Representations to Greater Cambridge Local Plan Regulation 19 Consultation

Land to the west of Water Lane, Melbourn, Cambridgeshire

September 2026

Site Address: Land to the west of Water Lane, Melbourn, Cambridgeshire

Project Number: 6563

Client's Name: Cala Management Ltd

September 2026

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Issue Sheet

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APPENDIX 2 **RESPONSE TO GREATER CAMBRIDGE REGULATION 18 CONSULTATION**

1 Introduction

1.1.1 These Regulation 19 representations have been prepared by Lanpro Services on behalf of Cala Management Ltd ('our client'). The representations respond to Greater Cambridge's Regulation 19 Local Plan.

1.1.2 Our client has an interest at land west of Water Lane, Melbourn, Cambridgeshire ('the Site'). A location plan of the Site is shown at **Appendix 1**.

1.1.3 These representations build on the submission made on behalf of our client to the Regulation 18 consultation, reattached for information at **Appendix 2**. Details on site context and Cala Management Ltd are set out in the Regulation 18 representations and therefore are not repeated as part of these representations for brevity.

1.2 Regulation 19 Consultation

1.2.1 The Regulation 19 Consultation considers whether the Pre-Submission Local Plan is legally compliant and 'sound'.

1.2.2 To be considered 'sound', it is recognised that the Local Plan must meet the criteria set out in Paragraph 36 of the 2024 National Planning Policy Framework (NPPF). Whilst a subsequent NPPF was published in August 2026, it is recognised that the intention of Greater Cambridge to submit the emerging Local Plan to the Inspectorate in December 2026 and therefore, it will be assessed against the 2024 NPPF.

1.2.3 Notwithstanding the above, our client considers that it is appropriate for Greater Cambridge to start applying the policy direction of the August 2026 NPPF given that any future Local Plan will need to be considered against the latest version.

1.2.4 Paragraph 36 states:

a) *"**Positively prepared** – providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;*

b) ***Justified** – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;*

c) ***Effective** – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and*

d) ***Consistent with national policy** – enabling the delivery of sustainable development in accordance with the policies in this Framework and other statements of national planning policy, where relevant."*

1.2.5 Our client does not consider that the emerging Local Plan is 'sound' as it does not accord with criteria b) and c) of Paragraph 36.

1.3 Structure of Document

1.3.1 These representations to the Greater Cambridge Regulation 19 consultation are structured as follows:

- Chapter 1: Introduction – This Chapter sets out an overview to these representations.
- Chapter 2: Response to consultation – This Chapter provides a response to the Greater Cambridge Pre-Submission Local Plan.
- Chapter 3: Conclusion – This Chapter summarises these representations.

2 Response to Consultation

2.1.1 This Chapter sets out our client's response and considers issues that are relevant to this Regulation 19 Pre-Submission Local Plan. Our client considers that there are fundamental concerns over the Local Plan being able to provide 'deliverable' housing, particularly on adoption of the Local Plan. These issues are set out in further detail below.

2.2 The Need for Additional Deliverable Housing

2.2.1 Our client has examined the housing delivery forecast provided in the AECOM 2026 Addendum[1] against the previous forecast provided as part of the Regulation 18 consultation[2] in January 2026.

2.2.2 The table below sets out the headline comparison between the two trajectories:

Table 2.1: Comparison between 2026 Regulation 18 Trajectory and 2026 Regulation 19 Trajectory

Matter	2026 Regulation 18 Trajectory	2026 Regulation 19 Trajectory	Change/Significance
Plan Period	2024-2045	2024-2045	No change
Five Year Period at Adoption	2028/2029-2032/2033	2028/2029-2032/2033	No change.
Identified housing requirement in Plan Period	48,195	48,069	Reduction by 126 dwellings in 2026
Annual requirement	2,295 dwellings	2,289 dwellings	Reduction by 6 units in 2026.
Current/existing supply	37,865 dwellings	38,378 dwellings	Increase of 513 dwellings in 2026
New allocations	13,463 dwellings	13,654 dwellings	Increase of 191 dwellings in 2026.
Total supply excluding North East Cambridge	51,328 dwellings	52,032 dwellings	Increase of 704 dwellings in 2026.

[1] Housing Delivery Study Addendum 2026-06-30
[2] Cambridge Housing Delivery Study Addendum October 2025

Five Year Supply on adoption	14,427 dwellings.	13,635 dwellings	Reduction of 792 dwellings in 2026.
Sedgefield Housing Land Supply	5.32 years	5.03 years	Significant reduction of the five year housing land supply figure.

2.2.3 The table below compares the five year housing land supply trajectory set out in both the January 2026 Regulation 18 evidence and the updated AECOM Addendum:

Table 2.2: Comparison between 2026 Regulation 18 and 2026 Regulation 19 – Annual Trajectory

Year	Regulation 18 Figure	Regulation 19 Figure	Difference between Reg 18 and Reg 19
2028/29	3,483	2,734	-749
2029/30	3,530	3,925	395
2030/31	2,463	2,601	138
2031/32	2,179	1,693	-486
2032/33	2,772	2,682	-90
TOTAL	**14,427**	**13,635**	**-792**

2.2.4 There is clear reduction in the number of 'deliverable' sites on adoption of the Plan, which is a requirement under Paragraph 72 of the NPPF which states:

"Planning Polices should identify a supply of:

a) Specific, deliverable sites for five years following the intended date of adoption."

2.2.5 The weakening of the five year housing land supply position, which could deteriorate yet further, means that it is imperative that more sites are brought forward on adoption of the Local Plan to strengthen this position. Smaller sites in highly sustainable rural settlements, such as Melbourn, are better placed to meet that demand, given the reduced need for infrastructure. Therefore, the Site should be allocated as a new allocation.

2.2.6 This is highlighted by Greater Cambridge acknowledging that the number of completions through new allocations has been reduced for the first five years on adoption as detailed in Table 2.3 below.

Table 2.3: Comparison between 2026 Regulation 18 and 2026 Regulation 19 - New Allocations

Year	Regulation 18 Figure	Regulation 19 Figure	Difference between Reg 18 and Reg 19
2028/29	280	112	-168
2029/30	143	197	54
2030/31	0	34	34
2031/32	-40	-40	0
2032/33	792	655	-137
TOTAL	**1,175**	**958**	**-217**

2.2.7 The 2026 Addendum indicates that delivery from new allocations is projected to increase substantially thereafter, as new settlements begin to make a greater contribution later in the Plan Period (principally 2038/39 and 2039/40). The Addendum therefore confirms that Greater Cambridge's strategy relies on higher levels of delivery from the new settlements during the latter stages of the Plan Period to compensate for lower delivery in earlier years and maintain supply across the Plan Period as a whole.

2.2.8 The emerging Local Plan also places significant reliance on existing commitments. As the Plan period commenced in 2024/25, delivery data is now available for the first two years, providing a clearer basis for comparing Greater Cambridge's assumptions with actual housing delivery. This comparison is set out in the table below.

Table 2.4: Comparison between 2025 Regulation 18 and 2026 Regulation 19 – Monitoring

Year	Regulation 18 Figure	Regulation 19 Figure	Difference between Reg 18 and Reg 19
2024/25	1,213	2,169	956
2025/26	2,276	1,231	-1,045
TOTAL	**3,489**	**3,400**	**-89**

2.2.9 The table above demonstrates that there is disparity between forecast and actual housing delivery during the opening years of the Plan period. This reinforces the need to allocate

additional small and medium-sized sites capable of delivering homes early in the Plan period, thereby increasing the resilience of the housing trajectory and supporting the availability of a sufficient supply of deliverable sites upon adoption.

2.3 Concerns over Five Year Housing Land Supply on Adoption

2.3.1 Paragraph 3.2.85 of the Addendum calculates the five year housing land supply for the Plan Period, considering both the Sedgefield and Liverpool methods with a 5% buffer. The Addendum favours the Liverpool method given that it focuses on the delivery of new settlements at the later stages of the Plan Period.

2.3.2 For the reasons set out above, and specifically the disparity between forecast and actual delivery during the opening years of the Plan period, our client considers that the Sedgefield method provides the more appropriate basis for assessing five year housing land supply, rather than the Liverpool method. Paragraph 3.2.88 of the Addendum confirms that the anticipated completions undertaken in the years prior to the adoption of the Local Plan are significantly below the standard method figure (614 dwellings compared with 2,289 in the latest 2026 standard method). This is supported by the historic completions for 2024/25 and 2025/26, which indicate that housing delivery has fallen below the standard method requirement during this period (Figure 2 of the Addendum).

2.3.3 Planning Practice Guidance indicates that local planning authorities should seek to address unmet housing need within the first five years of the plan period, where possible. The use of the Sedgefield method would reflect this approach by seeking to address the identified shortfall within the five-year period, rather than distributing it across the remainder of the Plan period (paragraph 022 of the Housing Supply and Delivery Guidance)[3].

2.3.4 In this context, our client considers that the Plan does not provide sufficient flexibility or contingency to respond to foreseeable delivery risks, given that its five-year housing land supply forecast is to be only 5.03 years in 2028/29 and 5.08 years in 2029/30. Although the identified supply is marginally above five years, the limited margin provides little resilience against delayed permissions, slower build-out rates or slippage affecting strategic sites and infrastructure. Relatively modest changes to the assumptions could therefore result in the identified supply falling below the minimum requirement.

2.3.5 Greater Cambridge's reliance on new settlements and associated strategic infrastructure, together with the reduced contribution from new allocations during the early years following adoption, raises concerns as to whether the housing strategy will be effective and deliverable, and ultimately potentially unsound. Allocating additional small and medium-sized sites capable of contributing early within the Plan period would strengthen the five-year supply and improve the flexibility and resilience of the housing trajectory.

[3] Housing supply and delivery - GOV.UK

Further details of the Plan's reliance on strategic sites are set out below. Therefore, our client considers that the Site should be allocated to help contribute to the early need. It is in a sustainable location and is ideally suited to accommodate housing.

2.4 Overreliance on Strategic Sites

2.4.1 The 2026 Addendum acknowledges that there is a reliance on larger strategic allocations, with 28% of the supply on the edge of Cambridge, 43% at new settlements (paragraph 3.2.93) and with rural areas only accounting for approximately 14%. It adds that the majority of development at new settlements is from existing allocations that have outline planning permission and that two of the new settlements, Grange Farm and Cambourne North, will only contribute around 10% of the supply during the Plan Period (paragraph 3.2.94).

2.4.2 The Addendum adds that new allocations will be phased from 2033/34 onwards on the completion of the Grafham Water Supply Transfer and the delivery of other infrastructure. Our client raises queries as to how Grange Farm and Cambourne North can be delivered earlier than 2033/34 given that both rely on the provision of key pieces of infrastructure (principally transport projects). These have been considered in further detail below.

Grange Farm New Settlement

2.4.3 The Addendum states that the Grange Farm New Settlement will seek to deliver 2,550 dwellings within the Plan Period, with first completions anticipated in 2034/35, contributing an annual delivery of up to 300 dwellings (paragraph 3.2.62). The Addendum acknowledges that one of the key pieces of infrastructure needed prior to the delivery of the Site for development is the Cambridge South East Transport (CSET) Phase 2 Scheme. The CSET would provide a new busway between a new A11 travel hub and Cambridge Biomedical Campus.

2.4.4 The CSET is reliant on third party land. The Addendum acknowledges that the timescales for the delivery of the CSET are still being determined and, therefore, a *"timely delivery of the CSET extension…for early phases will determine whether the full build-out will be able to align with the typical assumptions or not"* (paragraph 3.2.67). Given this uncertainty, our client considers that the assumed first completions in 2034/35 may be optimistic, as significant supporting infrastructure must be delivered within the required timeframe. Any delay to CSET or other necessary sustainable transport infrastructure could delay the commencement of development, constrain the initial phases or reduce the anticipated rate of housing delivery.

2.4.5 A comparable infrastructure dependency exists at Bourn Airfield, where delivery is limited to 500 dwellings until either a strategic transport intervention is provided or an updated Transport Assessment demonstrates that further development can be accommodated. Although the circumstances at Grange Farm are not identical, this illustrates how dependencies on strategic transport infrastructure can affect the timing and scale of housing delivery. The uncertainty surrounding the delivery of CSET therefore represents a

material risk to the assumed delivery of 2,550 dwellings at Grange Farm during the Plan period.

Cambourne North

2.4.6 Cambourne North is reliant on the delivery of two key pieces of transport infrastructure (the Cambourne to Cambridge public transport corridor (C2C) and East West Rail). Our client acknowledge that C2C has been granted a Transport and Works Act Order. It is anticipated that construction will be completed between January 2027 to December 2030. However, the Addendum notes that final timings are still being discussed and agreed, particularly as third party land is required for the delivery. Therefore, the number of dwellings delivered during the Plan Period could potentially be restricted.

2.4.7 Regarding East West Rail, it is understood that the Highways Authority does not consider that the station needs to open prior to the delivery of housing at Cambourne North. Notwithstanding this, our client considers that the emerging Local Plan is too reliant on the delivery of both pieces of infrastructure. As stated in its Regulation 18 representations, there are no guarantees that a future government would be as committed to the delivery of East West Rail. Therefore, the emerging Local Plan should consider identifying more growth, including at existing smaller settlements that are considered sustainable, such as Melbourn.

