

Keymer Cavendish Limited

Planning & Development Consultants



Cambridge City and South Cambridgeshire Local Plan Examinations 2017

**Representation by Keymer Cavendish Limited (ref 58247 58428)
on behalf of W. Garfit (211069)**

**Matter SC1 – South Cambridgeshire Local Plan Strategy for the Rural Area
1.4L Hauxton**

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1.4L Hauxton

i. Omission sites

Is the plan unsound without the allocation of the following sites for housing development, and if so why? Site East of A10, south of Church Road

1.0 Housing market in Cambridge

- 1.1 We submit that without the inclusion of this 2.66 hectare site, the Plan is indeed unsound because it is not positively prepared and therefore does not meet the comprehensive development needs of the area in terms of variety and choice of location, property size and environment.
- 1.2 It would be unjustified to oppose a small Green Belt release which did not impact/compromise the openness of the Green Belt. It is also of concern that with a predominance of large housing estates, the Plan is potentially ineffective in meeting the complete needs of the housing market in a sustainable manner.
- 1.3 Whilst there is merit in allowing some growth in rural villages, it is far more sustainable to concentrate the majority of housing provision close to the major employment centre of Cambridge.
- 1.4 We do not wish to object to the housing allocations set out in Policy H1, because housing numbers are required to meet the Objectively Assessed Housing Need (OAHN) within South Cambridgeshire, but there is also a need for top market housing close to Cambridge to meet the needs of company executives of vibrant companies, which are expanding fast in Cambridge. The photograph below is an example of top market housing within 200-300 metres of this proposed Green Belt release, these principally being located to the rear of properties on London Road, Harston.



1.5 Please also note the flag 'note large homes' on the plan submitted with our 2013 representation, detail attached at Appendix I.

1.6 Policy H1

As already stated, we do not object to the large allocations detailed in Policy H1 because large numbers of houses are required, but in order to meet the requirements of paragraph 50 of the NPPF, there is a requirement to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.

1.7 Cambridge is not a normal housing catchment area and has an unusually high requirement for top market housing. Leading Estate Agents in Cambridge report sales around Trumpington as follows:

New barn conversions	£2.25m, £1.75m
House 3600ft ²	£1.65m
House Bentley Road	£2.5m
Two houses 2016	£2.5 each
Town house (imminent)	£5m
Newnham	£2.6m

The objection site is ideally suited to meet this market demand.

2.0 Principles of Green Belt policy

2.1 Fifteen years ago I addressed a planning conference in Cambridge, explaining how the application of the Green Belt had been responsible for ruining the very city it was imposed to protect. The roads had been clogged by quite unmanageable traffic congestion, caused by two major factors.

2.2 Firstly, this was caused by a policy of locating settlement growth away from the periphery of Cambridge to close satellite settlements such as Bar Hill, Cambourne and North Stow (the last two are still being built). Secondly, some development had been directed even further distant, up to possibly up to 20 miles away into the fens, to locations from which people had no option other than to commute by car. I described the Green Belt as an 'Opec ring', namely a 'green barrier' across which people were required to drive and consume fuel on a daily basis to reach their place of work.

2.3 Details of the sustainable transport enhancement and provisions which have been brought about by the redevelopment of Bayer Crop Science site (S/2308/06/O) make this site adjacent to the A10 at Hauxton a particularly sustainable and accessible location, where use of the car will not be necessary.

3.0 Emerging Planning Policy

3.1 A further factor of sustainability is economic vitality, and as the housing White Paper 'Fixing our broken housing market' emphasises in the introduction, we will only diversify the housing market if we open it up to smaller builders. We will also make it easier for people who want to build their own homes.

3.2 In paragraphs 3.5 and 3.6 of the White Paper there is a section dedicated to small and medium sized builders:

3.5 Small builders have been declining and were hit hard by the recession. The number of homes registered by small builders is down from 44,000 in 2007 to 18,000 in 2015 demonstrating the potential for growth.

3.6 The Government will help this sector to grow and develop again. Small and medium-sized house-builders regularly cite land, planning and finance as the major barriers to expansion.

3.3 Whilst it is accepted that a substantial number of houses are required to meet the OAHN, allocations such as detailed within Policy H1, for example:

- Sawston 6.0 ha
- Gamlingay 4.1 ha
- Comberton 6.3 ha

can only appeal to volume house builders who have the resources to take on sites which will yield over 100 new homes.

4.0 Former Bayer Crop Science site

4.1 Policy H2

When we submitted our representation in October 2013, delivery of new housing on this site had not commenced. However, development is now well in progress and provisions secured under the Section 106 Agreement is bringing the following community benefits:

- Community contributions: £300,000*
- Hauxton new primary school £762,000*
- Shuttle bus service to Park & Ride/Guided Busway every 20 minutes between 07:00 and 19:00 hours every day and hourly between 19:00 and 23:00 hours Monday to Saturday

**all figures indexed*

4.2 Although there is no figure against the provision of the 20 minute shuttle bus, this makes Hauxton one of the most sustainable locations in terms of its accessibility to public transport.

