and has some excellent and improving public transport links. We want to support this business cluster through ensuring that more business space is provided where needed, and through a limited amount of new housing in and around villages that are well-connected to jobs by public transport, cycling and walking facilities. We believe that a case can be made for exceptional circumstances to release some limited areas of green belt land here, as new development in this location will generate less carbon emissions from car use. How have the themes influenced this? The rural southern cluster provides an opportunity to locate homes near jobs and support the development of the important employment sites in this area. There are also existing and planned public transport opportunities to access Cambridge, helping to minimise traffic and related carbon emissions. This option most closely connects to Strategic Green Infrastructure Initiative 3: Gog Magog Hills and Chalkland Fringe."

79. The section on allocations within this area develops the theme of the need for sustainable growth in housing, page 116 states:

"The rural southern cluster area provides the opportunity to provide new homes that are close to the research parks and potentially in locations with sustainable transport opportunities, as well as potential for further local employment opportunities. To help support this aim, we looked for new sites in all Rural Centres, Minor Rural Centres and Group villages within the southern cluster area that have either or both of a Greater Cambridge Partnership Cambridge South Eastern Transport Scheme stop or mainline railway station, and considered the findings of the Housing & Employment Land Availability Assessment, including the environmental impacts of possible sites. Most of these villages are located within Green Belt. The Councils consider that the carbon benefits of locating homes close to jobs in the research parks, where there are existing opportunities for very high quality sustainable travel, could provide the exceptional circumstances required to justify removing land from the Green Belt in this location but only if considered alongside the environmental impacts. Two new suitable sites have been identified for new homes, one of which is in the Green Belt..."

80. In conclusion, the Spatial Strategy on the Southern Village Cluster recognises the need to balance and support the research based and life science employment on the southern edge of the City, and in the southern villages, with new housing. The Spatial Strategy recognises that the need is so great for new homes, and the benefits are so significant, as to justify the release of land from the Green Belt.

81. However, the scale of housing allocations in the First Proposal would not balance the scale of employment growth and would not prevent an increase in commuting from outside the area to the research parks, let alone deliver a reduction in CO2 emissions. The allocations include 1,500 homes at the Wellcome Genome Park. This site has already been granted planning permission. The scale of housing proposed is no more than necessary to accommodate some of the need arising from the Wellcome development. It would not balance the employment growth that is planned in the research parks located throughout the area.

82. A failure to make adequate provision for new housing in the south of Cambridge will have serious implications for:

- i) **Travel patterns** – it will be an inevitable consequence of the imbalance between employment and housing that long distance car borne commuting to the area will increase, with resultant impact on CO2 emissions and congestion.

- ii) **Affordability** – the pressure on house prices will be relentless, and there will continue to be an acute shortage of affordable homes for existing residents of the area, and for people moving to the rapidly growing research parks.
 - iii) **The shortage of housing** will have long term implications families and communities in existing villages and for the success of the economy, and the productivity of workers having to travel long distances to the research parks because of the shortage of housing. There is also a knock-on impact on health and the environment.
83. In short, the analysis in the Spatial Strategy is correct, but the plan has failed to meet the need that has been identified, and therefore the plan is not justified and is unsound unless more housing is allocated to meet the needs of the Southern Village Cluster. New Housing to sustain Village Life in Whittlesford
84. Villages need to grow, at a carefully managed scale to protect their character. This is essential to support local services, and to provide residents and their children with the option of living their lives in the place where they grow up. This is important to sustainable village life and creating healthy communities. This recognised in the National Planning Policy Framework, at paragraph 79 which states:
- 79. To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby.*
85. The Draft Plan provides no new homes in Whittlesford, with the only proposal which could provide an element of housing being at Whittlesford Parkway, but that site is subject to many constraints, and will include transport and employments uses which will limit the scale and choice of housing, and is on the outer edge of the village. In this respect the Plan conflicts with national guidance and has not been prepared positively.

A New Site for Consideration - 300 new homes for all generations in Whittlesford

86. Appendix 1 provides details of a new site for consideration in Whittlesford, including an illustrative masterplan and analysis of the proposal's relationship to the village, place-making, the natural environment and reducing carbon emissions.
87. The key characteristics of the site are described below.
88. Grosvenor's revised proposals provide about 300 much needed new homes for all generations of Whittlesford, and local community facilities including a satellite surgery/health centre.
89. 40% of the proposed houses would be affordable, making a significant contribution to the supply of affordable housing in the villages to the south of Cambridge.
90. Grosvenor's Master Developer approach means it can deliver a mix of housing types and tenures that would cater for all generations, and can be tailored to provide choices for residents of Whittlesford, for example –
- i. **Homes to rent for young households.** Providing choices for young people growing up in the Village and wanting to stay close to family and friends.
 - ii. **Key worker housing** for people working in the science or medical sectors.
 - iii. **Family housing** ideally located close to the primary school, sports pitches and play areas, community hall, and with easy bus, cycle and train access for older children to the secondary schools and colleges in Sawston, Trumpington and The Perse Upper School, e.g.:

- iv. **Elderly living**, for which there is a growing need in Whittlesford, and would release large family houses in the village no longer needed by residents as they downsize. Elderly living schemes provide local employment, and services such as a cafes, restaurants, and health & fitness, that can also be taken up by residents.