2.4.8 In summary, the delivery assumptions for the two new settlements are considered to be optimistic and are subject to material infrastructure and timing risks. Therefore, our client argues that a greater proportion of housing should be allocated through smaller and medium-sized sites, particularly within existing and adjacent existing settlements. The requirement for smaller allocations as part of a *"hybrid"* approach is supported by the Addendum (paragraph 3.2.71). Given the Plan's reliance on new settlements, the allocation of additional small and medium-sized sites is necessary to diversify the housing supply, provide greater resilience against delays and support delivery during the earlier years of the Plan period.

2.4.9 The Site at Water Lane, Melbourn, is capable of making an early contribution to housing supply before the new settlements are expected to deliver at scale. Its allocation would increase the supply of deliverable housing sites, reduce reliance on major infrastructure-dependent developments and strengthen the flexibility and resilience of the housing trajectory during the early years following adoption. The allocation of the Site would therefore assist in ensuring that the Plan is effective and deliverable and maintains a sufficient five-year housing land supply.

2.5 Concerns over the delivery of Sites contributing to the Local Plan Headroom

2.5.1 The 2026 Addendum has calculated that the housing trajectory provides for headroom of 8.2% (paragraph 3.2.72). It adds that the size of the headroom should reflect the risk of delays during the Plan Period, especially regarding new settlements (paragraph 3.2.76).

2.5.2 The headroom figure is reliant on the delivery within new settlements, which are delivered later in the Plan Period once the infrastructure is provided, such as CSET. Therefore, the headroom should not be considered to be evenly distributed through the Plan Period. Therefore, there are concerns that there is a lack of resilience if there is an undersupply in delivery of 'deliverable' sites on the adoption of the Local Plan. The potential for shortfall is already acknowledged in the Addendum. One of the years for which a shortfall is projected is 2031/32, which is one of the first five years from the adoption of the Local Plan.

2.5.3 Whilst the Addendum highlights that the anticipated shortfalls in these years are compensated by over delivery in all other years, our client considers that the realistic prospect of an initial shortfall in the first five years should mean that Greater Cambridge should allocate more smaller sites to ensure that there is a constant delivery, especially in the first five years. The Site off Water Lane, Melbourn is considered appropriately sized and located to help meet this demonstrable need.

2.6 Justification for Allocation at land west of Water Lane, Melbourn

2.6.1 The analysis of the 2026 AECOM Addendum confirms the importance of allocating a balanced range of sites, including smaller sites capable of delivering homes during the early years of the Plan period. The allocation of land west of Water Lane, Melbourn, would contribute to the five-year housing land supply, diversify the sources of housing delivery and improve the flexibility and resilience of the overall housing trajectory.

2.6.2 The Site's allocation would further reduce the reliance on new settlements which are dependent on large pieces of infrastructure being delivered, such as Cambourne North and Grange Farm. The Site is adjacent to an existing settlement, which has a number of services and facilities, including a Primary and Secondary School, and therefore is sustainability located.

2.6.3 It is clear that Greater Cambridge considers Melbourn to be a sustainable location as it has allocated 145 homes on two sites in the emerging Local Plan. Therefore, the addition of another 100 homes in this sustainable location is considered to support the aims and objectives of the Greater Cambridge Local Plan.

2.6.4 If the Site were allocated, it would contribute towards increasing the supply of 'deliverable' sites. This is especially needed given that the number of 'deliverable' sites has decreased from the previous Housing Trajectory published as part of the Regulation 18 consultation.

2.6.5 The Site should therefore be considered as an additional housing allocation to strengthen the robustness of Greater Cambridge's proposed housing trajectory, particularly in the first five years of adoption.

3 Conclusion

3.1 Summary

3.1.1 In conclusion, our client considers that the Plan would currently be found unsound at Examination as it is not considered "justified" or "effective" when assessed against the relevant tests in the 2024 iteration of the NPPF.

3.1.2 Our client notes that the number of 'deliverable' sites has decreased in the updated 2026 Housing Trajectory, meaning that there are fundamental concerns that Greater Cambridge will not be able to meet its five year housing land supply on adoption.

3.1.3 The Addendum puts the five year supply at marginally above the minimum requirements. That position relies significantly on existing commitments, despite recent delivery falling below earlier forecasts, and provides limited resilience against further delays or reduced build-out rates.

3.1.4 The Plan also relies substantially on new settlements, which in turn are dependent on large pieces of infrastructure being delivered, such as CSET. Delays to that infrastructure could affect the commencement, phasing and rate of housing delivery. The allocation of additional small and medium-sized sites would diversify the supply and provide greater flexibility and resilience, particularly during the early years of the Plan period.

3.1.5 Land west of Water Lane, Melbourn, represents a suitable and deliverable additional allocation. It is adjacent to a sustainable settlement with access to a range of services and facilities, including primary and secondary schools. The Site is capable of contributing approximately 100 homes during the first five years following adoption, thereby improving the flexibility, resilience and early delivery of the housing trajectory. Its allocation would assist in making the Plan justified and effective.

3.1.6 Our client requests that the Proposed Submission Local Plan be modified to allocate the Site for approximately 100 homes, supported by an appropriate site-specific policy and corresponding amendment to the Policies Map.

3.1.7 Our client wishes to participate in the relevant hearing sessions at the Examination in Public to explain and develop the matters raised in these representations.

Appendix 1 Location Plan

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El Sub Sta

SAXON WAY

CHALKHILL BARROW

WATER LANE

Path (um)

Mast

Cemetery

16

11

8

1

37

31

1:1000
0 20m 40m 60m

NOTES

1. Contractors must check all dimensions on site. Only Figured dimensions are to be worked from. Discrepancies must be reported to the Architect or Engineer before proceeding. This drawing is copyright.

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MELBOURN
WATER LANE

SITE RED LINE PLAN

Scale 1:1000@ A2	Dwg No. SK01 - 1002
Date MAR 2025	Rev –
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Appendix 2 Response to Greater Cambridge Regulation 18 Consultation

Lanpro

6563 – Land to the west of Water Lane, Melbourn, Cambridgeshire

Representations to Greater Cambridge Local Plan Regulation 18 Consultation

Lanpro
January 2026

Representations to Greater Cambridge Local Plan Regulation 18 Consultation

Land to the west of Water Lane, Melbourn, Cambridgeshire

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January 2026

Issue Sheet

Document Prepared for: CALA Homes

Representations to Greater Cambridge Local Plan Regulation 18 Consultation

6563

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1 Introduction

1.1.1 These Regulation 18 representations have been prepared by Lanpro Services Ltd on behalf of CALA Homes ('our client'). The representations respond to Greater Cambridge's Regulation 18 draft policies that relate to our client's interests at land west of Water Lane, Melbourn, Cambridgeshire ('the Site'), which is located within the jurisdiction of South Cambridgeshire District Council. A location plan of the Site is shown at **Appendix 1**. The emerging Greater Cambridge Local Plan is being prepared by Cambridge City Council and South Cambridgeshire District Council ('the Councils').

1.1.2 The Site has been promoted by CALA Homes during the previous iterations of the Greater Cambridge Local Plan. In 2019, CALA Homes submitted the Site as part of the 'call for sites' exercise to the Council, stating that the Site could accommodate approximately 100 dwellings.

1.1.3 In 2021, our client responded to the Greater Cambridge Local Plan: First Proposals Consultation. The submission was accompanied by a Transport Technical Note, prepared by Lime Transport, which confirmed that access from Water Lane could accommodate the promoted 100 dwellings onsite.

1.1.4 The Site was again submitted as part of the updated request for sites, in the 2025 'call for sites' process. The submission was accompanied by an updated Transport Technical Note, prepared by Lime Transport (shown at **Appendix 2**), and a Site Concept Plan (shown at **Appendix 3**). The Site Concept Plan demonstrates how a residential development of approximately 100 dwellings can be accommodated alongside a significant amount of open space, contributing towards biodiversity net gain, as well as a Local Equipped Area of Play and other associated infrastructure.

1.1.5 The 2021 Housing and Economic Land Availability Assessment (HELAA) assessed the Site (Reference: 40274) using a traffic light system. The Site scored 'green' on its availability and achievability but scored 'red' on suitability. In its conclusion, the Site was discounted due to concerns over the creation of a safe access. However, the Transport Technical Note, prepared by Lime Transport (**Appendix 2**), confirms that a safe and sufficient means of access can be provided to support the development of the Site, which was agreed in principle by Cambridgeshire County Council's Highways Team.

1.1.6 The HELAA was updated in 2025, and our client is pleased to note that the access score has been upgraded to 'amber', demonstrating that the Council considers that the proposed access set out in the Transport Technical Note is possible.

1.1.7 It is noted that the Councils are proposing to allocate two sites for development within Melbourn, which are detailed below:

Table 1.1: Sites allocated within Melbourn in the Greater Cambridge Local Plan Regulation 18 Consultation 2026

Site Allocation Ref	Address	Proposal
S/RRA/ML	The Moor, Moor Lane, Melbourn	20 dwellings.
S/RRA/CR	Land to the west of Cambridge Road, Melbourn	120 dwellings. 8,000sqm employment uses.

1.1.8 In total, the Councils are identifying allocations for 140 homes for Melbourn. These sites were also proposed allocations in the Greater Cambridge 2021 First Proposals Document. As mentioned above, our client is promoting a site for approximately 100 dwellings, which is located immediately adjacent to the existing settlement boundary of the village. The Site provides a logical extension to the village and benefits from the services and facilities in the village. Alongside the two already proposed allocation sites, the Site could provide additional housing to support sustainable growth of the settlement, which contributes towards the Councils' overall housing needs as well as providing an opportunity for the village to grow and thrive by supporting local services.

1.2 About CALA

1.2.1 CALA Group was established as a Land Management and Feu Collection company in 1875. In the 1970s, CALA Group transitioned into residential development, CALA Homes.

1.2.2 With almost 50 years of experience, crafting exceptional and high-quality homes, CALA Homes has delivered homes across the Cotswolds, East of England, South East England, South West England and Scotland.

1.2.3 It has extensive knowledge of delivering high-quality new homes across the East of England, with current live sites at Waterbeach New Town, Netherhall Gardens, Cambridge and Hampton Lakes, Peterborough. CALA Homes is providing a mixture of one-to-four-bedroom homes at all of these locations, including affordable housing.

1.2.4 The company is committed to the provision of high-quality homes at Water Lane, Melbourn that will utilise sustainable methods of construction and will create a new community in itself. As they are the promoter, they can deliver housing immediately on adoption of the Local Plan.

1.3 Structure of Document

1.3.1 These representations to the Greater Cambridge Regulation 18 consultation are structured as follows:

- Chapter 1: Introduction – This Chapter sets out an overview to these representations and provides details of our client, CALA Homes, the promoter/developer.
- Chapter 2: Site context – This Chapter sets out the context for the Site and demonstrates why this Site should specifically be allocated for development in the Councils' emerging Local Plan.
- Chapter 3: Response to consultation – This Chapter provides a response to the draft policies that are considered relevant to the Site.
- Chapter 4: Conclusion – This Chapter summarises these representations.

2 Site Context

2.1 Site Context

2.1.1 The Site is located in the village of Melbourn, which is designated in Policy S/9 as a Minor Rural Centre in the adopted South Cambridgeshire District Council Local Plan (September 2018). Melbourn is located approximately 16km south-west of Cambridge and 4.8km to the north-east of the market town of Royston.

2.1.2 The Site Location Plan is shown at **Appendix 1**. The Site extends to 7.49 hectares and is located to the west of Water Lane, Melbourn, Cambridgeshire. The Site is rectangular and is located adjacent to the existing development framework of Melbourn. The Site currently comprises an agricultural field, which is classified as Grade 2 agricultural land, according to Natural England's provisional agricultural land classification map. It is noted by the landowner that the Site is too small to support an agricultural business. The Site is accessed from Water Lane, which is designated as a Byway (reference 159/15).

2.1.3 The Site is bound to the north by industrial buildings along Saxon Way, residential dwellings and the Melbourn New Road cemetery to the east across Water Lane and further agricultural fields to the south and west.

2.1.4 The Site is relatively flat, although there is a small rise to the south and east. There are thin hedgerows along the southern, eastern and western boundaries of the Site as well as an established hedgerow and trees along the northern boundary, helping to screen the industrial buildings along Saxon Way. The northern boundary trees appear to be subject to Tree Preservation Orders (reference: TPO 0017), which were designated in 1972 according to South Cambridgeshire District Council's planning policy map.

2.1.5 The nearest environmentally designated site is the Hollan Hall (Melbourn) Railway Cutting Site of Special Scientific Interest (SSSI), which is located approximately 1.5km to the west of the Site.

2.1.6 The Site is located within Flood Zone 1 according to the Environment Agency (EA's) flood map for planning. The EA's flood map for planning states that there is one patch of the Site in the south-west corner and another along a small part of the eastern boundary, which is at risk from surface water flooding, otherwise it is at very low risk. The Site Concept Plan (**Appendix 3**) demonstrates that sustainable drainage systems can be accommodated within the open space.

