

## Greater Cambridge Local Plan

### Additional Sites and Broad Locations

### Response Form – Issues and Options 2020



## Guidance

Cambridge City Council and South Cambridgeshire District Council are preparing a new joint Greater Cambridge Local Plan to provide a sustainable vision for the future of the area. This includes planning for new housing and economic development to meet our needs and protect and enhance our environment. An early step in the plan preparation process is to gather information on what land is available and suitable for development. We undertook a 'Call for Sites' in Spring 2019 and are now providing another opportunity for you to tell us about potential development sites and broad locations as part of the Issues and Options consultation.

This response form may be used to put forward potential sites and broad locations for housing or economic development across the Greater Cambridge Local Plan area which is made up of the administrative districts of Cambridge and South Cambridgeshire. An understanding of land availability for development across Greater Cambridge will ensure that the new Local Plan allocates enough land in appropriate locations to meet identified needs. A Strategic Housing Land Availability Assessment (SHELAA) will be prepared to help the Councils choose the right sites from a large number of potential alternatives having assessed their suitability, availability and achievability.

Please complete a separate form for each site being submitted for consideration. For sites to be considered all of the form must be completed.

Housing development includes market housing for sale, affordable housing (including entry level exception sites), housing for rent, student housing, housing for people with disabilities, housing for people receiving care, service family housing, sites for travellers and travelling showpeople, and sites for people wishing to commission or build their own homes. It does NOT however include sites intended for the provision of rural exception site housing.

Economic development includes development for B1 (Business), B2 (General Industrial) and B8 (Storage and Distribution) uses. It does NOT include retail, hotels, leisure or recreation development.

**Only submit sites and broad locations that are capable of delivering 5 or more dwellings or economic development on sites of 0.25 hectares (or 500 square meters of floor space) and above.**

**Please do not resubmit sites that you have already told us about through the 2019 'Call for Sites'. If you do resubmit a site with an amended site boundary or**

**description, please let us know if this is a replacement submission or an additional submission.**

**If you need assistance** completing the form contact the Planning Policy Team at [Localplan@greatercambridgeplanning.org](mailto:Localplan@greatercambridgeplanning.org) or call us on 01954 713183.

**COMPLETED FORMS MUST BE RECEIVED BY 5PM ON 24 FEBRUARY 2020**

**Wherever possible the Call for Sites form should be completed online at:** <https://cambridge.oc2.uk>.

If you do not have access to the internet, **you can submit forms by:**

**Email:** [Localplan@greatercambridgeplanning.org](mailto:Localplan@greatercambridgeplanning.org), or by **post** to:

Greater Cambridge Shared Planning Policy Team  
c/o South Cambridgeshire District Council  
Cambourne Business Park  
Cambourne  
Cambridge  
CB23 6EA

For more information about the call for sites see our webpages at: [www.scambs.gov.uk/gclpcallforsites](http://www.scambs.gov.uk/gclpcallforsites) and [www.cambridge.gov.uk/gclpcallforsites](http://www.cambridge.gov.uk/gclpcallforsites)

#### **Data Protection**

We will treat your data in accordance with our [Privacy Notices](#). Information will be used by South Cambridgeshire District Council and Cambridge City Council solely in relation to the SHELAA and the Greater Cambridge Local Plan. Please note that all responses will be available for public inspection and cannot be treated as confidential.

Representations, including names, are published on our website. **By submitting this response form you are agreeing to these conditions.**

**The Councils are not allowed to automatically notify you of future consultations unless you 'opt-in'.**

Do you wish to be kept informed of future stages of the SHELAA and the Greater Cambridge Local Plan?

**Please tick:** Yes  No

**Disclaimer: The assessment of potential housing and employment sites through the Strategic Housing and Economic Land Availability Assessment process and the identification of sites with the potential for development does not indicate that planning permission will be granted for development, or that the sites(s) will be allocated for development in the Greater Cambridge Local Plan (GCLP). The SHELAA will be an important evidence source to inform future plan making but it will be for the GCLP to determine which sites are most suitable to meet identified needs.**

For office use only  
Response number:

Date received:

### A - Contact Details

<b>Name:</b>	Ms Ellen Francis	<b>Agent's name:</b>	Ben Pridgeon
<b>Name of organisation:</b> (if applicable)	Quy Estate	<b>Name of Agent's organisation:</b> (if applicable)	Cheffins
<b>Address:</b>	c/o agent	<b>Agent's Address:</b>	██████████ ██████████
<b>Postcode:</b>		<b>Postcode:</b>	██████████
<b>Email:</b>		<b>Email:</b>	██
<b>Tel:</b>		<b>Tel:</b>	██████████████████

<b>Signature:</b>	BEN PRIDGEON	<b>Date:</b>	24 February 2020
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*If you are submitting the form electronically, no signature is required.*

### B - Your status

<b>Status</b> (please tick all that apply):	
<input checked="" type="checkbox"/> Landowner	<input type="checkbox"/> Developer
<input type="checkbox"/> Land Agent	<input type="checkbox"/> Registered Provider (Housing Association)
<input checked="" type="checkbox"/> Planning Consultant	<input type="checkbox"/> Other, please indicate:

### C - Land Ownership

**If you are not the landowner, please provide the details of all landowners:**  
(If there are more than two landowners please provide the contact details of the additional landowners on a separate sheet)

<b>LANDOWNER 1:</b>		
<b>Title:</b> █████	<b>First Name:</b> █████	<b>Last Name:</b> █████

Address: <span style="background-color: black; color: black;">XXXXXXXXXX</span>		
Postcode:	Telephone Number:	
Email:		
<b>LANDOWNER 2:</b>		
Title:	First Name:	Last Name:
Organisation (if applicable):		
Address:		
Postcode:	Telephone Number:	
Email:		

If you are not the landowner, please confirm the landowner(s) has been informed of this submission:	<input checked="" type="checkbox"/> Yes
	<input type="checkbox"/> No
Does the landowner(s) support the submission? If yes, please provide evidence of their support e.g. a letter.	<input checked="" type="checkbox"/> Yes
	<input type="checkbox"/> No
	<input type="checkbox"/> Don't know
Are there any issues that would prevent officers of the Council undertaking a site visit unaccompanied? A site visit may be required to enable a full assessment of the site. Site visits will be conducted unaccompanied wherever possible.	<input type="checkbox"/> Yes
	<input checked="" type="checkbox"/> No
If necessary, please provide details of the person to be contacted to arrange access to the site or for an accompanied site visit:	
Title: Mr    First Name: Ben    Last Name: Pridgeon	
Organisation Agent	
Address:	
Postcode:	Telephone Number:
Email:	

#### D - Site details

<b>SITE DETAILS</b>
Site location, address and post code: Land to the east of Horningsea Road, Fen Ditton
Site Area: 66 in hectares

**Site Map:** Provide a location map clearly showing site boundaries and land ownership. The site to be edged in red and include all land necessary for the proposed development. Any other land in the same ownership close to or adjoining the site to be edged in blue.

