



**Fowlmere Parish Council (FPC):
Draft Local Plan comments Jan 2026 consultation.**

- **Draft policy S/RRA/CR: Land to the west of Cambridge Road, Melbourn**
- Fowlmere Parish Council (hereinafter “FPC”) considered policy S/RRA/CA and the draft Greater Cambridge Plan at the meeting of its planning committee on 8 January 2026 when it resolved to submit the following comments.
- The civil parish of Fowlmere is to the east of Melbourn. It adjoins the parish boundary of Melbourn. Residents of Fowlmere use the facilities in Melbourn, such as the shops, village college and leisure centre. Access to Melbourn from Fowlmere is from the east along Cambridge Road. The proposal site is on Cambridge Road.
- The proposal is for a mixed development of approximately 120 homes and 8,000 square metres gross internal area of floorspace for employment uses.
- The proposal also states that “any employment uses must be integrated with the existing Science Park”. There is no indication why this should be the case. One effect will be to make the development dependent on the consent of the owners of the existing Science Park; access will have to be across their land. FPC has no information about who owns the site. Whilst planning is not concerned with ownership, ownership and commercial advantage can create a monopolistic situation which is generally undesirable. The requirement of integration will give the Science Park owners a ransom strip. They may currently be the owners of the site, but should they not be, or should that change, the requirement will make the development less likely to occur.
- The proposal is for a mixed development of approximately 120 homes and 8,000 square metres gross internal area of floorspace for employment uses. The area of the site available for each use is not specified FPC has not been able to find any density standards in the draft plan. FPC simply observes at this stage that housing density should be appropriate for village dwellings and recognise the beneficial effects of private outdoor space and the spaciousness which people expect and seek in villages.
- FPC recognises the importance of commercial development, particularly science and technology development in the Greater Cambridge area. FPC generally supports such development where sensibly located. Designating this site for such development, being situated alongside the existing science park, clearly has significant benefits. It should be recognised that there will also be increases in traffic along Cambridge Road, the A10 and other nearby parts of the road network. Meldreth railway station is over a mile away from the site so rail access unless supported by shuttle-bus and bicycle parking on site is unlikely to be desirable. There will be a commercial incentive to providing shuttle-bus and cycle parking. However the policy could usefully specify the need to address that aspect. Shuttle-buses can be made available to the wider public on the route and FPC strongly suggests that the policy includes a requirement to do so. Other commercial developments envisaged by the draft local plan should also have such a requirement. This will be helpful for sustainable transport and to maintain a level playing field across all such developments.
- The draft policy also includes a requirement to screen the development from sight. It reads: “Boundaries facing the rural setting, at the southeast and northwest of the site, must be strengthened to mitigate unacceptable adverse impacts on the surrounding landscape”. (The southeast boundary is in fact Cambridge Road, the other side of which at this point is already partly built up with some post-war housing.) In the view of FPC this part of the policy is an unnecessarily pessimistic view of the design of the development and opportunities presented by the site. Rather than requiring the development to be hidden, the policy should require a high standard of appropriate design. The buildings and their setting should be something the site owners, its developers and the residents of Melbourn would be proud to see and to be seen. The site is close to the eastern edge of Melbourn. The only development further east is a collection of utilitarian and uninspired light industrial buildings and car wash. Sadly, they are the face which Melbourn is currently compelled to present both to visitors and to its own residents approaching the village from the east. But the proposal in the plan gives the opportunity to create a sense of entry with an elegant design and setting which could reflect the presence of science, homes and rural life.
- Subject to the above comments, FPC supports this policy.



Fowlmere Parish Council (FPC):
Draft Local Plan comments Jan 2026 consultation.