2.1.7 The nearest heritage asset is the Melbourn Conservation Area, located approximately 400m to the north of the Site. There are several Listed Buildings within the Conservation Area.

2.1.8 The nearest bus stops are located approximately 500m to the north of the Site. These provide regular services to Cambridge and Royston. The nearest train station is Meldreth Train Station, located approximately 1.75km to the north of the Site (within easy cycling

distance), which provides hourly services to Cambridge and London King's Cross. It was formerly known as Meldreth and Melbourn Station and supports both villages.

2.2 Greater Cambridge's 2021 and 2025 Housing and Economic Land Availability Assessments

2021 HELAA

2.2.1 As stated in Chapter 1, the Site was submitted as part of the 'call for sites' process for both the previous 2021 First Proposals consultation and this current Regulation 18 version of the Local Plan.

2.2.2 In 2021, Greater Cambridge published its Housing and Economic Land Availability Assessment (HELAA). The Councils' assessment of the Site is set out below, where each site was given a traffic light score in certain topics.

2.2.3 The HELAA scores the potential for flood risk and historic environment as 'green'. It adds that the impact on designated environmental sites could be suitability mitigated, despite it being scored amber. Therefore, there are considered to be no barriers to development from an environmental and heritage perspective that cannot be suitability mitigated to bring this Site forward.

2.2.4 It should be noted that the 2021 HELAA scores the two sites that have been provisionally allocated (land to the west of Cambridge Road, Melbourn (reference: 40490a) and The Moor, Melbourn (reference: 40215)) as 'amber', when it comes to flood risk. In contrast, it should be noted that the CALA Site betters these two sites and scores 'green'.

2.2.5 The HELAA scores the Site as 'red' in terms of access. It states that there is no possibility of creating a safe access. However, the Transport Technical Note (**Appendix 2**) confirms that the delivery of a safe access is possible. The Concept Plan of the Site (**Appendix 3**) that accompanies this submission, shows an indicative location for the safe vehicular access. The Transport Technical Note confirms that the proposed access is in accordance with Cambridgeshire County Council's latest Design Guide (2023).

2.2.6 Considering the confirmation from the Transport Technical Note, our client continues to promote the Site for residential development. Our client considers that the Site can be delivered to support the Councils' increased housing needs, by providing high-quality homes that can be delivered in the first five years, following the adoption of the Local Plan.

2025 HELAA

2.2.7 The HELAA was updated in 2025. Our client is pleased to note that the site accessibility score has been upgraded from 'red' to 'amber', based on the new information provided. It adds that consultation should be undertaken with the Highways Team at Cambridgeshire County Council to better understand the acceptability of the vehicular access. Our client is happy to re-engage with the Highways Team at Cambridgeshire County Council to discuss the access's suitability. Previous discussions with the County Council have taken place and they agreed that it was acceptable in principle, which is set out in the Transport

Technical Note **(Appendix 2**). Overall, our client is pleased that the overall suitability of the Site has been upgraded from 'red' to 'amber'. This position has been supported by a qualified Transport Engineer.

2.3 Proposed Allocations in Melbourn – The Moor and land West of Cambridge Road

2.3.1 The Councils have provisionally allocated two sites in Melbourn. These were also put forward for allocation in the previous version of the emerging Local Plan – First Proposals in 2021.

2.3.2 In total, the Councils are proposing to allocate 140 dwellings in Melbourn (20 at the Moor and 120 on land west of Cambridge Road).

2.3.3 Our client considers that the Site is a much more preferable option for allocation in the emerging Local Plan, compared to these two proposed allocations, as it provides high quality development in a highly sustainable location that can be delivered within five years from the Plan's adoption. It has also been demonstrated that the proposed access to the Site can be provided in accordance with Cambridgeshire County Council's Highways Design Guidelines.

2.3.4 However, given the increased need for residential dwellings across Greater Cambridgeshire, the Site could be an additional allocation to support sustainable growth. Melbourn is considered a sustainable settlement, with a number of services and facilities within the village itself, including primary and secondary schools, shop, pubs and regular bus services. It is also within easy distance of Meldreth Train Station, which provides frequent services to Cambridge and London King's Cross.

2.3.5 Considering the merits of the Site, including confirmation that a suitable access is achievable, it could equally be allocated alongside the two existing draft allocations. It is considered that Melbourn can accommodate additional homes in total across the Plan Period. The Site can also help to deliver these homes on adoption of the Plan as it is being promoted by a high-quality housebuilder, CALA Homes, who are committed to early and quick development.

3 Response to Consultation

3.1.1 This Chapter sets out our client's response to the draft polices that are considered relevant to the Site.

3.2 Draft Policy S/JH – New Homes and Jobs

3.2.1 This draft policy sets out the proposed housing growth for the Councils across the emerging Plan Period. It seeks to provide a minimum of 48,195 new homes of all mixes and tenures.

3.2.2 The Government's updated standard methodology for Greater Cambridge is 2,309 dwellings per annum (1,135 in Cambridge City and 1,174 in South Cambridgeshire).

3.2.3 Our client notes that the number of dwellings per annum being provided by Greater Cambridge is 2,295, which is slightly fewer than the standard method. However, the draft Local Plan acknowledges that the total supply set out in Table 4 is 55,278 dwellings, which is from the current supply and new sites, including North East Cambridge. Therefore, the total number of dwellings that the Councils calculate will be provided across the emerging Plan Period is greater than the standard method, which our client supports provided that the existing sites can deliver at their proposed rates.

3.2.4 However, our client considers that there may be potential for additional growth across Greater Cambridge. Both the previous and the current Governments recognised the potential of Cambridge and its surrounding areas to support national growth. The Government has set up the Cambridge Growth Company whose job is to work with local stakeholders to deliver "*high quality sustainable growth in Cambridge and its environs*[1]." The region's growth is supported by the Government's investment in the region, through funding the continued delivery of projects, such as East West Rail.

3.2.5 Therefore, our client considers that there is potential for additional growth to support the ambitions of the Cambridge Growth Company and by extension, the Government.

3.2.6 The Site is perfectly positioned to support both the existing growth set out in the emerging Local Plan and any additional growth that is supported by the Cambridge Growth Company.

3.3 Draft Policy S/DS: Development Strategy

3.3.1 The Development Strategy of the draft Local Plan is reliant on high levels of housing delivery in major strategy settlements. Our client is concerned that the required housing need will not be met and the draft Local Plan is therefore unsound.

3.3.2 The Councils are distributing 44% of growth across the Plan Period in new settlements and 29% in major sites on the edge of Cambridge, which are similar to new settlements (Figure 12 of the Local Plan).

[1] https://thecgc.org.uk/

3.3.3 The table below sets out the distribution of growth during the Plan Period across these new settlements and whether these have planning permission. **Appendix 4** sets out the proposed housing trajectory of the new settlements which do not currently have extant consent during the emerging Local Plan timeframe.

Table 3.1: Delivery of new settlements during the emerging Plan Period

Settlement	**Number of Homes to be delivered in Plan Period**	**Total number of dwellings**	**Extant permission**	**Percentage of homes delivered during Plan Period**
Northstowe*[2]	6,229	10,107	Yes	62%
Waterbeach New Town*	5,727	11,531	Yes	50%
Bourn Airfield	3,500	3,500	Yes	100%
Cambridge East	3,950	8,000	No	49%
Cambourne North	2,550	13,000	No	20%
Grange Farm New Settlement	2,550	6,000	No	43%

*Northstowe has delivered 1,401 dwellings prior to this emerging Plan Period. Waterbeach New Town has delivered 556 dwellings prior this emerging Plan Period.

3.3.4 Our client does not consider that the delivery rates for these settlements are realistic, particularly regarding the new settlements, which are yet to have been granted planning permission, namely:

- North East Cambridge,
- Cambridge East,
- Cambourne North; and
- Grange Farm.

[2] greater-cambridge-housing-trajectory-and-housing-land-supply-report-2025.pdf

3.3.5 In the latest 'Start to Finish' Report, undertaken by Lichfields in 2024[3], it confirms that sites comprising over 1,000 dwellings will take, on average, five years to obtain detailed planning permission and then a further 1.3-1.6 years to deliver the first dwelling.

3.3.6 Indeed, for sites over 2,000 dwellings, it states that the median timescale from validation of the first planning application to the completion of the first dwelling is 6.7 years.

3.3.7 The Councils' Local Development Scheme anticipates that the emerging Local Plan will be submitted to the Secretary of State for examination in December 2026. In July 2024 the Minister for Housing, Matthew Pennycook, wrote to the Planning Inspectorate and noted that the average length of time for the completion of examinations had increased from 65 weeks on average in 2016 to 134 weeks on average in 2022 (approximately 2 ½ years)[4].

3.3.8 Therefore, if the Plan were submitted to the Secretary of State in December 2026, then the earliest that the Plan is likely to be adopted is May 2029, using the data above. That would be equivalent to 'Year 6' (2029/2030) in the proposed housing trajectory.

3.3.9 If these new settlements were to be approved in Year 6 (2029/30), then the earliest that the first house could be delivered according to the Lichfields 'Start to Finish' is in Year 12 (2035/2036). Our client considers it unrealistic that the first dwellings will be delivered in North East Cambridge and Cambridge East in 2032/33 and in 2034/35 in Cambourne North and Grange Farm.

3.3.10 Our client considers that the current housing trajectory figures are overly ambitious for new settlements. There would be a reduction in 3,000 homes across the Plan Period which would not be delivered on new settlements.

3.3.11 Therefore, in order to meet this shortfall, the Councils should focus on providing smaller and medium sized sites in and adjoining existing settlements, especially ones that have a number of services and facilities, such as Melbourn. It has been demonstrated that the Site can easily accommodate 100 dwellings in Melbourn.

3.3.12 The Councils' housing trajectory is also reliant on the new settlements delivering 350 dwellings per annum. This is equivalent to seven plots delivering 50 dwellings per annum, by several housebuilders.

3.3.13 The Lichfields 'Start to Finish' document also sets out the housing completions of large sites. The table below sets out the average delivery of sites which are for over 5,000 dwellings across the years.

[3] start-to-finish-3_how-quickly-do-large-scale-housing-sites-deliver.pdf
[4] Local Plan examinations: letter to the Chief Executive of the Planning Inspectorate (July 2024)

Table 3.2: Table of average housing delivery on sites 5,000 dwellings or greater

Site Name	No of Dwellings	No of Delivery Years	Average Delivery (rounded)
Former Alconbury Weald, Huntingdon	5,000	2	208
Priors Hall, Northamptonshire	5,200	11	135
North West Preston	5,300	8	290
East Kettering SUE	5,500	6	133
Sherford, South Hams	5,500	7	119
South Ashford Garden Community	5,750	2	75
Houlton (Rugby Radio Station)	6,200	3	139
The Hamptons (Peterborough)	6,320	25	224
Ebbsfleet	15,000	14	255

3.3.14 Therefore, the table above demonstrates that none of these new settlements achieved, on average, 350 dwellings per annum. Therefore, there should be a greater focus on delivering the required housing across sustainable settlements, which includes Melbourn. The Site can help meet the needs of the emerging Local Plan, particularly on adoption of the Local Plan.

3.3.15 Our client also has concerns about the principle of the development at North East Cambridge, Cambridge East, Cambourne North and Grange Farm, although our client notes that the Councils acknowledge that North East Cambridge may not be available due to the Government withdrawing funding for the wastewater treatment relocation.

3.3.16 Regarding Cambridge East (the existing Cambridge Airport), in October 2025, Marshall Group confirmed that they were not relocating to Cranfield Airport, in Bedfordshire, as it was considered "*no longer affordable*[5]".

3.3.17 Since then, there has been no public reporting or statements setting out when Marshall Group intends to vacate the Site. Therefore, our client questions whether the emerging Local Plan can be reliant on these dwellings during the Local Plan period.

[5] https://www.bbc.co.uk/news/articles/c62l6gnvdyqo

3.3.18 With respect to Cambourne North, our client states that the delivery of the settlement extension is principally reliant on the proposed new station that will be delivered as part of East West Rail.

3.3.19 Although our client acknowledges that in June 2025, as part of the spending review, the Government committed a further £2.5 billion for the continued delivery of East West Rail. This Government is fully committed to the delivery of East West Rail but there are no guarantees that a future government would be as committed. Therefore, the emerging Local Plan should focus more growth in Rural/Minor Rural Centres, which are considered sustainable, such as Melbourn.

3.3.20 Regarding Grange Farm, our client is concerned that there is not sufficient infrastructure to deliver this Site, particularly as this will be a sustainable new town, located at the heart of the Rural Southern Cluster.

3.3.21 The Deliverability Paper that was submitted for Grange Farm as part of the previous 'call for sites', confirms that 3,560 dwellings (market and affordable) can be delivered during the emerging Local Plan period with the first dwellings being delivered in 2030.

3.3.22 The Councils' housing trajectory states that only 2,550 dwellings can be delivered during the Plan Period, so our client would question how accurate these figures are by both the Councils and the promoter for Grange Farm.