**WITHOUT A MAP WE WILL NOT BE ABLE TO CONSIDER THE SITE**

#### E - Current and recent land uses

<b>CURRENT AND MOST RECENT USE</b>	
<b>What is the current use of the site?</b>	<b>Agricultural/amenity land</b>
<b>If the site is developed but not currently in use, what was the last use of the site and when did it cease?</b>	n/a
<b>Please provide details of any relevant historic planning applications including application number if known</b>	n/a
<b>Is the site previously developed land, greenfield or a mixture?</b>	<b>Greenfield</b>

#### F - Proposed future uses

<b>Description of your proposed development:</b>	<b>Proposed residential development o include affordable housing, self-building plots, access, open space and associated landscaping.</b>
<b>Please indicate which of these uses you consider suitable for the future use of the site or broad location:</b>	
<b>Use</b>	<b>Yes or No</b>
Market and affordable housing	Yes
Key worker housing	No
Older persons housing	No
Residential care home	Yes
Student accommodation	No
Custom or self build housing	Yes
Other forms of housing (please specify)	No
Gypsy and traveller pitch	No
Travelling showpeople pitch	No
Employment (B1) office	No
Employment (B1b) research and development	No
Employment (B1c) light industrial	No
Employment (B2) general industrial	No

Employment (B8) storage and distribution	No
Employment (other)	No
<b>What accompanying uses are you proposing:</b>	
Schools and education	Potentially
Public open space	Yes
Community facilities	Potentially
Recreation and leisure	Potentially
Healthcare	No
Hotel	No
Retail	No
Other	
Please describe any benefits to the local area that the development could provide:	See statement
Please provide and explain your estimate of the potential number of residential units of all types and / or potential employment floor space in square meters that can be accommodated:	See statement

## G - Suitability – site features and constraints

### Site features and constraints

<b>Are you aware of any physical or environmental or other limitations which may constrain development of the site? If so, describe the extent of the constraint and whether it can be addressed or mitigated to enable the site to be suitable for development:</b>	<b>Proposed mitigation</b> (please attach any available evidence such as studies or surveys)
<p><b>Site access</b> Is there a current means of vehicular access to the site from the public highway and does this access need to be improved or an additional access created to enable development?</p> <p><b>Yes:</b> <input checked="" type="checkbox"/> (please give details)                      <b>No:</b> <input type="checkbox"/></p> <p><b>Details: See statement</b></p> <p>(Indicate the location of the access on the site map)</p>	n/a

<p><b>Physical constraints</b> Are there any slopes, significant changes in ground levels or unstable ground on the site which could constrain its development in whole or part?</p> <p><b>Yes:</b> <input type="checkbox"/> (please give details)                      <b>No:</b> <input checked="" type="checkbox"/></p> <p><b>Details: See statement</b></p>	n/a
<p><b>Environmental constraints</b> Is the site affected by flood risk, drainage, contamination, biodiversity, heritage or other constraint or risk which could constrain its development in whole or part?</p> <p><b>Yes:</b> <input type="checkbox"/> (please give details)                      <b>No:</b> <input checked="" type="checkbox"/></p> <p><b>Details: None known</b></p>	Appropriate surveys
<p><b>Infrastructure</b> Does the site have access to key utilities? Will provision need to be made or capacity created or reinforced to enable development? (mains water supply, mains sewerage, electricity supply, gas supply, broadband internet).</p> <p>Is the site crossed or adjacent to a key utility such as a pipeline or by pylons? (Indicate the location of the constraint on a map).</p> <p><b>Yes:</b> <input type="checkbox"/> (please give details)                      <b>No:</b> <input checked="" type="checkbox"/></p> <p><b>Details: None known</b></p>	Appropriate surveys

## H - Availability

<p><b>When could the site become available for development?</b></p>	<p>Available now <input checked="" type="checkbox"/></p>	<p>Next 5 years <input type="checkbox"/></p>	<p>Next 6-10 years <input type="checkbox"/></p>	<p>10+ years <input type="checkbox"/></p>
<p><b>Please give your reasons:</b></p>	<p>The site is within the ownership of the Quay Estate which is seeking to promote it for development</p>			
<p><b>Please choose the most appropriate category to indicate what level of</b></p>	<p><input type="checkbox"/> Site owned by a developer <input type="checkbox"/> Site is being marketed <input type="checkbox"/> Site is under option by a developer</p>			

market interest there is / has recently been on the site:	<input checked="" type="checkbox"/> Enquiries received <input type="checkbox"/> None <input type="checkbox"/> Don't know
In your opinion, what is the market attractiveness of the site at the current time?	Very good
Are there any legal / land ownership constraints on the site that might prohibit or delay development (such as ransom strips, unresolved multiple ownerships, covenants or long tenancies)	None known
If the site has been allocated for development in previous Local Plans and remains undeveloped or has a record of unimplemented planning permissions please provide the reasons why.	None known

#### I - Deliverability

Please indicate the likely year when the proposed development will begin to deliver completed buildings, and the year when the development is likely to be completed.	Start of delivery: 2023 Completed development: 2030 Development period in years: 7 years
To the best of your knowledge, are there abnormal cost factors which could affect delivery of the site? (such as site preparation costs, infrastructure costs, demolition or ground conditions).	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
How could any issues be overcome?	n/a

#### J - Viability

Do you consider that the site is currently viable for its proposed development taking into account any and all current planning policy considerations and known development costs associated with the site?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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#### K - Supporting evidence



**Is there any other factual information regarding the site that we should be aware of?**

See statement

### **Guidance Notes**

A	Contact details	Please include details of the person who should be the main contact regarding the site if we have any queries.
C	Land ownership	If there are multiple owners provide details for them all on attached sheets.
D	Site details	Make sure that we can accurately locate the site and understand its boundaries. Do not assume we have as much local knowledge as you do.
F	Proposed future uses	If you have any evidence or studies to support your use preferences and site capacity estimates please provide a copy as an attachment.
G	Suitability	It would be helpful if you could provide details of proposed mitigations to overcome identified constraints.
H	Availability	Only select 'available now' if the site is vacant and unused and has no constraints on its development.
I	Deliverability	Please be as realistic as possible when estimating when development can start and be completed.
J	Viability	If you have any evidence or studies regarding the viability of the site please provide a copy as an attachment.

By email: [localplan@greatercambridgeplanning.org](mailto:localplan@greatercambridgeplanning.org)

Date: 24 February 2020

Dear Sir/Madam,

Reference: 019 22

## LAND EAST OF HORNINGSEA ROAD: SITE REPRESENTATION TO EMERGING LOCAL PLAN

This Statement has been prepared by Cheffins on behalf of Ms Ellen Francis to promote land to the east of Horningsea Road, Cambridge, in the Issues and Options consultation. This submission is a response to question 2 of "The First Conversation" document and is a new site promotion to the Council with a view to gaining a site allocation or broad allocation for residential development in the emerging Greater Cambridge Local Plan.

It should be noted that a parcel of land in the same ownership was promoted to the west of Horningsea Road in the call for sites exercise in March 2019. This parcel of land is directly across Horningsea Road from the site subject to the current consultation. The area of land promoted in 2019 is shown in blue on the site location plan. The area of land subject to this promotion is shown in red. For the purposes of this document the two sites should be assessed as a whole as they are complementary to each other although the Council may wish to consider them as an allocation for development in whole or in part.

The area of land subject to this promotion is 65.80 hectares and extends east of Horningsea Road. It is bounded by High Ditch Road to the south and the A14 to the north. Given the extent of the site, the Council should consider its development potential for the following:

- A site allocation in part or whole;
- A broad location for development.

Although the two sites are being promoted together, the Council may also wish to consider whether one or other of the sites is suitable for development on its own.

Two appraisals were undertaken by the client in 2013, for the Council's Issues and Options consultation for the now adopted Local Plan. Copies of the following documents are attached to this promotion:

- Site Feasibility Vision. Mole Architects. September 2012;
- Local Plan Issues Options consultation response. Carter Jonas. February 2013.

We consider that they are relevant to the current consultation and we trust they will be of use in assessing the development potential of the site.

The Issues and Options consultation response (February 2013) promoted land to the east and west of Horningsea Road for residential development. The document promotes a broad area of search for residential development, which would not necessarily encompass the entirety of the land shown in red. The focus for development is adjacent to Horningsea Road, across the two sites, as shown in Figures 9 and 12. Figures 7 and 9 of that document envisages a broad layout with development immediately to the east and west of Horningsea Road. The site to the east of Horningsea Road comprises dwellings, a potential school and areas of open space and landscaping to the north of the site, adjacent to the A14. The wider site also includes linkages to/from Cambridge for pedestrians and cyclists as well as access to Cambridge North station, thereby promoting sustainable means of transport.