- **Draft Policy S/RRA/ML: The Moor, Moor Lane, Melbourn**
- Fowlmere Parish Council (hereinafter “FPC”) considered policy S/RRA/ML and the draft Greater Cambridge Plan at the meeting of its planning committee on 8 January 2026 when it resolved to submit the following comments.
- The civil parish of Fowlmere is to the east of Melbourn. It adjoins the parish boundary of Melbourn. Residents of Fowlmere use the facilities in Melbourn, such as the shops, village college and leisure centre. Access to Melbourn from Fowlmere is from the east along Cambridge Road. The proposal site (The Moor) is reached from Cambridge Road.
- FPC draws attention to the fact that the site has no other access to the highway network. Vehicles to and from the site would pass Melbourn Village College (which is also on The Moor) and Melbourn Leisure Centre (which is part of the college).
- The supporting information in the draft plan states that the site is “close to a number of village services and benefits from public transport connections offered by Meldreth Railway Station”. Obviously, closeness is a relative and subjective concept. But FPC observes that the distance to the railway station is about 1.1 miles and the route runs through the centre of Melbourn and the four way traffic light controlled junction formed by Cambridge Road, High Street, Mortlock Street and Station Road. In terms therefore of access to public transport links it is buses rather than trains which are truly proximate and preferable for those not using cars. Buses are of course much less frequent than trains, are more susceptible to variation and cover shorter distances.
- The supporting information also states that the site “is bounded by development on three sides, with screening provided by existing vegetation”. The existing development appears to FPC only to be on two sides, namely on the south-east boundary and across the road on the south-west. On the north-west boundary there are allotments (not traditionally referred to as “development”) and whilst the science park is on the north-east boundary it is open green land rather than buildings across the boundary.
- The proposal is for about 20 dwellings on 1.08 hectares. That would give 54 square metres per dwelling. To make that area easier to visualise, it is only slightly bigger than a square whose sides are the length of a cricket pitch. But from that must be deducted the land needed for roadways, public open space and land for public utilities and services. The policy also requires landscaping to the southern and eastern boundaries which will further reduce the area per dwelling. FPC has not been able to find any density standards in the draft plan. FPC simply comments at this stage that the density envisaged appears to be high, particularly for housing in a village. It ignores the beneficial effects of private outdoor space and the spaciousness which people expect and seek in villages.



**Fowlmere Parish Council (FPC):
Draft Local Plan comments Jan 2026 consultation.**

- **Draft Policy S/AMC/IWM: Imperial War Museum, Duxford**
- SCDC have omitted comments regarding any impact on the A505 running through to Junction 10 and beyond. The additional encroachment from the expansion of operations at the site needs careful consideration.
- Any development at this site should minimise any negative impact on the A505 which it borders to the north as an important thoroughfare from east to west & its junction (10) of the M11.
- These should include:
 - Improvements to junctions on the A505 to increase safety, access and capacity
 - Improved connectivity between nearby public transport & the IWM Duxford
 - An extended network of dedicated cycle links connecting local transport & villages plus safe accessible crossing points for pedestrians without impeding the flow of traffic crossing the A505.
 - Recommendations from the Royston to [Granta Park Strategic Transport Study](#) regarding the improvements to the A505 (recent updates are [here](#)) should be implemented before any of the developments at Duxford are commenced.
- There is a good active travel network between Fowlmere and Thriplow, up to the A505. There is footpath from Thriplow to Heathfield and through to Pepperslade and getting to the A505. But you cannot link into the two existing rights of way on the Northside of the A505. Crossing points should be looked at to include broader active travel including cycleways to link with the existing active travel networks.



Fowlmere Parish Council (FPC):
Draft Local Plan comments Jan 2026 consultation.

- **Draft Policy H/GT: Gypsy and Traveller and Travelling Show people sites**
- Fowlmere Parish Council (hereinafter “FPC”) the draft Greater Cambridge Plan at the meeting of its planning committee on 8 January 2026 when it resolved to submit the comments on policy H/GT.
- Fowlmere is a village of about 1200 inhabitants (adults and children), about 500 dwellings. It has one public house / restaurant, a village hall, a primary school, a nursery and a playgroup. There are no shops. The nearest doctors’ surgeries are in Harston and Melbourn. At the time of writing (14 January 2026) two sites on the edge of the village are occupied as small travellers sites (less than three caravans in each) in breach of planning control. Planning applications were submitted for each of the sites. One of those applications was withdrawn ten days ago. Neither application complied with planning policy.
- FPC notes that draft policy H/GT recognises that some pitches within the plan area have become occupied by persons who are not members of the gypsy or traveller community, nor travelling showpeople. The draft seeks to ensure that proposed occupiers of any site for which permission is sought will be members of the gypsy or traveller community.
- FPC also notes that the draft policy does not contain mechanisms or safeguards to ensure that subsequent occupiers are only members of the gypsy or traveller community. It is not enough only to regulate the first occupiers.
- FPC considers that the policy should be explicit on this issue and require planning permissions to limit occupiers to members of those communities so as to ensure that the stock of pitches across the plan area is not depleted.