3.3.23 There is also a discrepancy between the number in the Housing Trajectory provided by the Council (up to 300 dwellings in 2040) and only 275 dwellings in the Housing Deliverability Paper, produced by the promoters of Grange Farm[6]. Therefore, our client has concerns that the Council will not be able to deliver that number of dwellings across the Plan Period.

3.3.24 In order to help meet this shortfall, our client can provide a Site that is immediately deliverable, developable and suitable at such a sustainable location.

3.3.25 In total, as set out in Figure 12 of the emerging Local Plan, new settlements and edge of Cambridge sites will provide 73% of the total housing supply. Given the timings set out in the Lichfields 'Start to Finish' report, there is a severe risk of delay in delivering a significant number of Greater Cambridge's housing sites, which will mean that the Councils will not be able to meet their housing needs across the Plan Period. If the Councils cannot demonstrate a five-year housing land supply or has a housing delivery percentage of less than 75%, set out in the Government's Housing Delivery Test, then the Plan would be considered out of date. It would, therefore, be subject to paragraph 11 of the National Planning Policy Framework (NPPF, 2024) and attract speculative development.

3.3.26 In order to avoid this scenario and to ensure as far as possible a plan-led system can be successfully implemented and delivered, the Site can help the Council deliver a consistent and deliverable supply of housing across the Plan Period to reduce the risk of the Council not being able to meet its housing needs, thereby attracting speculative development.

[6] https://oc2.greatercambridgeplanning.org/form/59401

3.3.27 The Site forms a natural extension to the growth of the village, adjacent to the existing and proposed settlement boundary.

3.3.28 The Site is immediately deliverable and could contribute towards the Council's increased housing needs to ensure that the required housing delivery numbers are maintained. A greater mix of smaller and medium sized sites would help ensure that, in future, Greater Cambridge is able to demonstrate a five-year supply of housing land. Smaller and medium sized sites typically come forward quicker than new large settlements which require significant infrastructure to support them. A good mix of these smaller sized sites also enable a wider range of housebuilders such as CALA Homes to enter the market providing a wider range in products and often leading to an increase in local employment.

3.3.29 The Site is being promoted by CALA Homes, who are a high-quality 5-star housebuilder. CALA Homes are committed to the delivery of the Site during the first five years of the emerging Local Plan, so the Site is considered 'deliverable', as set out in paragraph 72a) of the NPPF, 2024. The Site is located within Melbourn, which the Councils consider is important for growth. The sustainability of Melbourn is evidenced by the Councils' proposed allocation of two sites for residential development. The Site at Water Lane can help contribute towards sustainable growth, throughout Greater Cambridge.

Homes in Rural Areas

3.3.30 Policy S/DS takes no account of the sustainability benefits of locating some appropriately sized development within or adjacent to existing villages in South Cambridgeshire.

3.3.31 Villages of all sizes with South Cambridgeshire benefit from increases in the housing stock: those with links to village can remain or return, new residents can find homes, the usage of local shops, community facilities and schools is increased. This maintains the resilience of established communities.

3.3.32 The Country Landowner's Association's report *Sustainable Communities: the Role of Housing in Strengthening the Rural Economy* (2022) states:

"For rural areas to thrive, there needs to be an adequate, available, and diverse supply of homes, which includes different tenure types of varying sizes. The existing lack of homes in rural areas prevents young families to continue living in their community, key workers to be based near to their places of work and the elderly to downsize."

3.3.33 However, the draft Local Plan makes allocations for just 265 homes on four sites adjacent to existing villages (Duxford, Highfields, and Melbourn).

3.3.34 This is the outcome of a fundamental flaw in the framing of the hierarchy of locations within this policy, which states that 'jobs and homes will be met as far as possible in the following order of preference'. The hierarchy reflects an approach to sustainability that gives predominant weight to environmental factors, notably transport emissions, to the detriment of the social sustainability of existing settlements. Following this sequential hierarchy leads the draft Local Plan to maximise allocations in locations in and around Cambridge as well as at new settlements. Only a small residual of housing need is

allocated to villages, whereas there is localised housing need within almost all communities in the plan area, as regular village-level surveys show.

3.3.35 By failing to allocate new housing to existing villages, and ignoring the social impact of this, the draft Local Plan does not fully achieve sustainable development as defined in the NPPF, 2024.

3.3.36 Therefore, the provision of up to 100 additional homes in Melbourn, alongside the existing allocations would help contribute to strengthening the rural economy, especially at such a sustainable settlement.

Five Year Housing Land Supply and Housing Trajectory

3.3.37 The Development Strategy of the draft Local Plan is underpinned by the Housing Trajectory set out in draft Appendix E. This anticipates that the local housing need (standard method) annual number of 2,309 is not achievable between 2024/25 and 2027/28, in 2032/32 or in the final four years of the Plan Period. For the years 2028/29 and 2029/30, anticipated completions are significantly higher, at 3,483 and 3,530 respectively. This results in a predicted number of completions for 2028-2033 of 14,427 units, which equates to a five-year supply of 5.32 years.

3.3.38 Analysis of the projected completions for individual sites suggests that the above anticipated completions numbers are based on estimates of completions on strategic sites for 2028/29 and 2029/30 are significantly above historic maximums and that do not take into account the planning context of each site.

3.3.39 At North West Cambridge, completion of the final Phase 1 dwellings permitted under the 2013 outline consent (references: 11/1114/OUT and S/1886/11) is expected in 2028. The outline application for future phases is currently under consideration and is unlikely to be approved before late 2026, with reserved matters to follow. It is therefore implausible that 305 and 376 dwellings can be delivered in 2028/29 and 2029/30 respectively. A more reasonable assumption might be 100 per year, as the trajectory anticipates for most of the 2030s.

3.3.40 At Northstowe, the historic maximum annual delivery was in 2018/19, when 278 dwellings were completed. Only 92 dwellings were completed in 2023/2024 (on both Phase 1 and Phase 2). Phase 1 is now almost complete, and Phase 2 has 706 dwellings permitted. It is therefore implausible that 473 and 467 dwellings can be delivered in 2028/29 and 2029/30 respectively. A more reasonable assumption might be 300 per year, as the trajectory anticipates for 2030 onwards.

3.3.41 At Waterbeach New Town, 263 dwellings were completed in 2022/23, with completions declining since then. It is unlikely that 376 and 368 dwellings can be delivered in 2028/29 and 2029/30 respectively. A more reasonable assumption might be 300 per year, as the trajectory anticipate for 2030 onwards.

3.3.42 If the above reasonable adjustments are made to the housing trajectory in Appendix E, the number of predicted completions is reduced by 965 and the five-year supply for 2028-2033

falls to 4.96. Therefore, the Plan cannot be found 'sound' in line with paragraph 36 of the NPPF, 2024.

3.3.43 It is also noted that the housing trajectory relies on historically high delivery rates in 2028/29 and 2029/30 for four further major previously allocated strategic sites: North East Cambridge, Darwin Green, Cambridge East (Marleigh and Land north of Cherry Hinton), and Cambourne West.

3.3.44 Given historic experience of both general and site-specific causes of delays and reductions in delivery rates, notably the delivery of major infrastructure, it is not credible to assume that seven major strategic sites will all be able to deliver at historically exceptional rates.

3.3.45 In order to reduce reliance on uncertain major sites and increase the likelihood that overall completion rates will be close to or exceed standard method need over the first 5-10 years of the Plan Period, the draft Local Plan should make significant additional allocations for smaller developments adjacent to existing settlements that do not require enabling infrastructure investment.

3.3.46 The site at Melbourn is available immediately and can deliver housing within the deliverable years of the plan period, as defined in paragraph 72a) of the NPPF, 2024.

3.4 Draft Policy S/SH – Settlement Hierarchy

3.4.1 Our client notes that Melbourn has been designated as a Minor Rural Centre, which means that it has the same status as its designation in the current Local Plan.

3.4.2 However, our client is of the opinion that the Melbourn could be re-designated as a Rural Centre. The Settlement Hierarchy Paper that Greater Cambridge produced in 2021 allocate 14 points, with high scores for shops and services and secondary school. The paper adds that Melbourn is the largest village in the south-west of the district. It also acknowledges that there is a Greater Cambridge Partnership Greenway Scheme, which will provide better accessibility to Cambridge by sustainable modes of transport.

3.4.3 The Settlement Hierarchy Paper, by giving a transport score of 0, appears to ignore the existence of Meldreth railway station. Although this is in the parish of Meldreth, is close to and serves Melbourn. Indeed, the station was formerly called Meldreth and Melbourn Station, which demonstrates that it serves both villages and can be easily accessed by sustainable modes. The Greater Cambridge Partnership recently upgraded the footpath/cyclepath from Melbourn to the station. The station is served by half-hourly services to Cambridge and London during peak times. Taking into account both the existence of the railway station and the forthcoming Greenway, the transport score for Melbourn should be similar to that of Great Shelford and Waterbeach.

3.4.4 Our client notes that Melbourn has a higher score than Rural Centres in terms of secondary school provision than Great Shelford and Stapleford, which is designated as a Rural Centre.

3.4.5 In addition, the Councils recognise the importance of Melbourn as a sustainable location for growth as it has proposed allocations amounting to 140 dwellings during the emerging

Plan Period. Therefore, it is considered that Melbourn should be upgraded as a Rural Centre, or even a Minor Rural Centre that could accommodate an additional number of dwellings to support sustainable growth.

3.4.6 The Site is ideally placed, adjacent to the settlement boundary to provide an additional 100 dwellings, which are high quality, from a 5-star housebuilder. In our representations as part of the previous 'call for sites' process, it was confirmed that the Site was **available immediately** [our emphasis], thus helping to contribute towards the Council's deliverable supply as soon as the new Local Plan is adopted, in line with Paragraph 72a) of the NPPF, 2024.

3.5 Draft Policy BG/BG – Improving Biodiversity

3.5.1 Our client notes this policy but would like to direct the Council's attention to the Planning Practice Guidance on Biodiversity Net Gain.

3.5.2 Paragraph 006 of the Planning Practice Guidance (Reference ID: 74-006-20240214) states[7]:

"Plan-makers should not seek a higher percentage than the statutory objection of 10% biodiversity net gain, either on an area-wide basis or for specific allocations for development unless justified."

3.5.3 Paragraph 2 of Policy N1 of the draft NPPF, 2025 that is currently undergoing consultation, goes further, stating that:

"Development plans should only set local standards for biodiversity net gain which are in excess of the statutory net gain requirement where this is for specific site allocations and is fully justified and deliverable."

3.5.4 Therefore, our client requests that the paragraph referring to a minimum of 20% biodiversity net gain being provided on major development in Greater Cambridge should be removed to be in line with the Government's Planning Practice Guidance.

3.5.5 Despite this, the Concept Plan (**Appendix 3**) demonstrates that the Site can seek to provide over 20% biodiversity net gain, which would help support the Councils' ambitions to improve biodiversity.

[7] Biodiversity net gain - GOV.UK

4 Conclusion

4.1.1 In conclusion, our client is continuing to promote the Site (land to the west of Water Lane, Melbourn (Council reference: 40274) for 100 dwellings, that was previously submitted as part of the 2025 'call for sites'. This is shown on the Location Plan at **Appendix 1**.

4.1.2 The Site could come forward instead of, or in addition to the current proposed allocations at the Moor, Melbourn and land at Cambridge Road, Cambridge. However, given the increased need for housing across the District, the Site could come forward alongside the proposed allocations and provide holistic growth for the village. The accompanying Transport Technical Note (**Appendix 2**) demonstrates that access to the Site is acceptable, which has been agreed in principle by Cambridgeshire County Council's Highways Team.

4.1.3 It is considered that Melbourn should be upgraded in the settlement hierarchy given the number of services, amenities and facilities which are located both within the settlement itself and those which are located via frequent sustainable transport links. Our client notes that the Cambridge Greenway will provide an additional sustainable transport link. It also has services and facilities, such as a secondary school, which are not available in Stapleford and Great Shelford, which is designated as a Rural Centre.

4.1.4 Once upgraded in the settlement hierarchy, the settlement should be able to accommodate an increased number of dwellings to support sustainable growth. The Site is ideally suited to meet this need. It is also located adjacent to the settlement boundary, meaning that it is within easy walking/cycling distance of the settlement's services and facilities, including the train station at Meldreth, formerly known as Meldreth and Melbourn.

4.1.5 Although the Councils are providing a greater number of dwellings per annum than what is set out in the Government's Standard Method, there are concerns that on adoption, the Councils will not be able to maintain a five-year housing land supply. Therefore, it will be found 'unsound' at Examination as it will not comply with paragraph 72 of the NPPF, 2024.

4.1.6 Our client considers that there are fundamental issues with the distribution of housing across the Plan Period. There appears to be an overreliance on the delivery of new settlement sites that are larger than 2,000 dwellings. Independent research from Lichfields' 'Start to Finish' confirms that there is a protracted delay in large sites between the submission of a planning application to the first house being delivered, and this unbalanced approach is likely to see the Councils in a situation where it is unable to maintain a 5-year supply of housing land in a short time following adoption.

4.1.7 Therefore, there should be an increase in the number of dwellings being allocated within other settlements. The Site is ideally placed to provide housing at the start of the Plan Period, reducing the reliance on larger sites.