Between the two sites (land to the east and west of Horningsea Road) as shown in Figure 6 of the 2013 Issues and Options response, it is envisaged that a total of approximately 25 hectares of land adjacent to Fen Ditton could be suitable for development, providing 400 500 new homes (including 160 200 affordable units). The development principles would be as follows:

#### Partners:

M W Hamilton Ltd, E W Lee Ltd, J G L Law Ltd, M Walshe Ltd, P G M Claydon Ltd, N R Harris Ltd, W King Ltd, S J Lewis Ltd, C M B Ashton Ltd, W E Pepper Ltd, P M Woolner Ltd, M O Peck Ltd, J A Stiff Ltd, M B Jones Ltd, R W Freshwater Ltd, S P C Gooderham Ltd, B Goodsell King Ltd

- Integration of proposed development with the existing built environment, but ensure retention of a green lung between the Site and 'Cambridge East';
- Residential development of mixed property type and tenure to meet current policy requirements and to address local needs;
- Strong links to green infrastructure and sustainable modes of transport into Cambridge City centre, towards the Science Park Station Interchange (with guided busway) and other key employment and leisure sites;
- Maintain a Green Belt buffer between the proposed development and the A14;
- High quality architectural design incorporated with a well structured building and highway layout;
- Delivery of the required local services and facilities to support the development, either on site or contribute to enhancements of those existing off site;
- Preservation of the setting of Fen Ditton conservation area and the numerous Listed buildings located within the vicinity;
- Protection of glimpses of the Grade 1 Listed St Mary Church, as viewed from Horningsea Road;
- Ensure that development does not lead to a net loss of important wildlife or habitats;
- Development shall respect the existing topography of the site.

Given the proximity of the site to Cambridge, we consider that it is highly sustainable. Its proximity means that sources of employment in the city could be easily reached by non car modes. This would particularly be the case if additional links were created as part of the proposed development, as shown in Figure 7 of the attached document. The sites form a natural extension to the existing built up extent of Cambridge. The sites are within the A14 and would not extend beyond this 'enclosing' feature to Cambridge.

It is noted that the site is in the Green Belt, although we consider that the emerging Local Plan should be informed by a Green Belt review. Given the high level of growth proposed in the Issues and Options document, we consider that development adjacent to the city (including in the Green Belt) is appropriate as development adjacent to the built form of the city is perhaps the most sustainable form of development. Given the wider setting of the site in respect of the Green Belt and open countryside, any development would include a swathe of open space and landscaping which would preserve the setting of the site and its openness. This is demonstrated by Figure 7 of the attached document, which shows an extensive green buffer zone to the north of the site, which seeks to protect this setting.

### ***Existing Allocation for Development***

We note that land is allocated under Policy SS/3 (1a) (Cambridge East) of the adopted Local Plan on land to the north of Newmarket Road. This allocates land for approximately 1,300 dwellings over the period of the adopted Local Plan. Construction at the site has now commenced. This site is alluded to in Figure 9 of the attached document, although when that document was produced, the site did not have a firm allocation for development.

This allocation is relevant as it is a precedent for development to the north of Cambridge and suggests that additional development in this broad location is appropriate. The sites subject to this representation are also complementary with allocation SS/3 (1a) as it could provide enhanced links by non car modes between the two sites. This could mean that development opportunities along Newmarket Road and the Park and Ride facility could be accessible from the sites by non car modes.

#### Partners:

M W Hamilton Ltd, E W Lee Ltd, J G L Law Ltd, M Walshe Ltd, P G M Claydon Ltd, N R Harris Ltd, W King Ltd, S J Lewis Ltd, C M B Ashton Ltd, W E Pepper Ltd, P M Woolner Ltd, M O Peck Ltd, J A Stiff Ltd, M B Jones Ltd, R W Freshwater Ltd, S P C Gooderham Ltd, B Goodsell King Ltd

## *Greenways*

The Local Plan should promote an enhanced approach to public transport and a strategic network of pedestrian/cycle routes linking key settlements with employment locations and Cambridge itself. The development strategy for the Plan should promote residential development in close proximity to employment allocations and settlements, particularly Cambridge, thereby reducing the need to travel by car.

We note that the first two “greenways” which will provide off road routes to connect villages and the city have been given final approval. The Greater Cambridge Partnership committed £14 million on 01 February 2020 for greenways to Waterbeach and Fulbourn. Construction is planned to commence October 2023, with completion expected by September 2024. The Waterbeach Greenway will link the village with Cambridge railway station and will provide off road connections for walkers, cyclists and horse riders. The projected route runs through land promoted by the Quy Estate and in close proximity to the sites which we are promoting at Fen Ditton. Any development at this site could link into the route which would promote sustainable means of transport. This would mean that employment opportunities could easily be reached from residential development by sustainable non car modes of transport.

## Existing Permission

There are no known planning applications or permissions on the site.

## Section C: Land Ownership

The site (those to the east and west of Horningsea Road) is within the ownership of Ms Ellen Francis who is actively promoting it for residential development.

## Section E: Current and Recent Land Uses

The site comprises agricultural/greenfield land.

## Section G: Suitability Site features and constraints

There are no significant constraints at the site, which could prevent residential development at the site being delivered. We have outlined other constraints which may need to be considered when developing the site.

### *Site access*

Access to/from the sites would be taken to/from Horningsea Road. A secondary access for pedestrians and cyclists could be taken from High Ditch Road, to the south.

### *Physical constraints*

The site is flat. There are no slopes, significant changes in ground levels or unstable ground on the site which could constrain its development in whole or part

### *Environmental constraints*

The site is in Flood Zone 1, which is at the lowest risk of flooding. As such, residential development is appropriate in this location. Any planning application would be accompanied by a Drainage Strategy which would outline how surface and foul water would be managed.

#### Partners:

M W Hamilton Ltd, E W Lee Ltd, J G L Law Ltd, M Walshe Ltd, P G M Claydon Ltd, N R Harris Ltd, W King Ltd, S J Lewis Ltd, C M B Ashton Ltd, W E Pepper Ltd, P M Woolner Ltd, M O Peck Ltd, J A Stiff Ltd, M B Jones Ltd, R W Freshwater Ltd, S P C Gooderham Ltd, B Goodsell King Ltd

The site comprises greenfield land, which is unlikely to be contaminated.

The site comprises six arable fields and does not appear to have any significant biodiversity value. An environmental assessment would be undertaken as part of any planning application and any development at the site would have the potential to enhance biodiversity at and adjacent to the site.

The site is not located immediately adjacent to any heritage assets, including Listed buildings or conservation areas, which could restrict the scope and extent of development at the site. Any development at the site may need to be accompanied by an archaeological assessment, but there is no reason to believe that this would limit or prevent development at the site.

The site is located adjacent to the existing development framework for Fen Ditton and Cambridge and it is considered that connections can be made to existing services including electricity, gas, sewerage, telecommunications and water.

There are no public rights of way across the site.

Given the above there are no environmental constraints at or adjacent to the site which could constrain development at the site, in whole or part.

#### Section H: Availability

The site is within the sole ownership of one landowner, who is actively promoting it for residential development. Therefore, it is available for development now.

We consider that Fen Ditton and north Cambridge is an attractive place to live and has a buoyant housing market. As such, we consider that a developer could easily be found to deliver the site.

We are not aware of any legal constraints which could delay or prohibit development.