4.3 Whether travellers choose to cycle into Cambridge (6.5 kilometres to the centre), cycle to the Park & Ride/Guided Busway (2 kilometres) or work in the 4,000 square metres of offices due to be provided on the former Bayer Crop Science site – all of these journeys have minimal environmental impact.

- 4.4 Furthermore, the use of small electric cars, once a futuristic concept, is now well established and increasingly popular. In fact there are now suggestions that there should be dedicated routes/lanes for such vehicles, further encouraging their use. The shuttle bus service will become even more attractive to residents on the Bayer site because every property will be provided with one free season ticket.
- 4.5 This level of bus connectivity and its proximity to the Park & Ride/Guided Busway makes Hauxton a unique location; indeed, its popularity for top market housing is already established.

APPENDICES

Appendix I Detail plan of site at Hauxton

APPENDIX II Extracts from the Environmental Statement submitted with the planning application for the former Bayer Crop Science site.
As stated in paragraph 7.68 of this report:
'The proposed improvement to bus services associated with the development, providing direct links into Cambridge, will represent a substantial beneficial effect.'

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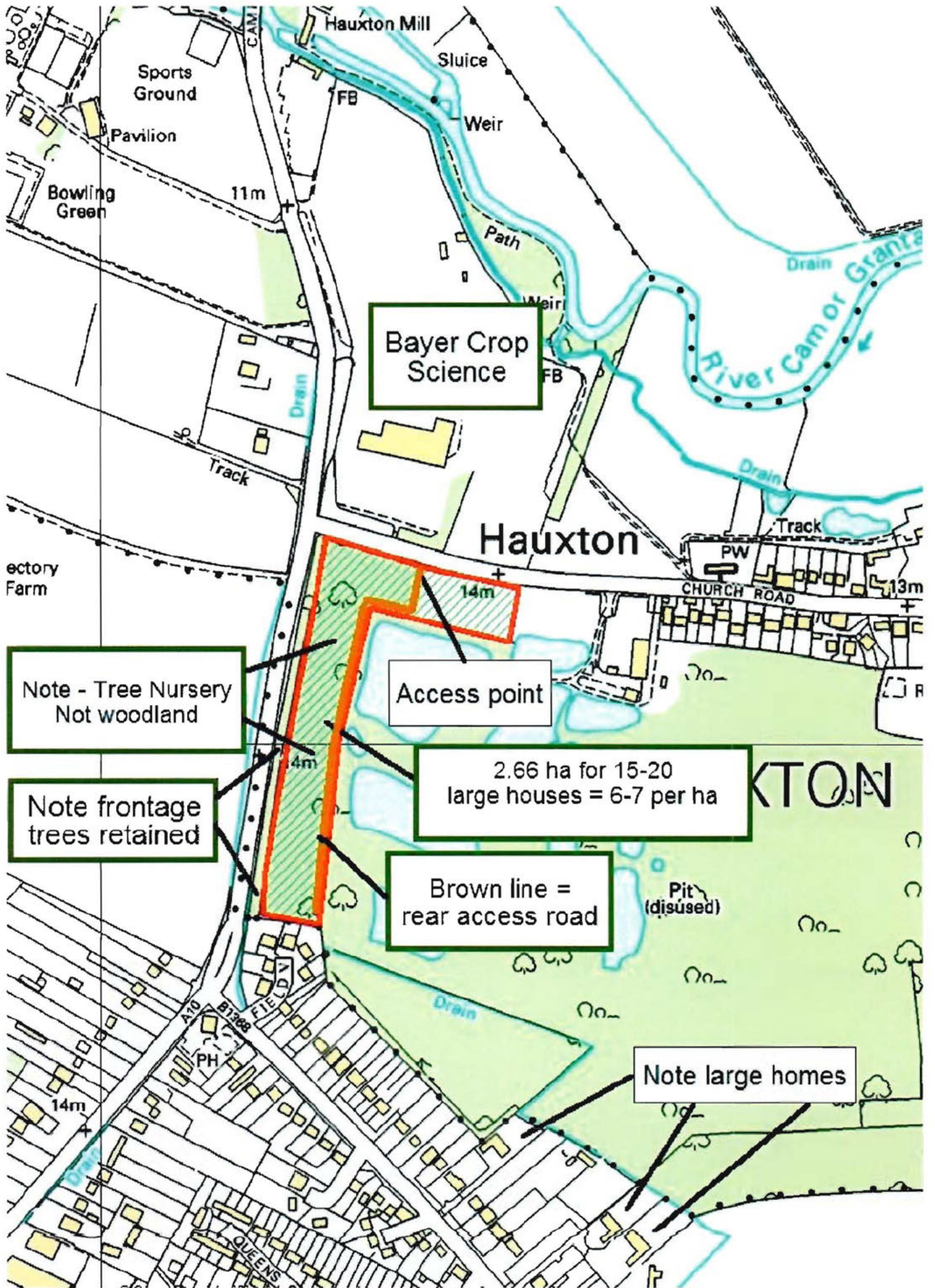
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Appendix I

Detail plan of site at Hauxton



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Appendix II

**Extracts from the Environmental Statement
submitted with the planning application
for the former Bayer Crop Science site**

- 7.60 The gross vehicular trips associated with the proposed development (weekday morning peak hour, weekday evening peak hour and daily flows) are summarised in Table 7.2 along with the remaining trips per mode of travel generated by the proposed development.