4.1.8 Finally, the client would like to draw the Councils' attention to the Government's National Planning Practice Guidance which discourages the seeking of more than 10% biodiversity net gain. Therefore, the reference to 20% being actively encouraged should be removed.

4.2 Overview

4.2.1 Development on the Site can come forward promptly to support the Councils' immediate housing needs. The Site is located in a sustainable settlement, which has easy access to services and facilities via sustainable transport modes, and which is only going to improve with the delivery of the Cambridge Melbourn Greenway.

4.2.2 The Technical Transport Note, which accompanies this submission, confirms that a safe and suitable means of access can be provided at the Site. Previous engagement with Cambridgeshire County Council's Highways Team, detailed in the Transport Technical Note, has been positive and our client is willing to continue to engage with the County Council throughout the Local Plan process.

4.2.3 The allocation of the Site would reduce the Councils' reliance on larger sites (more than 2,000) and mean that the Councils have a constant supply of housing throughout the Plan Period. This is especially relevant on adoption of the Plan Period when demonstrating a 'deliverable' supply of housing is crucial to ensure that the Plan is 'sound'.

4.2.4 The provision of smaller and medium sized housing sites such as our client's land, will reduce the risk of the Councils not meeting its five-year housing land supply targets, meaning that the Plan would be out of date. This would increase the risk of speculative development coming forward as a consequence.

4.2.5 Our client would be pleased to work constructively with the Councils about this Site throughout the drafting of the Local Plan.

Appendix 1 Location Plan

N

Tanks

El Sub Sta

SAXON WAY

CHALKHILL BARROW

WATER LANE

Path (um)

Mast

Cemetery

16

11

8

1

37

31

1:1000
0 20m 40m 60m

NOTES

1. Contractors must check all dimensions on site. Only Figured dimensions are to be worked from. Discrepancies must be reported to the Architect or Engineer before proceeding. This drawing is copyright.

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MELBOURN
WATER LANE

SITE RED LINE PLAN

Scale 1:1000@ A2	Dwg No. SK01 - 1002
Date MAR 2025	Rev –
Drawn SA	

Appendix 2 Transport Technical Note

Project number:	21129		
Subject:	Transport, access and sustainability appraisal		
Date:	7th March 2025	**File name:**	21129D2a

1 Introduction

1.1 Background

1.1.1 Lime Transport has been appointed by Cala Homes to prepare a technical note in support of the allocation of a site off Water Lane in Melbourn, within Cambridgeshire County Council, for a residential development of approximately 100 dwellings.

1.2 Site location

1.2.1 The site is situated within Melbourn in the south-west of Cambridgeshire and is located 1.6km south of the A10 and 11km west of the M11 motorway. Travel distances to the towns and cities surrounding the site are approximately:

- Royston – 5km to the south-west
- Duxford – 13km to the east
- Cambridge City Centre – 19km to the north-east
- Letchworth Garden City – 23km to the south-west

1.2.2 The location of the site is shown in **Figure 1.1** below.



Figure 1.1 Site location

1.3 Purpose of the report

1.3.1 The purpose of this report is to consider the connectivity of the site in terms of accessibility by walking, cycling and public transport to local facilities and amenities; advise on the most appropriate access arrangements to serve the proposed development; identify any impact on the surrounding highway network and recommend any mitigation measures that may be required to support the allocation of the site.

1.4 Structure of the report

1.4.1 Following this introductory section, this report is structured as follows:

- Section 2 sets out the travel characteristics for existing residents in the area, including method of travel to work and key commuting destinations and car-free journeys.
- Section 3 sets out the potential access arrangements for vehicles and pedestrians.
- Section 4 estimates the likely trip generation for the proposed uses on site as well as the likely assignment and distribution of development generated trips.
- Section 5 outlines potential mitigation measures to reduce the transport impact and increase the sustainability of the candidate site.

2 Travel characteristics and sustainability

2.1.1 Based on Census data (the site falls within the MSOA018 area), the main mode of travel to work for existing residents in the area is by car with approximately 71% of existing residents in the area commuting by car as driver (and a further 4% travelling as a passenger), with the next most common mode being walking (approximately 9%).

2.1.2 The key commuting destinations for sustainable modes of travel are:

- Walking/cycling – within Melbourn and Cambridge City Centre
- Bus – within Melbourne (and the wider MSOA018 area) and Cambridge City Centre
- Train – Central London and Cambridge City Centre

2.1.3 The commuting destinations by car are shown in **Figure 2.1** below and include:

- Within Melbourne – 16%
- Cambridge City Centre – 16%
- Royston – 13%
- Bassingbourn – 4%

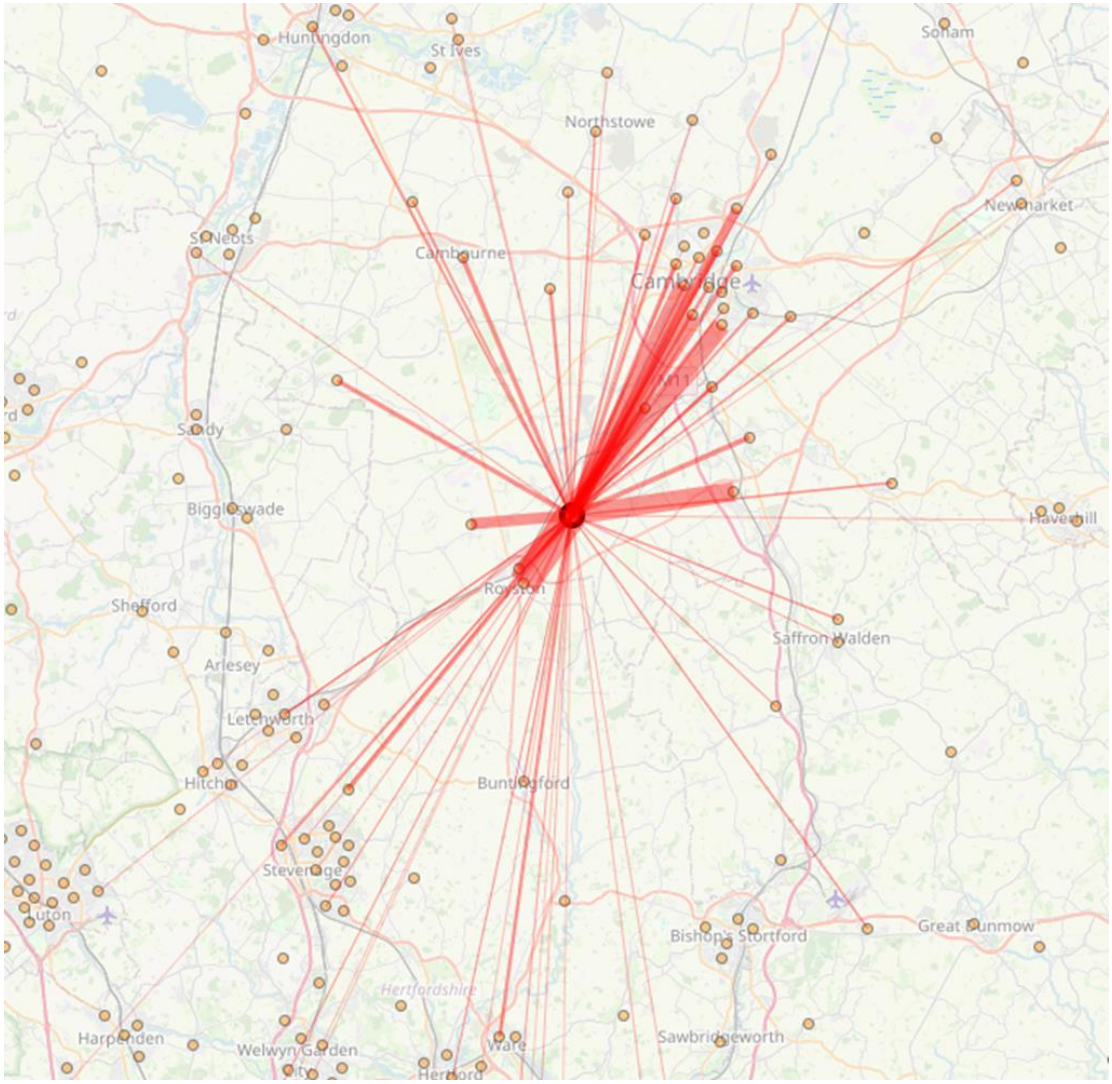


Figure 2.1 Commuting destinations by car

2.1.4 It is anticipated that the vehicle trips will be dispersed over the local streets, with the assignment of development traffic based on Google maps routeing.

2.1.1 The assignment of development traffic is summarised below and illustrated in **Figure 2.2** below.

- **Route A (56%)** – North along Water Lane and west along Back Lane, before heading west along Royston Road, and onto the A10 for eastbound and westbound traffic towards Cambridge and Hertfordshire.
- **Route B (16%)** – North along Water Lane and east along Orchard Road, then north along Mortlock Street, for traffic heading towards Melbourn High Street and Meldreth.
- **Route C (29%)** – North along Water Lane and east along Beechwood Avenue, south along New Road, for traffic heading eastbound along the A505 towards Uttlesford, St Edmundsbury, Forest Heath and some areas within Cambridge and South Cambridgeshire.

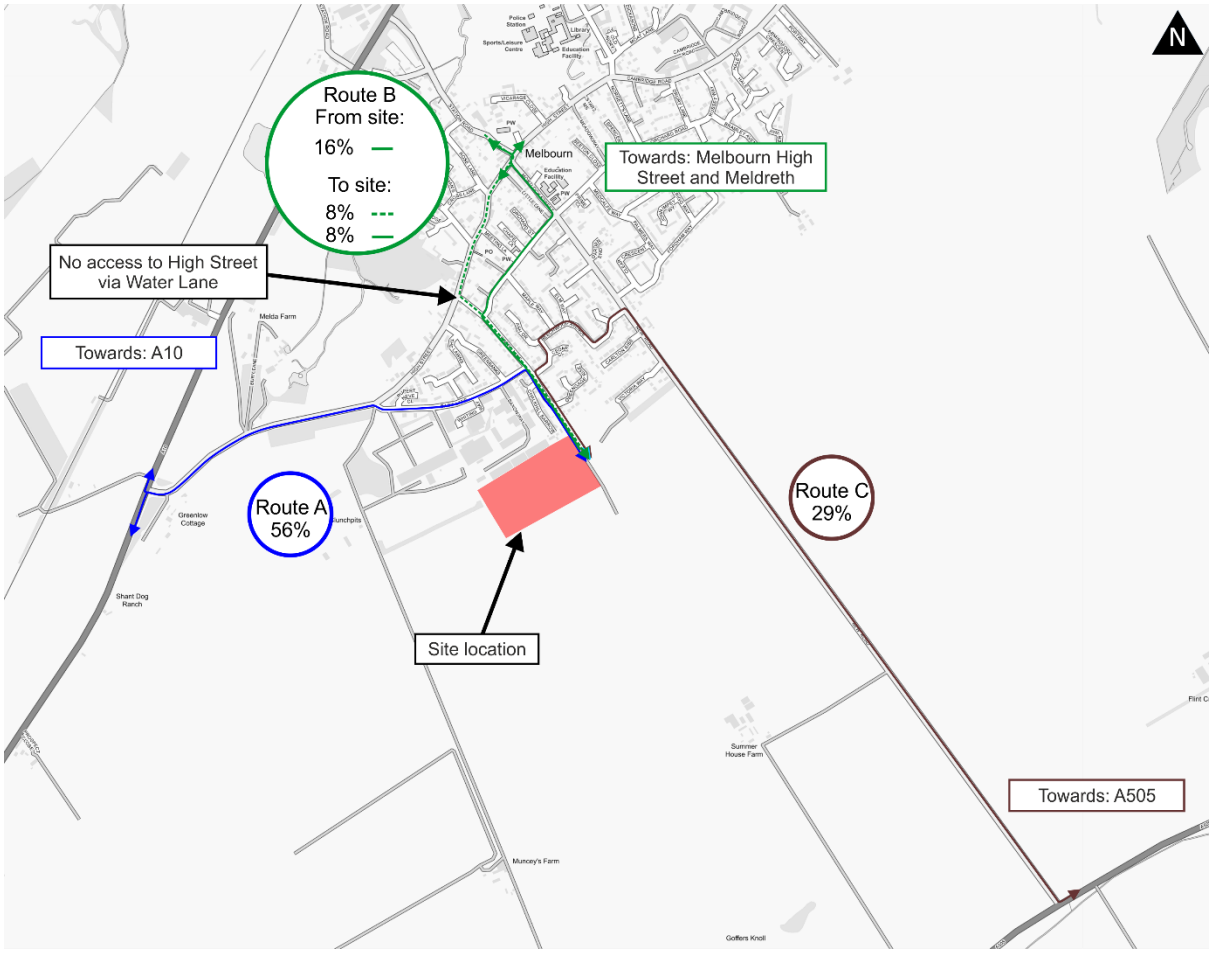


Figure 2.2 Assignment of development generated trips

2.1.2 It is likely that trips for other purposes (shopping, education, leisure and personal business) are typically shorter than commuting trips and more likely to be within Melbourn and hence, more likely to be by sustainable modes. In addition, there is a proportion of car commuting trips within Melbourn, which could be carried out by sustainable travel modes.