#### Section I: Deliverability

The site is within the sole ownership of the promoter and it is considered that at least part of the sites could be delivered within five years. The site is greenfield land and there are no constraints at the site which could prohibit delivery within this time period.

#### Section J: Viability

Given the character and nature of the site, we do not consider that there would be any issues associated with viability or deliverability of the site.

#### Section K: Supporting evidence

We have attached the following plans/documents to this representation, which we trust will inform the assessment of the site's suitability for development:

1. Site Location Plan showing the land subject to this representation edged in red;
2. Flood Zone Map.

Partners:

M W Hamilton Ltd, E W Lee Ltd, J G L Law Ltd, M Walshe Ltd, P G M Claydon Ltd, N R Harris Ltd, W King Ltd, S J Lewis Ltd, C M B Ashton Ltd, W E Pepper Ltd, P M Woolner Ltd, M O Peck Ltd, J A Stiff Ltd, M B Jones Ltd, R W Freshwater Ltd, S P C Gooderham Ltd, B Goodsell King Ltd

## Conclusion

The sites promoted to the east and west of Horningsea Road offer an appropriate location for further strategic growth. The sites are suitable for development; viable and deliverable (at least in part) within five years. This will make a positive contribution to the Council's five year housing land supply. The development strategy for the emerging Local Plan should focus development on urban sites and the edge of Cambridge. This should seek to reduce commuting by car into Cambridge and the negative impacts which result from this.

We trust that the Council will assess the site as a whole and in part with a view to allocation for residential development or a broad location for growth. This should be done with reference to land promoted for development to the west of Horningsea Road.

Please do not hesitate to contact us if you have any questions or would like to discuss this representation further.

Yours faithfully,

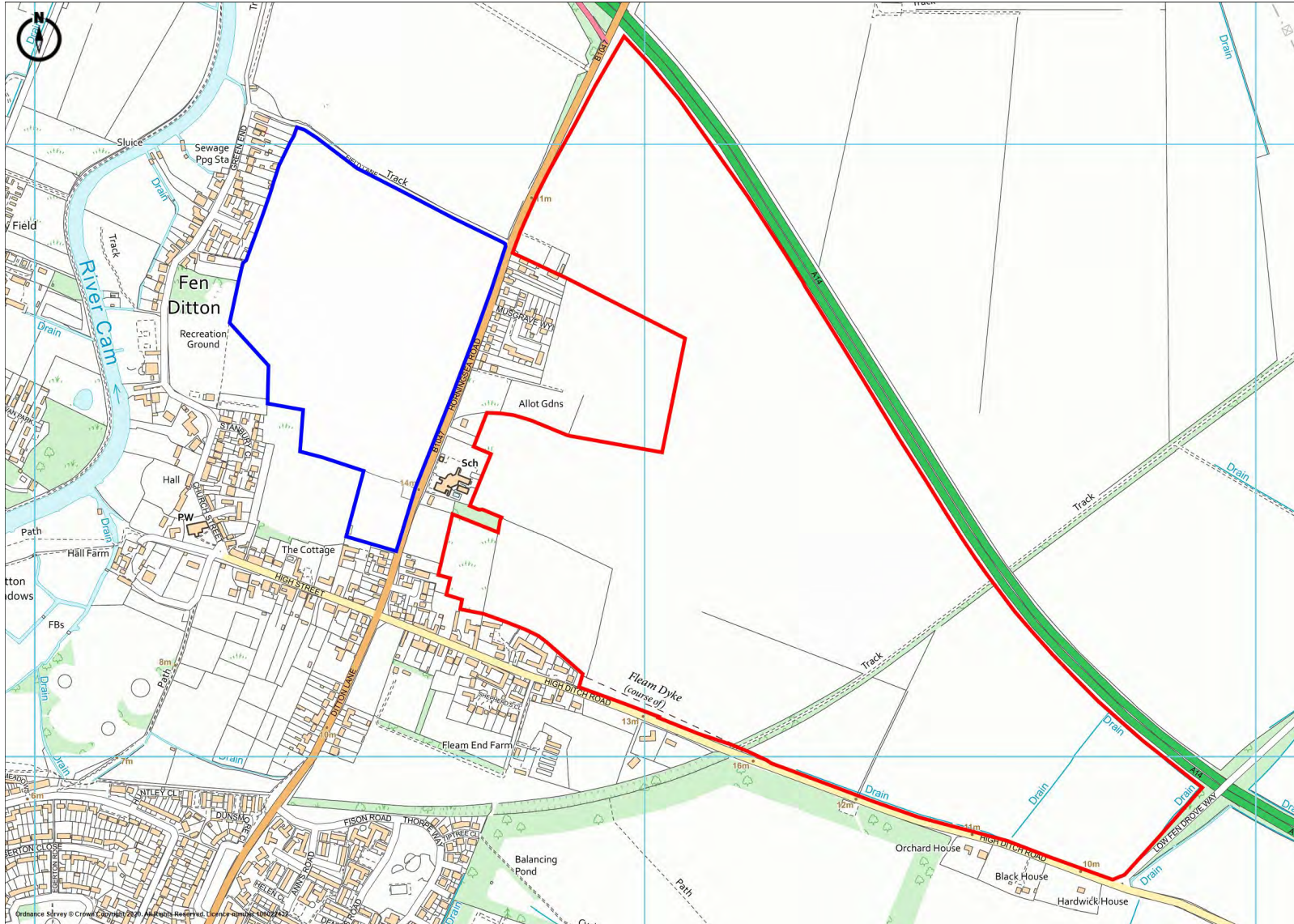
Ben Pridgeon MRTPI  
Associate



Partners:

M W Hamilton Ltd, E W Lee Ltd, J G L Law Ltd, M Walshe Ltd, P G M Claydon Ltd, N R Harris Ltd, W King Ltd, S J Lewis Ltd, C M B Ashton Ltd,  
W E Pepper Ltd, P M Woolner Ltd, M O Peck Ltd, J A Stiff Ltd, M B Jones Ltd, R W Freshwater Ltd, S P C Gooderham Ltd, B Goodsell King Ltd

# LAND EAST AND WEST OF HORNINGSEA ROAD, FEN DITTON, CAMBRIDGE



**Promap v2**  
LANDMARK INFORMATION

Ordnance Survey © Crown Copyright 2020. All Rights Reserved.  
Licence number 100022432  
Plotted Scale - 1:10000. Paper Size - A4

**CHEFFINS**

This Plan is Published for Identification Purposes Only

**Ben Pridgeon**

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**Subject:** FW: Land at Fen Ditton

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**From:** Ellen Francis [REDACTED]

**Sent:** 16 February 2020 18:37

**To:** Jonathan Stiff [REDACTED]

**Subject:** Re: Land at Fen Ditton

Thanks Jonathan. As discussed I agree we should submit a response for both sites to protect the position until we find a developer/promoter to take this forward. I'd be grateful if you would be actively involved in the drafting/reviewing of the statements as I believe you have the best understanding of the sites from a "boots on the ground" perspective.

Thanks

Ellen



# Flood map for planning

Your reference  
**East of Horni**

Location (easting/northing)  
**549235/260720**

Created  
**21 Feb 2020 16:00**

**Your selected location is in flood zone 1, an area with a low probability of flooding.**

## **This means:**

- you don't need to do a flood risk assessment if your development is smaller than 1 hectare and not affected by other sources of flooding
- you may need to do a flood risk assessment if your development is larger than 1 hectare or affected by other sources of flooding or in an area with critical drainage problems

## **Notes**

The flood map for planning shows river and sea flooding data only. It doesn't include other sources of flooding. It is for use in development planning and flood risk assessments.

This information relates to the selected location and is not specific to any property within it. The map is updated regularly and is correct at the time of printing.