Speed of delivery and the need for alternatives to the new settlements

- 91. The reliance of the Plan on strategic scale new settlements and urban extensions to the east, north and west of Cambridge means that there will almost certainly be a significant delay in delivering new houses. It is very uncertain that the Plan is deliverable within the plan period, and serious doubts remain that housing delivery can be accelerated in line with housing requirements.
- 92. Grosvenor has experience building for communities in Cambridgeshire having successfully delivered Trumpington Meadows. There are no obstacles to delivery of Grosvenor's proposals. The site can meet local needs that exist now, early in the life of the Plan. There is considerable flexibility in the form and content of housing on the site. But there is certainty that the site can be delivered within 2 to 3 years of securing planning permission. Sites like this can be delivered quickly, meeting local needs quickly where the need already exists.

Whittlesford – A Sustainable Village

- 93. As shown by Figure 9 of Appendix 1 the homes would be within walking and cycling distance of Whittlesford Parkway railway, planned public transport interchange, schools, shops, community facilities and a wide range of green space within the village.
- 94. The sustainable transport connecting Whittlesford to jobs and services is likely to be substantially improved by Whittlesford Parkway Railway Station Special Policy Area and other investments from the Royston to Granta Park study.
- 95. The site would be within easy access by public transport and cycling of the life science cluster in south Cambridge and within 20 minutes travel by train and walk from Addenbrookes and Papworth Hospitals, Astra Zeneca and the bio-medical campus - just one stop away .
- 96. The homes are well served by buses serving the secondary schools in the area. There are sustainable travel choices to secondary and further education as measured from the centre point of Grosvenor's proposals:

Sawston Village College:

- 36-minute walk / 10-minute cycle
- Free school bus provided from the village to the school, also accessible by the 7A bus route

Trumpington Community College:

- 30-minute cycle
- 62-minutes by Citi7 bus route alone
- Accessible by rail and a change at Great Shelford for the Citi7 bus route (45-minutes)

The Perse Upper School:

- 34-minute cycle

- 57-minutes via Citi7 bus route
- 42-minutes via rail to Cambridge Station and a change to the Citi1 bus route

97. The new homes would also be located close to the long-distance cycle routes to and from Cambridge.
98. The 300 homes would be within easy cycling distance of research parks in the Southern Village Cluster, and are highly accessible by rail services from Whittlesford station which is to be upgraded as a public transport interchange, and will provide and focus for local employment and housing.
99. The proposal would provide a genuine alternative for people living and working in the rural villages and research parks to the south of Cambridge who did not wish to use the car to travel to work.

Protecting the Purposes of the Green Belt

100. Appendix 1 illustrates at pages 16 to 19 how the site is well connected to, and can be integrated with the village, and would provide a new woodland edge to the settlement. A network of greenspaces would be created through the development, which would provide an alternative sustainable cycle and attractive footpath route connecting the two parts of the village.
101. Figure 10 illustrates how the he proposed housing is well related to and connected with the existing built up area of the Village that there would be no harm caused to the main purposes of the Green Belt. The strengthening of the existing hedgerow to create a woodland edge to the Village would provide a long-term defensible boundary of the Green Belt.
102. The settlement hierarchy correctly appreciates that the northern and southern environs of the village, connect via housing along (alternating sides of) Duxford Road and should be considered as a single community, albeit with additional facilities located in peripheral environs which the GCLP has overlooked.
103. This differs to the approach that the GCLP has taken when assessing the impact of housing growth proposals on the Green Belt. When assessed against the thee local purposes of Green Belt:
- To preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre.
 - To maintain and enhance the quality of its setting.
 - To prevent communities in the environs of Cambridge from merging into one another and with the city.
104. The Greater Cambridge Green Belt Assessment, undertaken by Land Use Consultants Limited (LUC) and published in August 2021 considered the expansion of either Whittlesford or Whittlesford Bridge as making a “relatively significant” contribution to purpose 3, resulting in “very high” harm to the Green Belt.
105. However, Figure 10 clearly demonstrates that the boundary of Whittlesford parish fully encompasses all of the built form around Whittlesford Parkway station and the wider village, constituting a single community meaning that purpose 3 cannot be deemed to apply to merging of a single entity into itself.
106. LUC’s assessment appears to be considering a much larger proposal for extending Whittlesford, including development on both sides of the Duxford Road, and extending to the railway line. Moreover, Whittlesford is on the southern outer edge of the Green belt and could not have any impact on the setting of Cambridge.