2.2 Sustainability of the site's location

Walking

2.2.1 The site is well located to access public transport services, including bus and train. There are a number of day-to-day facilities within Melbourn located locally within walking distance.

2.2.2 The Chartered Institution of Highways and Transportation (CIHT) 'Providing for Journeys on Foot' indicates that the desirable walking distance for commuting and school journeys is 500m, the acceptable walking distance is 1km, and 2km is the preferred maximum.

2.2.3 The CIHT guidelines also indicate that the desirable walking distance for 'elsewhere', including local amenities is 400m, the acceptable walking distance is 800m and 1.2km is the preferred maximum.

2.2.4 Local facilities available within a 20-minute walk and cycle of the site are shown on **Figure 2.3** below. Facilities within a 20-minute walking distance include:

- Employment/industrial area (500m)
- Pub/restaurant (600m)
- Bus stops on High Street (650m-800m)
- Places of Worship (800m–1km)
- Enterprise Car Club space (950m)
- Healthcare facilities (950m)
- Stockbridge Meadows wildlife park (950m)
- Primary School (960m)
- Playground/green space (960m)
- Food store (1.1km)
- Community centre (1.3km)
- Library (1.4km)

2.2.5 Meldreth train station is approximately 2.5km away (approximately 30-minute walk) and town centre facilities within Royston can be reached within a 20-minute cycle.

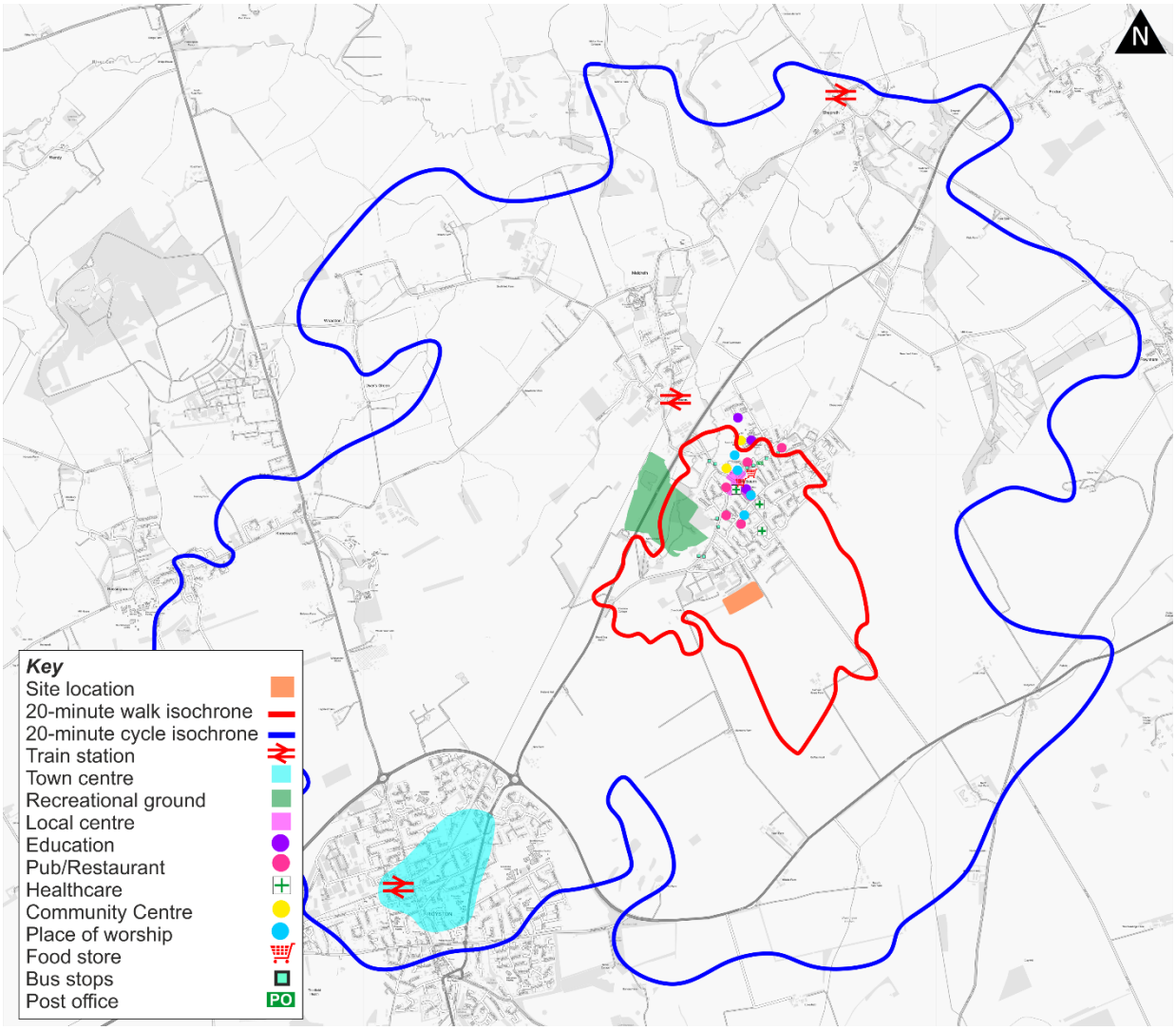


Figure 2.3 20-minute walk and cycle isochrones

Cycling

2.2.6 Melbourn has recently benefitted from the Melbourn Greenways project, which is being led by the Greater Cambridge Partnership. The Greenways project aims to improve pedestrian and cycling infrastructure along a 12-mile long route for walkers and cyclists between the villages of Melbourn, Meldreth and Shepreth and provides connectivity to Cambridge in the north and Royston to the south. To date, this work has included the provision of a new high-quality, safe and segregated pedestrian and cycle route from Station Road in Melbourn to Meldreth Railway Station.

2.2.7 The planned is illustrated in **Figure 2.4** below.

2.2.8 Currently, 13% of residents commute to Royston via car and 16% commute to Cambridge City Centre by car, provision of cycling routes as part of the Melbourn Greenway will make cycling a more attractive mode of travel to these key employment areas, thereby reducing car use.

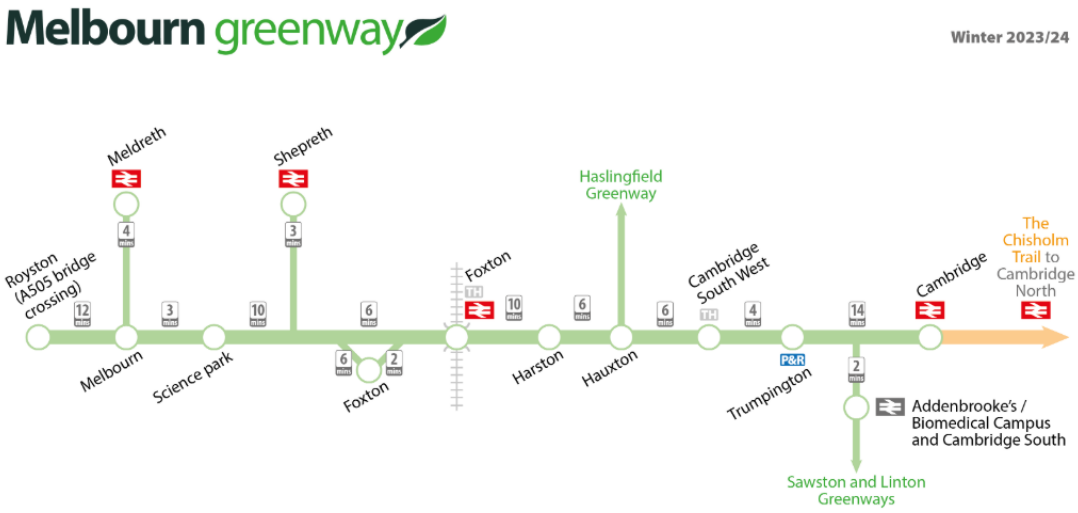


Figure 2.4 Melbourn Greenway

2.2.9 A shared use (off-road) local cycle route runs along the north-western edge of Cambridge Road, approximately 2km to the north-east of the site. This route connects to a short section of lightly trafficked on-road cycle route, before reaching a shared use (off-road) route along the northern side of the A10, approximately 3.5km to the north-east of the site. This route provides access to Cambridge City Centre, via Foxton and Harston.

2.2.10 The closest National Cycle Network (NCN) route is route 11, located approximately 13km to the east of the site. This route travels through Cambridge City Centre.

2.2.11 It can be seen from the figure above that there are a number of amenities located within a 20-minute walk and cycle of the site that combine a range of services to accommodate residents' day to day needs.

Bus services

2.2.12 In terms of access to public transport infrastructure, there are bus stops located a short distance from the site along High Street (shown on Figure 2.3). Both are served by routes 17 and 26:

- Falconer Court bus stop – 650m northwest of the site
- Back Lane bus stop – 800m northwest of the site.

2.2.13 These routes provide connections to Cambridge, Royston, and Guilden Morden with regular connections throughout the day (1 service per day for the 17 service, and 8 services per day for the 26 service).

Rail services

2.2.14 The closest railway station is Meldreth Station, located approximately 2.5km walk north of the site along High Street. The station is accessible by bus (route 26) with a bus journey time of approximately five minutes. Meldreth station provides frequent connections to Royston, Cambridge and London Kings Cross.

2.2.15 Royston railway station is located approximately 5km to the south-west of the site. The station is accessible by bus (route 26) with a bus journey time of approximately 15 minutes. Royston station provides frequent connections to Royston, Cambridge, London Kings Cross, Brighton and Kings Lynn.

2.2.16 The journey time from Meldreth to Cambridge City Centre is approximately 17 minutes, and the journey time to Central London is approximately 1 hour.

2.2.17 The cycling distance from the site to Meldreth station is 10 minutes. 20 bicycle spaces are provided at this station, making cycling an attractive option for commuting residents. The journey time for those commuting via sustainable modes to Central London is less than 90 minutes.

Car clubs

2.2.18 Car clubs are considered an attractive alternative to car ownership in places with good connectivity to public transport and local facilities. They provide residents with access to a car whilst releasing them of the financial and maintenance burdens of owning one.

2.2.19 Car clubs provide the following benefits:

- Relieve parking pressures within the area;
- Reduce the reliance on the private motor-vehicle by residents;
- Provide an attractive and convenient alternative to owning a car;
- Cost effective for those that drive fewer than 8,000 miles per year; and,
- Act as a catalyst to use sustainable modes of travel.

2.2.20 Enterprise is the current car club operator within Melbourn, with vehicles in the following locations:

- One vehicle on Hyacinth Drive, 1km to the east of the site
- One vehicle on Lavender Lane, 1.3km to the east of the site.

Highway network

2.2.21 A description of the local highway network is contained in **Table 2.1** below.

Table 2.1 Description of local highway network

Description	
Water Lane (between High Street and Greengage Rise)	
Description	Water Lane is a single carriageway road fronted by residential dwellings and provides no vehicle exit onto High Street to the north.
Width	Generally, 5.5m along the length of the carriageway, narrowing to 4m along the one-way section of the carriageway (north of the junction Orchard Road).
Speed limit	30mph
Street lighting	Yes
Pedestrian facilities	Pedestrian footways are provided along the eastern side the carriageway along the length of the carriageway to the junction with Orchard Road and on the western side from Chalkhill Barrow to Orchard Road.
Bus route	No
Character	Residential street frontage along both sides of the carriageway providing access to residential cul-de-sacs and Saxon Way Industrial Estate along Back Lane.
On-street parking	No parking restrictions
Back Lane	
Description	Single carriageway access road providing a vehicle route from the High Street to Water Lane.
Width	5.5m
Speed limit	30mph
Street lighting	Yes
Pedestrian facilities	Pedestrian footway along the northern side of the carriageway, which connects from Water Lane to Greenbanks. Greenbanks has footways along both sides of the carriageway, which connects to High Street to the north.
Bus route	No
Character	Rural single carriageway providing vehicle access to residential cul-de-sacs, Saxon Way Industrial Estate and Water Lane to the east.
On-street parking	No parking restrictions.
High Street	
Description	Single carriageway local access road through the town of Melbourn, which connects to the A10 to the east and west.
Width	Approximately 6m
Speed limit	30mph
Street lighting	Yes
Pedestrian facilities	Pedestrian footways are provided along both sides of the carriageway adjacent to Greenbanks residential cul-de-sac.
Bus route	Yes
Character	Residential street with residential and commercial street frontage along both sides of the carriageway.
On-street parking	No parking restrictions.

2.3 Traffic surveys

2.3.1 Traffic and speed surveys were carried out in the surrounding highway network (between 28th February and 6th March 2025) which show that traffic flow and speeds are generally low across the network. The busiest weekday was observed to be Wednesday 5th March and peak hour traffic flows and 85th percentile speeds are as follows:

- Water Lane – peak hour traffic flows of 35-45 vehicles and speeds of approximately 23-24mph (see paragraph 3.3 below)
- Beechwood Avenue – peak hour traffic flows of 120-130 vehicles and speeds of 20-22mph
- Orchard Road - peak hour traffic flows of 100-120 vehicles and speeds of approximately 22mph
- Back Lane – peak hour traffic flows of 180-200 vehicles and speeds of 20-30mph

2.3.2 The results of the surveys demonstrate that the use of the highway network is low and there is ample capacity to accommodate the development without impacting on highway capacity or safety.