The Open Government Licence sets out the terms and conditions for using government data.  
<https://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/>



**Flood map for planning**

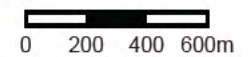
Your reference  
**East of Horni**

Location (easting/northing)  
**549235/260720**

Scale  
**1:25000**

Created  
**21 Feb 2020 16:00**

-  Selected point
-  Flood zone 3
-  Flood zone 3: areas benefiting from flood defences
-  Flood zone 2
-  Flood zone 1
-  Flood defence
-  Main river
-  Flood storage area





## CAMBRIDGE NORTH EAST

**CARTER JONAS**

The Property People

**Local Plan Issues & Options (2) Part 1 Joint Consultation on  
Development Strategy & Site Options on the Edge of Cambridge**

Land at Fen Ditton, Quy Estate

February 2013

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**CARTER JONAS**

The Property People

**Local Plan Issues & Options (2) Part 1 Joint Consultation on  
Development Strategy & Site Options on the Edge of Cambridge**

Land at Fen Ditton, Quy Estate

February 2013

## 1. Introduction

This document has been prepared in order to feed into the Local Plan Issues and Option stage 2 consultation process, jointly published in January 2013 by Cambridge City and South Cambridgeshire District Council.

A c.83ha area of greenfield land to the east and west of Horningsea Road, Fen Ditton (referred to as 'the Site' from herein) is owned by The Quay Estate for whom Carter Jonas act. The Site boundaries are shown in red on the site location plan (figure 1, bottom right).

The purpose of this document is to reiterate our view that greater recognition must be given to the strategic growth opportunities within the north eastern quadrant of Cambridge, whilst taking into account our submission regarding the Site to previous rounds of consultation.



Figure 1: Site Location Plan

## 2. Current Local Plan Consultation

The current joint consultation takes into account the growth needs of both the City and South Cambridgeshire District Council. The inter-connectiveness of the two administrative areas requires a joined up approach, which is actively encouraged within the National Planning Policy Framework. The Site being promoted is located within the administrative boundary of South Cambridgeshire District Council.

The draft document represents the second stage of the Issues and Options process and contains options for the development strategy for the wider Cambridge area and site options for housing and employment development on the edge of Cambridge on land currently in the Green Belt. The consultation also includes the publication of a supporting Sustainability Appraisal document.

The relevant key points of the consultation include:

- The target options for jobs and housing (low, medium and high)
- Results of the joint review of the Inner Green Belt Boundary
- Proposed and rejected site options on the edge of Cambridge
- Question 1: Where do you think the appropriate balance lies between protecting land on the edge of Cambridge that is of high significance to Green Belt purposes and delivering development away from Cambridge in new settlements and at better served villages?
- Question 3: Do you have any comments on the sites rejected by the Councils?
- Appendix 2 – Key Map of Rejected Green Belt Sites
- Appendix 3 – Summary Assessment of Green Belt Sites
- Appendix 4 – Rejected Green Belt Sites





### 3. PART A – DELIVERING SUSTAINABLE DEVELOPMENT

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**CARTER JONAS**

The Property People

**Local Plan Issues & Options (2) Part 1 Joint Consultation on  
Development Strategy & Site Options on the Edge of Cambridge**

Land at Fen Ditton, Quy Estate

February 2013

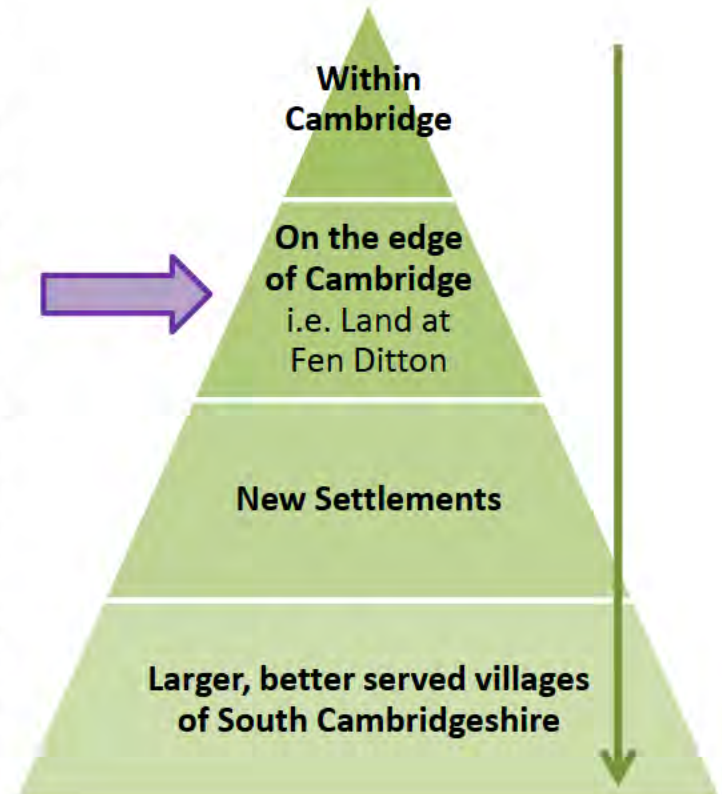
## Response to Question 1: Land on the Edge of Cambridge vs. New Settlements and Better Served Villages?

Both Cambridge City and South Cambridgeshire Councils seek to implement a sustainable development strategy, guiding the focus for and location of growth up to 2031. The requirement for their joint working is because Cambridge City is unable to meet the necessary development requirements solely within its own area i.e. within Cambridge.

The National Planning Policy Framework sets out the key objectives for the achievement of a presumption in favour of sustainable development. The over-arching core principles state that planning should take account of 'the different roles and character of different areas, promoting the vitality of our main urban areas'. As well as, 'supporting the transition to a low carbon future' and 'actively managing patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable'.

Cambridge is, and will continue to be, the focus for economic, leisure, education and retail activities; its catchment draw stretches across both District and County boundaries. The importance of the City and its intrinsic character has evolved over centuries of 'new' growth. It provides the opportunities to create a truly 'sustainable' City, particularly with recent developments such as the guided Busway and the planned Science Park Station.

The current development sequence (adjacent) was born out of a recognition that prior to 1999 development had been focused outside of Cambridge, beyond the outer boundary of the Green Belt, resulting in people commuting back into the City, contributing to congestion, greenhouse gas emissions, air quality and other quality of life issues. There is no material evidence to suggest that this sequence should be overturned. The imbalance of homes to jobs in, and close to, Cambridge remains. Particularly as a result of the 2008 recession, which has curtailed much of the planned residential development in the preceding years.





## Edge of Cambridge: Recognising Growth Area Potential

North East Cambridge has the potential to become a key growth area over the next 20 years.

Component 1 of this is the Waterbeach New Town proposal, bringing significant levels of social, economic and environmental benefits, such as transport improvements along the A10 and West Anglian Mainline Railway corridors. Given the proximity to Cambridge, it is inevitable that these positive contributions will gravitate towards North East Cambridge, particularly in terms of the hi-tech clusters of the Cambridge Science Park (CSP), St Johns Innovation Park and Cambridge Business Park (CBP), and potential high quality new employment space around the Northern Fringe (NF).

Component 2 is the new Science Park Train Station and Interchange (accommodating an extension to the Busway), planned for operation in 2015. This is an important element for the North East Cambridge growth strategy, which will give people visiting North Cambridge e.g. for work, education, recreation or social, a true alternative choice for travel, by a mode other than the car.

Component 3 is the Northern Fringe, now planned for the provision of high quality employment, utilising vacant and underused parts of Waste Water Treatment Works, golf driving range and former Park & Ride, and land around the Chesterton Sidings.