Table 7.2: Summary of Estimated Person trips by mode

Mode	AM Peak		PM Peak		Daily	
	Arrivals	Depart	Arrivals	Depart	Arrivals	Depart
Walking	9	18	12	10	103	103
Bicycle	16	32	22	18	186	186
Bus	26	71	48	33	365	365
Rail	1	3	2	1	16	16
Motorcycle	4	7	5	4	41	41
Car Driver	107	198	136	121	1190	1190
Car Passenger	14	29	20	16	165	165
Taxi	0	0	0	0	0	0
Total	176	358	246	204	2067	2067

- 7.61 The percentage impact of the daily development car trips (provided in Table 7.2) on the links within the local highway network is shown in Table 7.3 for the year 2014 and Table 7.4 for the year 2019.

Table 7.3: 2014 24-Hour Link Traffic Flows

Road	Section	Baseline	Development Case	Increase in Flow	% Diff.	Effect
A10	North of Site Access	23,615	25,392	1,777	7.52%	Negligible
A10	Site Access to Church Road	23,107	23,278	171	0.74%	Negligible
A10	Church Road to High Street	22,386	22,723	337	1.51%	Negligible
High Street	South-west of junction with A10	20,756	21,081	325	1.57%	Negligible
London Road	South-east of junction with A10	5,505	5,530	25	0.45%	Negligible
Church	Site access to	3,875	4,131	256	6.61%	Negligible

Road	Newton Road					
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Table 7.4: 2019 24-Hour Link Traffic Flows

Road	Section	Baseline	Development Case	Increase in Flow	% Diff.	Effect
A10	North of Site Access	25,692	27,469	1,777	6.92%	Negligible
A10	Site Access to Church Road	25,139	25,310	171	0.68%	Negligible
A10	Church Road to High Street	24,355	24,692	337	1.38%	Negligible
High Street	South-west of junction with A10	22,581	22,906	325	1.44%	Negligible
London Road	South-east of junction with A10	5,989	6,014	25	0.42%	Negligible
Church Road	Site access to Newton Road	4,216	4,472	256	6.07%	Negligible

7.62 The above tables indicate that the links that will experience the greatest impact are the A10 north of the site access from the A10, which would experience a 7.52% increase in traffic in 2014 and a 6.92% increase in 2019 (the reduced impact is due to the increase in background traffic growth relative to the constant development traffic), as well as Church Road between the site access and Newton Road, which would experience a 6.61% increase in traffic in 2014 and 6.07% increase in 2019. All other links will experience less than a 1.6% increase in traffic during either future assessment year.

7.63 Based on the significance factors discussed earlier, the impact of the development traffic on the highway links will be negligible.

Mitigation Measures

Construction

7.64 The construction will involve management of the construction vehicle routes and assurance that the hours of operation will be limited to 07:00 to 19:00 hours and wheel washing / dust management will be enforced. Furthermore, all unloading will be made on site wherever possible rather than on the adjacent roads.

Operation

- 7.65 The proposed development includes a significant public transport improvement scheme in the form of the extension of bus services into Cambridge. This service will be the main transport initiative to minimise the number of private car trips and will form the main aspect of the Travel Plan that will operate for the scheme throughout its life.
- 7.66 There will be a number of infrastructure improvements that will be introduced alongside the development proposals which will include the following:
- signal controlled site access junction onto the A10
 - potential introduction of a lower speed limit on the A10 in the vicinity of the site
 - potential introduction of a village gateway feature on the A10 to the north of the site

Residual Effects

Construction

- 7.67 The traffic associated with the site clearance to the end of construction will result in a short term minor adverse impact.

Operation

- 7.68 The proposed improvement to bus services associated with the development, providing direct links into Cambridge, will represent a substantial beneficial effect.
- 7.69 The traffic associated with the development proposals would have a negligible residual effect on the operation of the highways network.
- 7.70 The reductions in traffic speeds on the A10 associated with the proposed signal controlled site access junction and potential associated speed reduction measures would have a minor beneficial effect.
- 7.71 The introduction of the signal controlled site access junction, which results in some queuing and delays of traffic on the A10, would have a negligible impact on junction operations along the A10.
- 7.72 The improvement to pedestrian links over the A10 associated with the signal controlled site access junction and additional crossing points in the vicinity of the site would have a substantial beneficial effect.
- 7.73 A summary of the overall residual transport impacts is provided in Table 7.5.

Table 7.5: Residual Impacts

Facility	Impact
Pedestrian Facilities	Substantial Beneficial
Public Transport (Bus Network)	Substantial Beneficial
Highway Network	Negligible

7.74 In conclusion the development will have a negligible impact on the highway network but will deliver substantial benefits for pedestrians and bus passengers.

Glossary

- LTP – Local Transport Plan
- PICADY – Priority Intersection Capacity and Delay
- PPG – Planning Policy Guidance
- PPS – Planning Policy Statement
- TA – Transport Assessment
- TRICS – Trip Rate Information Computer System