3 Proposed access arrangements along Water Lane

3.1 Land ownership and public rights along Water Lane

3.1.1 Water Lane, south of its junction with Greengage Rise, is currently a track, which is a public Byway Open to all Traffic (BOAT) of 30 feet in width (9.1m). As such it forms part of Cambridgeshire's highway network.

Highway Land

3.1.2 Highway land details have been acquired from Cambridgeshire and are included in **Appendix A**. It can be seen that highway land extends across the full width of Water Lane north of the junction with Greengage Rise. South of the junction with Greengage Rise, a BOAT runs along the lane to approximately 50m south-east of the south-eastern corner of the site. The width of this BOAT is 30 feet (9.1m). This has been confirmed in correspondence with Asset Information Definitive Map Officer. The extent of highway land and the BOAT are shown in **Appendix B**. This assumes that the BOAT is 30 feet wide (9.1m) based around the centre-line of the lane.

3.2 Access arrangements

3.2.1 It is proposed to provide access to the development via Water Lane. One point of access is proposed for this development, which is considered appropriate for approximately 100 dwellings and in accordance with Cambridgeshire Design Guide. It is proposed to redesign the southern section of Water Lane by altering the priority at the junction of Water Lane and Greengage Rise. This design reflects the expected change in major and minor flows as a result of the proposed development.

3.2.2 Proposals for the access design south on Water Lane (including the redesign of the priority at Greengage Rise) are shown in **Appendix C**.

3.2.3 This includes the provision of a 5.5m wide carriageway and one 2m footway on the western edge of the carriageway, as per discussions with Cambridgeshire Highways in 2017/18.

3.2.4 The pedestrian footway will include an informal crossing point located north of the junction with Greengage Rise. This will provide safe and suitable access for pedestrians, ensuring that crossing manoeuvres are kept to a minimum and visibility between pedestrians and vehicles at the crossing point is good.

3.2.5 Whilst it is usual to provide footways on both sides of a carriageway, it should be noted that in this location, there are no streets or facilities that can be accessed from the eastern side (between Greengage Rise and the proposed site access) as this side of the lane is bounded by open fields and hedgerows. It does not connect to any footpaths of PRoWs. This was accepted by Cambridgeshire Highways.

3.2.6 Since these discussions, Cambridgeshire has updated its Design Guide (2023), which sets the requirements for a minor estate road as a 5m carriageway. There is sufficient width to accommodate a 5.5m width carriageway, however, this could be reduced to 5m. In addition, there is scope to provide a 3m shared cycle/footway instead of a 2m footway on the western side, or to include two 2m footways, albeit there is no desire line for pedestrians on the eastern side. The detail of the access arrangement would be developed with Cambridgeshire Highways as part of the planning process to determine the most suitable arrangement.

3.3 Visibility splays

3.3.1 The speed limit on Water Lane is 30mph. However, the required visibility splays are based on the results of a week-long automatic traffic counter speed surveys. These surveys were undertaken on Water Lane in March 2025 (28th February and 6th March), and observed the following 85th percentile speeds:

- Northbound – 22.8mph
- Southbound – 24.2mph

Required visibility splay

3.3.2 Based on Manual for Streets Table 7.1 the required visibility splays at the revised junction of Water Lane and Greengage Rise are set out below:

- To the south (northbound traffic) – 29m
- To the north (southbound traffic) – 32m

3.3.3 The required visibility splays can be achieved within highway land and the BOAT as shown in Appendix C.

4 Likely trip generation

4.1 Introduction

4.1.1 As outlined above, it is proposed to redevelop the site to provide up to 100 residential dwellings (with mixed private/affordable housing). This section of the report estimates the likely volume of trips generated by the proposed allocation.

4.2 Residential dwellings

4.2.1 The predicted number of vehicle movements has been based on the TRICS (v.7.11.4) trip generation database and is set out in **Table 4.1** below.

Table 4.1 Vehicle trips – residential

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total no. of movements
Total persons						
8am-9am	0.217	22	0.72	72	0.937	94
5pm-6pm	0.423	42	0.198	20	0.621	62
7am-9pm	3.172	317	3.27	327	6.442	644
Pedestrians						
8am-9am	0.042	4	0.096	10	0.138	14
5pm-6pm	0.026	3	0.02	2	0.046	5
7am-9pm	0.375	38	0.402	40	0.777	78
Cyclists						
8am-9am	0.002	0	0.008	1	0.01	1
5pm-6pm	0.005	1	0	0	0.005	1
7am-9pm	0.031	3	0.036	4	0.067	7
Public transport users						
8am-9am	0.001	0	0.033	3	0.034	3
5pm-6pm	0.027	3	0.002	0	0.029	3
7am-9pm	0.098	10	0.1	10	0.198	20
Vehicles						
8am-9am	0.146	15	0.346	35	0.492	49
5pm-6pm	0.27	27	0.124	12	0.394	39
7am-9pm	1.952	195	1.991	199	3.943	394

4.2.2 It can be seen from the table above, that the proposed allocation could generate up to 49 vehicle movements in the AM peak, 39 vehicle movements in the PM peak, with a total of 394 vehicle movements throughout the day.

4.2.3 Of these vehicle trips, it is likely that there will be approximately 11 delivery trips (approximately 22 vehicle movements), primarily between 10am and 2pm and after 7pm. The majority of these deliveries will be by small vans or cars, with approximately two deliveries per day by a larger vehicle.

4.2.4 The vehicle trips will be dispersed across the street network around the site and it is likely that the impact on the highway network will be minimal.

5 Improving the sustainability of the site

5.1.1 The impact of the proposed development could be reduced through the implementation of robust residential travel plan measures as well as the provision of the design and mitigation measures set out below.

5.1.2 Recent guidance by the Urban Transport Group sets out the four foundations to improve the sustainability of suburban developments. Developments on the edge of towns tend to have an interdependent relationship with surrounding town centres, are primarily residential, low density, low rise and favoured by families with children.

5.1.3 Based on these characteristics, and in order to reduce the impact of the development on the surrounding area, it is recommended that the following approach improves the sustainability of the development by reducing the need to travel and providing access to more sustainable modes of travel.

- **Accessing more of what you need locally** – recommend the following:
  - incorporating local facilities in the development (community uses, etc)
  - providing good pedestrian connections to existing facilities, particularly to the north, along High Street. It is recommended that consideration be given to providing a pedestrian connection to Victoria Way to the east of the site, which would improve access to the car club spaces located within the Kingley Grove development.
  - design homes for work from home (study, high quality digital infrastructure)
- **Family friendly transport choices** – incorporate the following:
  - pedestrian/cycle routes throughout the development
  - low traffic neighbourhoods and pedestrian priority streets to ensure streets radiating off the principal street have a low level of traffic movements
  - mobility hub (which could include car club, bike rental (including cargo and e-bikes), etc)
  - excellent cycle parking (easily accessible and provide for e-bikes and cargo bikes).
- **Gentle densification around transport infrastructure** – create denser development around the access to the site, in the area with the shortest distances to facilities within the surrounding area.
- **Reliable, convenient connections to Cambridge City Centre and Royston** – large proportion of existing residents in the area commute to Cambridge City Centre (16%) and Royston (13%) by car. Promote frequent and extended hours of service for public transport services, including bus services to the rail station, to cater for commuter journeys. It is recommended funding is provided for bus service 26, which provides connectivity to Meldreth station, Royston and Cambridge City Centre, to improve frequency and extend hours of operation.

5.1.4 In order to promote travel by sustainable modes, parking provision should be provided to meets the needs of future residents whilst using land efficiently and not providing excessive levels of parking. The current indicative residential parking standards outlined in Policy TI/3 of the South Cambridgeshire Local Plan (2018) require two spaces per dwelling (with one space allocated within the curtilage), with additional provision for visitors if required. The following principles will encourage sustainable travel:

- Higher levels of well-located, safe and secure cycle parking, so that cycle parking is as easy to access as the private car. The Council requires a minimum of one space per bedroom.
- Lower levels of allocated parking with more parking being unallocated for more efficient and flexible use.

- Provision of a mobility hub, which could include a car club so that car ownership can be reduced, particularly for the second car in a family that may be used more occasionally.

5.1.5 Based on 2021 Census data, car ownership within the area is 1.59 cars/vans per household. It is anticipated that this will be lower for residents of the proposed allocation, through the implementation of the design and mitigation measures outlined above.

5.2 Summary

5.2.1 The site is located in a sustainable location with access to a number of facilities for day-to-day living within a 20-minute walk, including school, community facilities, green space and convenience stores. Bus stops are located along the High Street and the train station is a 30-minute walk away. The development of the Melbourn Greenway will improve connectivity for pedestrians and cyclists.

5.2.2 Development proposals will be supported by a Transport Assessment setting out the impacts and stressing the importance of sustainable transport as the primary means of access and movement to, from and within the site. Any necessary mitigation will be agreed with South Cambridgeshire District Council and Cambridgeshire County Council.

5.2.3 The development will deliver enhancements to sustainable travel and connectivity including improvements to walking and public transport infrastructure. The development layout will be designed to promote walking and cycling.

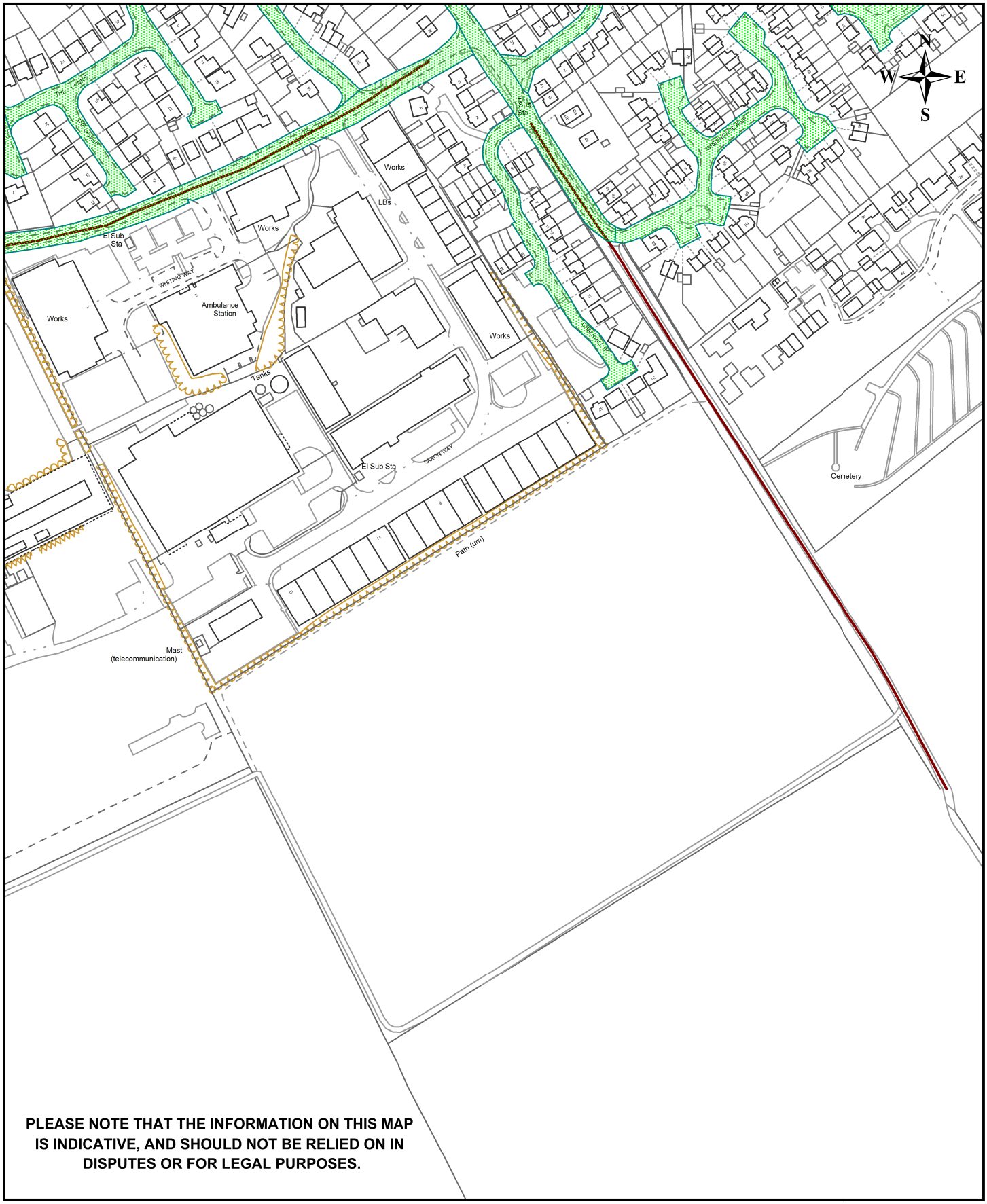
5.3 Conclusion

5.3.1 In conclusion, it is considered that the site is sustainably located and with suitable mitigation measures, particularly to support sustainable travel, there will be no unacceptable impacts on highway safety and the impact on the surrounding highway network will not be severe. The proposals will, therefore, be in accordance with the National Planning Policy Framework (paragraphs 115 to 118) and the site is suitable for allocation.