Component 4 is the Wing development proposed by Marshall in Cambridge East, which is expected to bring 1500 homes, new employment and infrastructure benefits. New sustainable transport links are intended to link this site to Science Park Train Station and Interchange.

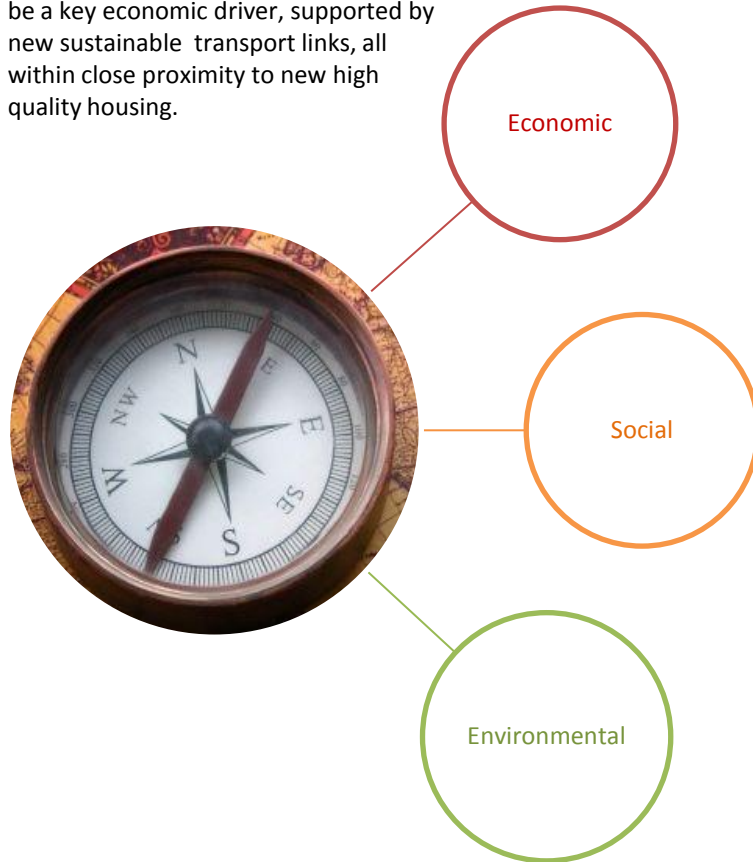
Component 5 is the proposed 500 new homes, together with education, open space and new pedestrian/cycle linkages through to the Station and Interchange on land around Fen Ditton, which would offer a more cohesive sequence with the hi-tech cluster, station interchange and Wing development, in the context of a Cambridge North East Growth Area.



Figure 2: North East Cambridge Growth Plan

## The Sustainable North East

The North East Quadrant of Cambridge can be a key economic driver, supported by new sustainable transport links, all within close proximity to new high quality housing.



- **Large critical mass of knowledge-based industries acting as key economic drivers in Cambridge and for UK Plc:**
  - Cambridge Science Park - St John's Innovation Park - Cambridge Business Park
- Northern Fringe (comprising new high quality B1 office development on undeveloped parts of the WWTW, golf driving range/former Park & Ride Site, rail sidings – supported by new high quality train, Busway, pedestrian and cycle links at Cambridge Science Park Station and Interchange. (see figure 3)
- Allocation of new housing is needed to support the economic growth of North East Cambridge. This, in combination with the new high quality train, bus, cycle and pedestrian linkages, will significantly enhance the prospect of the majority of residents being able to travel to work without the need for a car.
- New housing in this quadrant of Cambridge has been limited in the last plan period, especially in comparison to other parts of Cambridge. The proposal to provide 2,300 homes in Northern Fringe was deemed to be unviable given the cost of relocating the WWTW.
- The proposal for 12,000 homes at Cambridge East will, over the next plan period, be reduced to 1500 homes. Whilst the 'Wing' development will bring significant infrastructure benefits to the North East Quadrant, including potentially a new bridge crossing over the river to facilitate linkages with the Science Park, it is limited in comparison to the 3000 homes in North West Cambridge and 2800 at NIAB (north/west of the City), 4000 at Clay Farm, Glebe Farm, Bell School and Trumpington Meadows (south of the City).
- The 500 homes scheme proposed at 'North East Cambridge' can be delivered immediately. The site forms part of a single Estate and the scale of development will not require the significant levels of infrastructure associated with previous urban extensions around Cambridge. (see figure 4)
- This growth strategy will have a number of key environmental advantages:
  - Minimise the impact of traffic generation from new housing schemes
  - Promote social wellbeing for residents
  - Reduction in CO2 emissions and pollutants
  - Green Belt release is comparatively modest: C.25ha to provide for 500 new homes
  - Important local characteristics of Fen Ditton will be considered in greater detail to minimise impact e.g. Preserve identity of village, listed buildings etc. (see figure 5)

## Three Strands of Sustainability - Economic

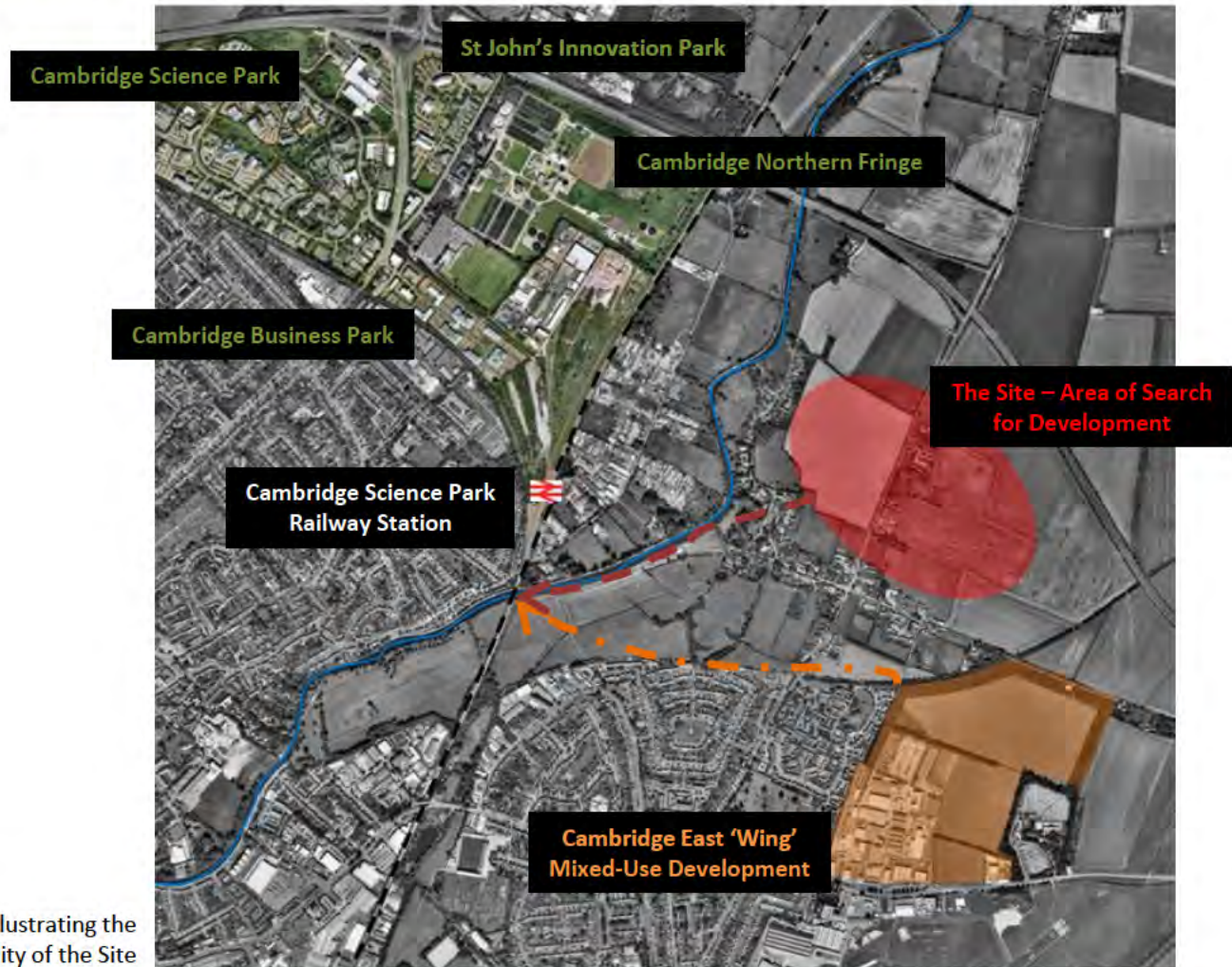


Figure 3: Plan illustrating the Economic sustainability of the Site

## Three Strands of Sustainability - Social

The Site – Area of Search for Development

Allocated Land for Residential-led Strategic Development

Proposed Site Options in the Green Belt (Issues & Options 2 – Part 1)