107. The new opportunity at Whittlesford is for balanced housing growth to provide repair function and effect completion of the village structure into a more sustainable, better connected whole which shares a familiar settlement pattern: the linear village as exhibited similarly by Sawston, Hinxton and Duxford.
108. Furthermore, new development at Whittlesford will provide for strengthening of Green Belt boundaries along the development edge, as well as a network of valuable green spaces contributing to Biodiversity Net Gain and community well-being.

Enhancing the Landscape & Supporting Nature Recovery

109. Appendix 3 provides a more detailed analysis of the relationship of the site to heritage assets and landscape.
110. It also provides an assessment of the opportunities to improve biodiversity by replacing intensively farmed, largely arable, farming land with a species rich mix of woodland and other grassland and wetland habitats.
111. A circular water resources strategy would be implemented to manage water use and use sustainable drainage to create new wetland habitats and reduce levels of nitrates and phosphates in the water courses and water table.
112. EDP's assessment concludes that the proposals would secure a Net Gain in Biodiversity.

A Commitment to Zero Carbon Homes

113. Grosvenor is committed to protecting the environment across all its developments. Its high-level corporate commitment is summarised below: Grosvenor is committed to building Zero Carbon homes at Whittlesford.

“We have committed to stretching goals to help redefine climate action in our sector. These goals create a framework for us to deliver lasting value for our residents, tenants, customers, and partners. They are:

Zero carbon - By 2030, Grosvenor will achieve net zero carbon from its buildings, developments, and supply chain. Our full portfolio and 147 acres of public realm on our London estate will also be climate positive before 2050.

Zero waste - By 2030, Grosvenor will send zero non-hazardous waste to landfill from its buildings and developments under its control.

Valuing nature - By 2030, Grosvenor's portfolio will have achieved a significant net biodiversity gain, responding to the need to halt the decline of the UK's wildlife and restore ecosystems. By 2050, Grosvenor will be water neutral.

Bringing our partners with us - By 2030 all our suppliers will be compliant with our supply chain charter through collaboration, innovation and supportive networks.”

6 Building a Healthy, Sustainable Community

114. Life can be challenging at the best of times, but a place (and space) to call home when things get tough can make all the difference to well-being, family unity, community belonging and finding time for others.
115. Land at Whittlesford has been designed to be different, not ‘just another housing development’. From the challenges of 2020 and 2021 we have learned that places need to improve. As a society we need better access to open space, places to meet friends and neighbours safely outdoors, and a little more resilience, less reliant on the car and with more space to grow produce and participate in outdoor pursuits.
116. This means exploring a different relationship between homes and landscape, being smarter (and faster) with how technology can be used to greater benefit and supporting the local social networks that keep towns and villages sustainable.
117. With a compact footprint, railway village location and genuine mix of properties, the circa 300 homes Grosvenor is promoting at Whittlesford will become a benchmark for how South Cambridgeshire villages can grow sensitive to context and setting and become an asset for the communities to which they are added.

Health & Wellbeing

118. Central to Grosvenor’s development aims are residents’ needs. New communities must provide the framework for a healthy and happy life with safe, integrated neighbourhoods, well designed, high quality homes and open space that considers the needs of all ages and activities.

Community Spirit

Modern life can rush by at such speed that there is little time to get to know your community. Providing space for people to interact and socialise outside of their homes is a basic but often overlooked requirement for a successful place.

Ecology & Biodiversity

Our way of life is becoming increasingly fragile and detached from the natural processes that sustain us. A productive, diverse landscape will reconnect residents to the natural world and help sustain species key to our ecosystems.

Quality & Character

Well considered and integrated places that respect the local character will enhance the setting and reinforce a sense of place, which in turn instils a sense of pride and stewardship with the community.

Sustainability

Climate change is a reality and each development and home are an opportunity to help minimise our impact upon the environment. New technologies as well as often simple measures, will be integrated to help residents reduce their footprint.