Appendices

Appendix A

Cambridgeshire County Council



PLEASE NOTE THAT THE INFORMATION ON THIS MAP IS INDICATIVE, AND SHOULD NOT BE RELIED ON IN DISPUTES OR FOR LEGAL PURPOSES.

Scale: 1:3000
Date: 13/06/2019
By: Ft305

Highway boundary plans are determined using Ordnance Survey mapping at a scale of 1:1250 or 1:2500. Please refer to Ordnance Survey's Statement of accuracy when comparing with a site survey

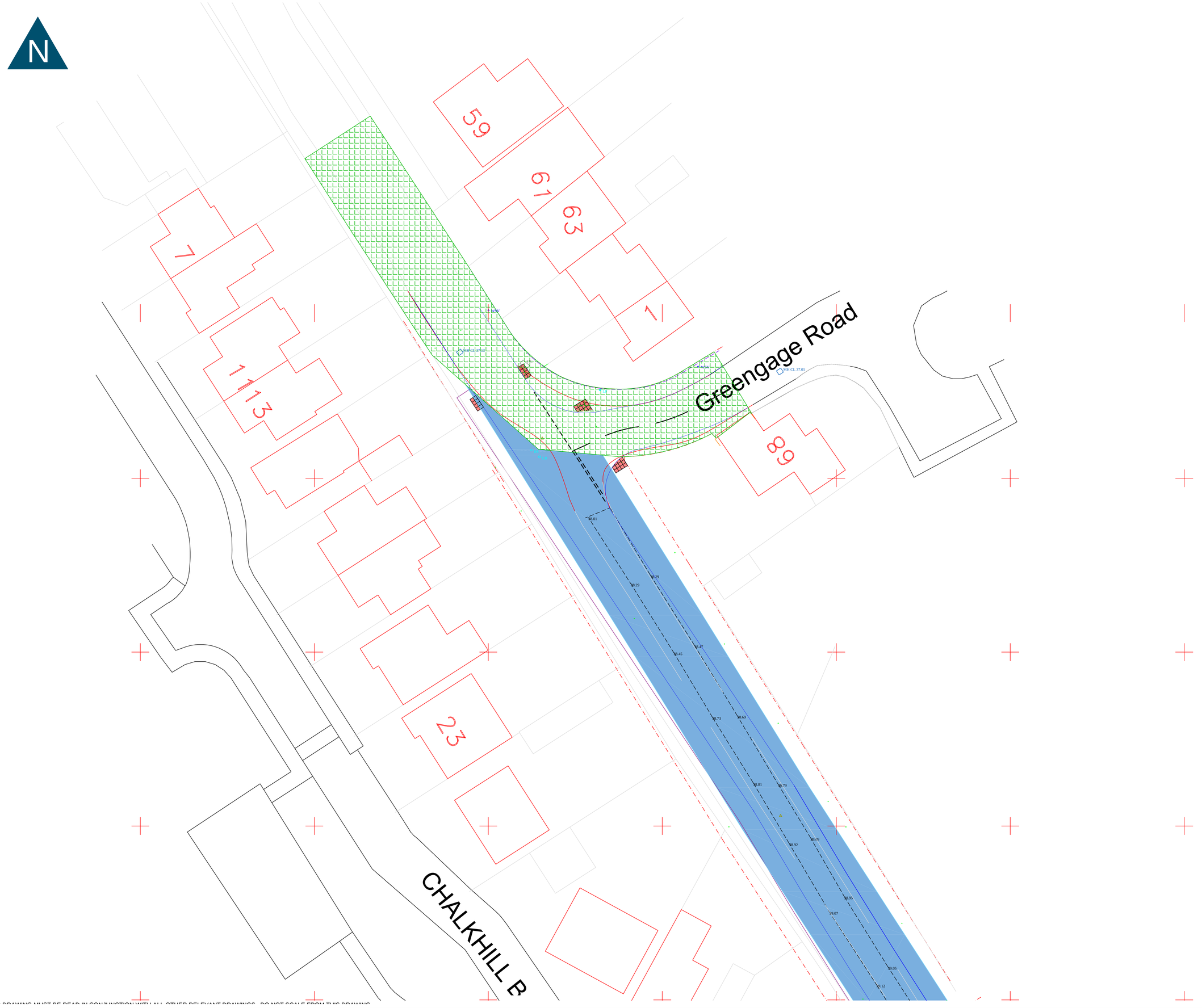
Legend

Public highway (green)

Public Footpath (purple)
Public Bridleway (green)
Byway Open to All Traffic (brown)
Parish boundary (yellow)

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Appendix B



Key

- BOAT (assumed position) - 30ft wide
- Highway land

NOT FOR CONSTRUCTION

GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

Rev	Date	Description	Drawn	Check

lime TRANSPORT

5A Andrews Buildings
Penarth, CF64 2AA
Tel 029 2070 0924

mail@limetransport.com
www.limetransport.com

Drawing Status: PRELIMINARY

Date: 07/03/2025

Scale: 1:200@A1

Project: Water Lane, Melbourn, Cambridge

Drawn: JP

Checked: HLJ

Project No: **21129**

Title: Extent of highway land

Client Project No:

Revision: **A**

Drawing No: 21129.TOPO.102.02

THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS - DO NOT SCALE FROM THIS DRAWING

Appendix C

N

Greengage Road

32m

2.4m

29m

WSV

WSV

LP

MH CL 37.01

38.01

38.29

38.29

38.45

38.47

63

1

113

89

THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING

NOT FOR CONSTRUCTION

GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

Rev	Date	Description	Drawn	Check

lime TRANSPORT

5A Andrews Buildings
Penarth, CF64 2AA
Tel 029 2070 0924

mail@limetransport.com
www.limetransport.com

Drawing Status: PRELIMINARY

Date: 07/03/2025

Scale: 1:100@A1

Project: Water Lane, Melbourn, Cambridge

Drawn: JP

Checked: HLJ

Project No: **21129**

Title: Access deisgn with Visibility Splays
32m x 2.4m (North)
29m x 2.4m (South)

Client Project No:

Revision: **A**

Drawing No: 21129.TOPO.101.01

Appendix 3 Site Concept Plan

N

Tanks

El Sub Sta

SAXON WAY

PROPOSED ACCESS INTO SITE FROM WATER LANE

OPEN SPACE

POTENTIAL LOCAL EQUIPPED AREA OF PLAY

Mast

Cemetery

OPEN SPACE

INFORMAL PUBLIC FOOTPATH

OPEN SPACE

OPEN SPACE

OPEN SPACE

NEW TREE AND HEDGEROW PLANTING ALONG SOUTHERN EDGE OF DEVELOPMENT

CONNECTION TO EXISTING PRoW

PUBLIC BYWAY

INFORMAL PUBLIC FOOTPATH

1:1000 0 20m 40m 60m

NOTES

1. Contractors must check all dimensions on site. Only Figured dimensions are to be worked from. Discrepancies must be reported to the Architect or Engineer before proceeding. This drawing is copyright.
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- Site Boundary
- Existing Buildings
- Existing landscaping
- Existing Public Byway
- Existing Informal Path
- Proposed Site Access
- Potential Development Area
- Landmark Buildings
- Vehicular Movement Network
- Proposed Landscaping
- Local Equipped Area of Play
- Open Space
- Link to Existing Public Right of Way

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MELBOURN
WATER LANE

SITE CONCEPT PLAN

Scale	Dwg No.
1:1000@ A2	SK01-1001
Date: FEB 2025	Rev: -
Drawn: SA	

Appendix 4 Proposed Housing Trajectory

Appendix 4: Proposed housing trajectory for new settlements without extant consent (2024/25-2044/45)

	Housing Numbers													
New Settlement	24/25-31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	41/42	42/43	43/44	44/45
North East Cambridge	0	50	150	250	350	350	350	350	350	350	350	350	350	350
Cambridge East	0	50	150	250	350	350	350	350	350	350	350	350	350	350
Cambourne North	0	0	0	50	100	150	200	250	300	300	300	300	300	300
Grange Farm	0	0	0	50	100	150	200	250	300	300	300	300	300	300
Totals	**0**	**100**	**300**	**600**	**900**	**1,000**	**1,100**	**1,200**	**1,300**	**1,300**	**1,300**	**1,300**	**1,300**	**1,300**

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RIBA
Chartered Practice


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CIfA


HBF
HOME BUILDERS FEDERATION


Women in Property
Aspire · Succeed · Inspire


IEMA
Transforming the world to sustainability


RIBA 2030
Climate
Challenge
Signatory


Bloom
Opening up procurement
Accredited Supplier


Landscape Institute
Registered Practice


RSA


CONSTRUCTING EXCELLENCE
delivered with bre


LPDF


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REGISTERED PRACTICE


smas
worksafe consultant
SSIP


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REGISTERED


QMS
ISO 45001 : 2018
REGISTERED


CYBER ESSENTIALS

Lanpro

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EH3 9QA
01316 000319

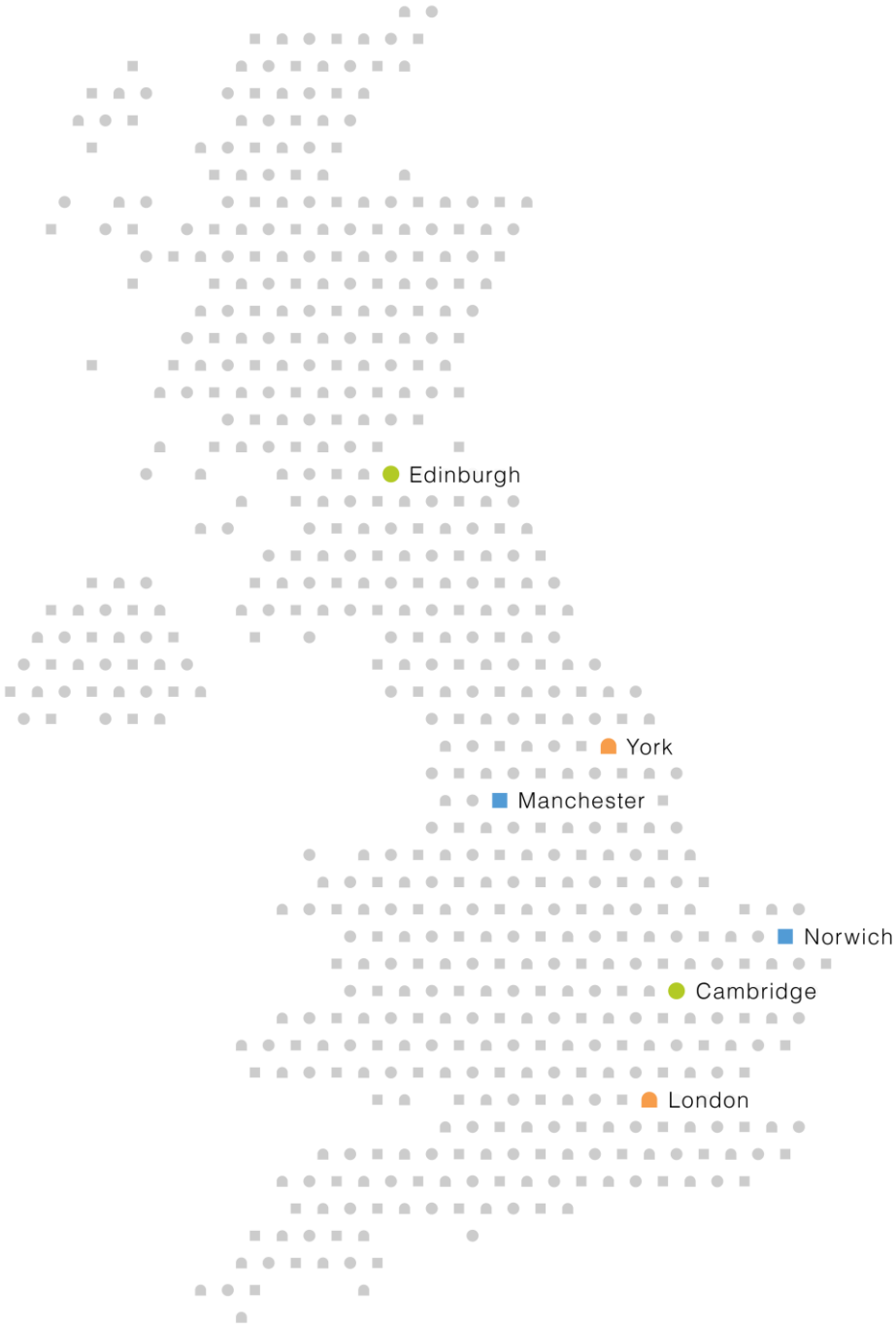
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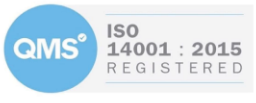

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