Figure 4: Plan illustrating the Social sustainability of the Site

## Three Strands of Sustainability - Environmental



Figure 5: Plan illustrating the Environmental sustainability of the Site



## 4. PART B – SITE PROMOTION IN RESPONSE TO QUESTION 3 (REJECTED SITES)

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**CARTER JONAS**

The Property People

**Local Plan Issues & Options (2) Part 1 Joint Consultation on  
Development Strategy & Site Options on the Edge of Cambridge**

Land at Fen Ditton, Quy Estate  
February 2013

### Question 3: Do you have any comments on the Sites rejected by the Councils?

#### We object to the rejection of the Broad Location 9: Land at Fen Ditton.

As previously submitted, the Site is considered suitable for residential-led development. It is currently envisaged that approximately 25ha of land around the village could be viable for development, providing approximately 400-500 new homes (and 160-200 affordable units). The intended development principles are as follows:

- Integration of proposed development with the existing built environment, but ensure retention of a green lung between the Site and 'Cambridge East'
- Residential development of mixed property type and tenure to meet current policy requirements and to address local needs
- Strong links to green infrastructure and sustainable modes of transport into Cambridge City centre, towards the Science Park Station Interchange (with guided busway) and other key employment and leisure sites
- Maintain a Green Belt buffer between the proposed development and the A14
- High quality architectural design incorporated with a well-structured building and highway layout
- Delivery of the required local services and facilities to support the development, either on-site or contribute to enhancements of those existing off-site
- Preservation of the setting of Fen Ditton conservation area and the numerous Listed buildings located within the vicinity
- Protection of glimpses of the Grade 1 Listed St Mary Church, as viewed from Horningsea Road
- Ensure that development does not lead to a net loss of important wildlife or habitats
- Development shall respect the existing topography of the Site

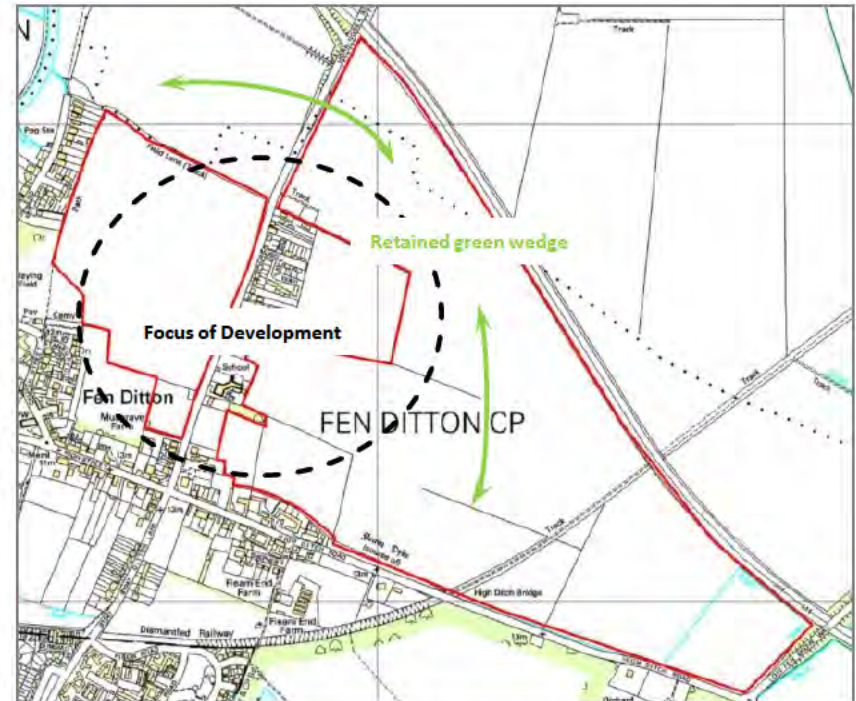


Figure 6: Initial Plans - Proposed Development Area

## Proposals

- Provision of high quality open space and opportunities for formal and informal recreation
- Retention of designated Important Countryside Frontages within Fen Ditton
- Delivery of safe and convenient access points to serve the development, without detriment to any highway users

Using Development Principles identified above, local, award winning architects (Mole Architects) were appointed to carry out initial masterplanning for the Site.

A preliminary Concept Plan was produced, see figure 7, identifying how new homes could be incorporated within the existing built form of Fen Ditton.

It proposes placing a strong focus on the recreation ground as a Central Green with surrounding low density housing (less than 30dph), self build plots and live/work units. Vehicular access would be taken from Horningsea Rd.

### Supporting Evidence

The following documents accompanied the initial submission:

- COUNTY COUNCIL ARCHAEOLOGICAL BRIEF
- PHASE 1 ECOLOGY REPORT
- STRATEGIC HIGHWAYS ACCESS VISION REPORT
- UTILITIES + INFRASTRUCTURE ASSESSMENT
- FLOOD RISK ASSESSMENT

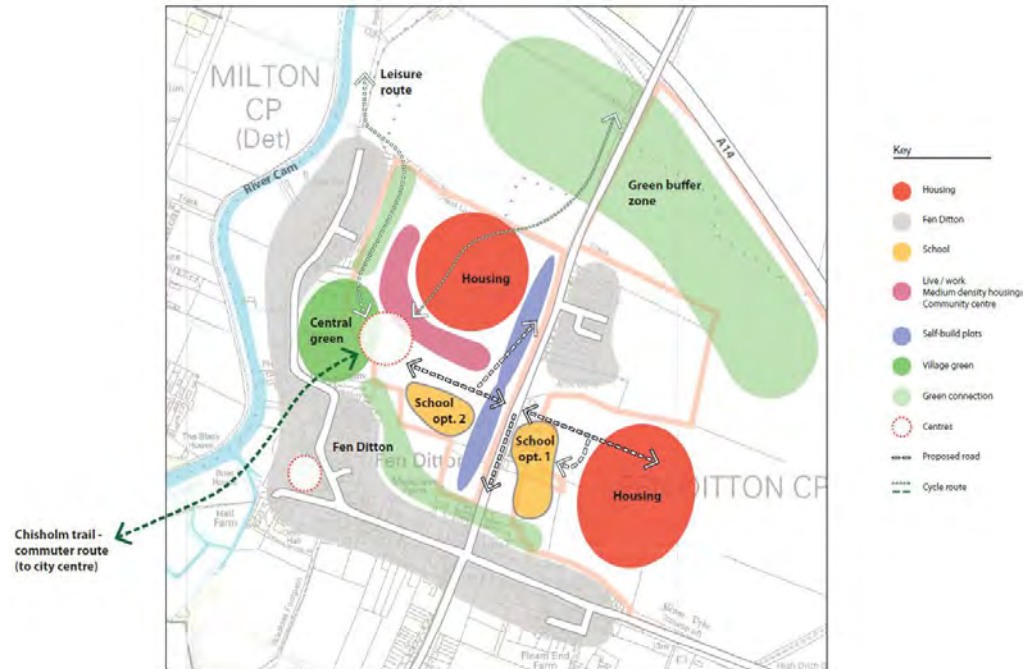


Figure 7: Preliminary Concept Masterplan



## Sustainability

Our submission in Summer 2012 focused on the sustainability of the Site and the opportunities that it presents to link into existing services, facilities and transport links. It also highlighted the potential for new transport links, particularly those towards the new Railway Station and the Cambridge Science Park, to the west.