7 Conclusion

119. In conclusion:

- i. There has been an imbalance in strategic spatial planning with growth, mainly housing, weighted to the north, west and east of the City. This contrasts with the rapid growth in research parks located to the south of the City. The Spatial Strategy recognises this problem but does not go far enough to tackle the imbalance between employment growth and new housing.
- ii. The revised proposal by Grosvenor will help to redress this imbalance by promoting 300 new homes in Whittlesford in a highly sustainable location.
- iii. The sustainable transport connecting Whittlesford to jobs and services is likely to be significantly improved by Whittlesford Parkway Railway Station Special Policy Area and other investments from the Royston to Granta Park study. Above all, these proposals would support a more sustainable pattern of housing, employment, and transport to the south of Cambridge, helping to reduce CO2 emissions.
- iv. The proposals would address local housing needs for the Plan period allowing the community to grow and the village to thrive.
- v. There are exceptional circumstances to justify the release of the site from the Green Belt to meet acute housing need for all tenures of housing, and all generations of the community, in a location that is close to the cluster of rapidly growing Life Sciences in the Whittlesford area.
- vi. The purposes of the Green belt would be protected and harm to the Green Belt would be extremely limited and offset by the bolstering of existing hedgerows to create a strong woodland edge to the settlement, creating a long-term defensible boundary to the Green Belt.
- vii. The new opportunity at Whittlesford is for balanced housing growth to provide repair to and effect completion of the village structure into a more sustainable, better connected whole which shares a familiar settlement pattern: the linear village as exhibited similarly by Sawston, Hinxton and Duxford.
- viii. The proposals would deliver about 300 Net Zero Carbon homes and secure a Net Gain in Biodiversity and create new woodland and species rich meadows with a network of footpaths and cycleways to for the enjoyment of existing and new residents.

120. The proposed allocation at Whittlesford aligns well with the aims and objectives of the Plan, as set out on pages 21 & 22 and summarised below:

GCLP Aims & Objectives (page 21 of First Proposals)	Contribution of Grosvenor's Proposed Housing for Whittlesford
<ul style="list-style-type: none"> ■ Climate change: Help Greater Cambridge transition to net zero carbon by 2050, by ensuring that development is sited in places that help to limit carbon emissions, is designed to the highest achievable standards for energy and water use, and is resilient to current and future climate risk 	<p>Within 10 to 20 minutes level and attractive walk of Whittlesford Parkway railway station and public transport interchange, with bus services to the research parks and secondary school and further education. A highly attractive alternative to car borne in-commuting for workers at the research parks to the south of Cambridge and in the bio-medical cluster around Cambridge South.</p> <p>Grosvenor is committed to delivering about 300 Net Zero Carbon houses in Whittlesford.</p>

<p>■ Biodiversity and green spaces: Increase and improve our network of habitats for wildlife, and green spaces for people, ensuring that development leaves the natural environment better than it was before.</p>	<p>Grosvenor will deliver Net Zero Carbon housing set within green spaces and woodland rich in wildlife and delivering a Biodiversity Net Gain.</p>
<p>■ Wellbeing and social inclusion: Help people in Greater Cambridge to lead healthier and happier lives, ensuring that everyone benefits from the development of new homes and jobs.</p>	<p>Providing multi-generational homes that would be integrated with a successful and thriving village, with opportunities for recreation, activity, and the core elements of a healthy community life. Reducing commuting time and stress for health and research workers in the Southern Village Cluster.</p>
<p>■ Great places: Sustain the unique character of Cambridge and South Cambridgeshire, and complement it with beautiful and distinctive development, creating a place where people want to live, work and play.</p>	<p>Sustaining the life and vitality of the village of Whittlesford and creating 300 beautiful Net Zero Carbon homes set within a distinctive local landscape and a Net Gain in Biodiversity is exactly where people want to live, work and play.</p>
<p>■ Jobs: Encourage a flourishing and mixed economy in Greater Cambridge which includes a wide range of jobs, while maintaining our area's global reputation for innovation.</p>	<p>About 300 homes within cycle, bus and rail journey of the research parks will support the life science sector by providing affordable housing choices for skilled and lower skilled labour in the research parks.</p>
<p>■ Homes: Plan for enough housing to meet our needs, including significant quantities of housing that is affordable to rent and buy, and different kinds of homes to suit our diverse communities.</p>	<p>About 300 homes, with 40% affordable, and a range of tenures for young people, key workers, families, and the elderly. All located within the southern cluster, within 10 to 20 minutes travel by active modes of sustainable transport of the employment growth in R&D which is placing acute pressure on the availability of homes. All within close access of the City Centre and wider villages of South Cambridge by train, bus, or active travel modes.</p>
<p>■ Infrastructure: Plan for transport, water, energy, and digital networks; and health, education, and cultural facilities; in the right places and built at the right times to serve our growing communities.</p>	<p>300 homes can be supported by existing infrastructure and delivered early in the plan period – within 5 years of Adoption of the Local Plan - the right place for new homes and built at the right time for the growing communities.</p>