Additionally the Site was placed in context of existing planned development on the edge of Cambridge, in particular 'Wing' at Cambridge East.

New cycle and pedestrian connections were particularly focused upon a new crossing over the River Cam. Discussion included comment regarding the Chisholm Trail.



Figure 8: Cambridge Context Plan - Sustainability

## Cambridge East

In November 2012 the Marshall Group announced their plans for the land identified and allocated within the Cambridge East Area Action Plan Area.

The business ruled out providing any development on the airport land, to the South of Newmarket Road. However, they did reveal plans to bring forward a mixed use scheme to the north of Newmarket Road. This portion of land has become known as 'Wing'.

Wing is expected to provide 1,500 homes; a primary school; local centre; and commercial space for hi-tech industry. There is also consideration of retail provision. It is anticipated that some of the existing car dealerships will remain on-site and a replacement petrol station provided.

Masterplanning workshops with stakeholders regarding Wing have already taken place and the timetable suggests that an outline planning application could be submitted as early as Summer 2013, with construction starting in 2015.

A key focus of the facilitated workshops was the provision of sustainable links between the development, the new railway station and the Science Park. Numerous suggestions were put forward and debated, but it is clear that there is a recognition that such a link is needed.

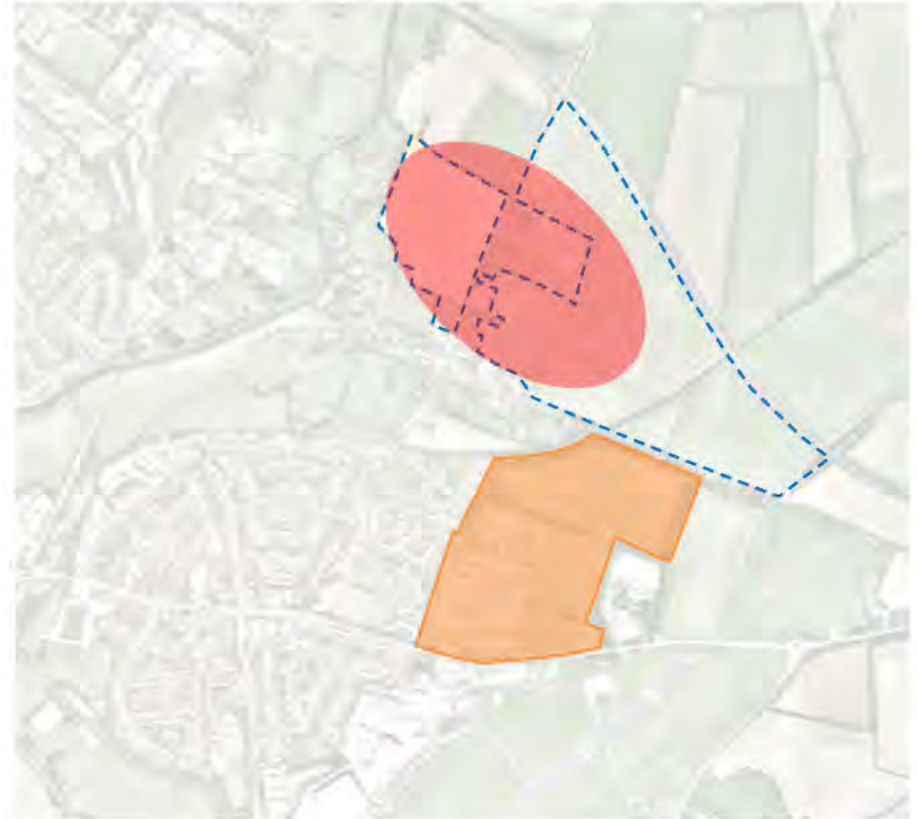


Figure 9: Context Plan – Wing, Cambridge East

## The Chisholm Trail

The Chisholm trail is a concept which has been discussed by Cambridge residents and employees since being first proposed in 1998. It would provide the missing sustainable transport route across Cambridge; a cycle route which links Addenbrookes, in the South, passing through the CB1 development, towards the new Cambridge Science Park Rail Station and the employment areas to the north.

A current key focus of this scheme is the link across the River Cam at Fen Road, which would enable a safe and convenient crossing for both pedestrians and cycles. The proposed bridge would connect into existing rights of way which lead into Fen Ditton and the Site. Delivery of the Chisholm Trail would be beneficial to the wider residents of Cambridge, but in particular new occupiers of developments to the north eastern edge of Cambridge.

Support for the Chisholm Trail extends to the 'Cambridge Cycle Campaign', 'Unclog Cambridge' and many local Councillors. The St John's Innovation Centre proposes a similar linking scheme across the River, referred to as the camToo project. A feasibility study for provision of the Chisholm Trail was commissioned by Cambridgeshire County Council.

There is increasing recognition for the requirement of delivering a new bridge, adjacent to the existing rail-only bridge. Calls have been made for its provision to be in place prior to the opening of the new rail station to passengers in 2015. Similarly discussions surrounding the Cambridge East 'Wing' development, have also focused on its timely delivery.



Figure 10: CCC Feasibility Study – Proposed Location for Chisholm Trail Over-Rail Bridge

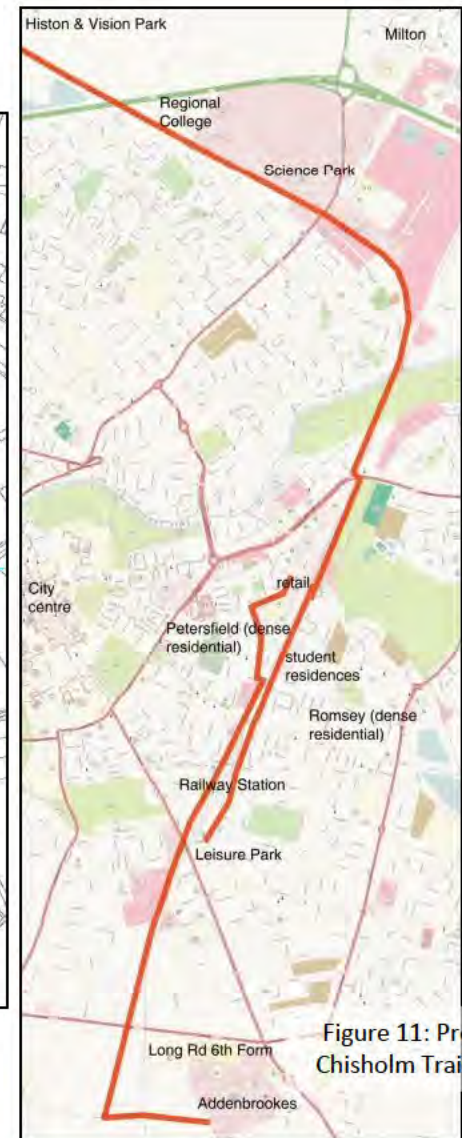


Figure 11: Proposed Chisholm Trail Route

## The Chisholm Trail

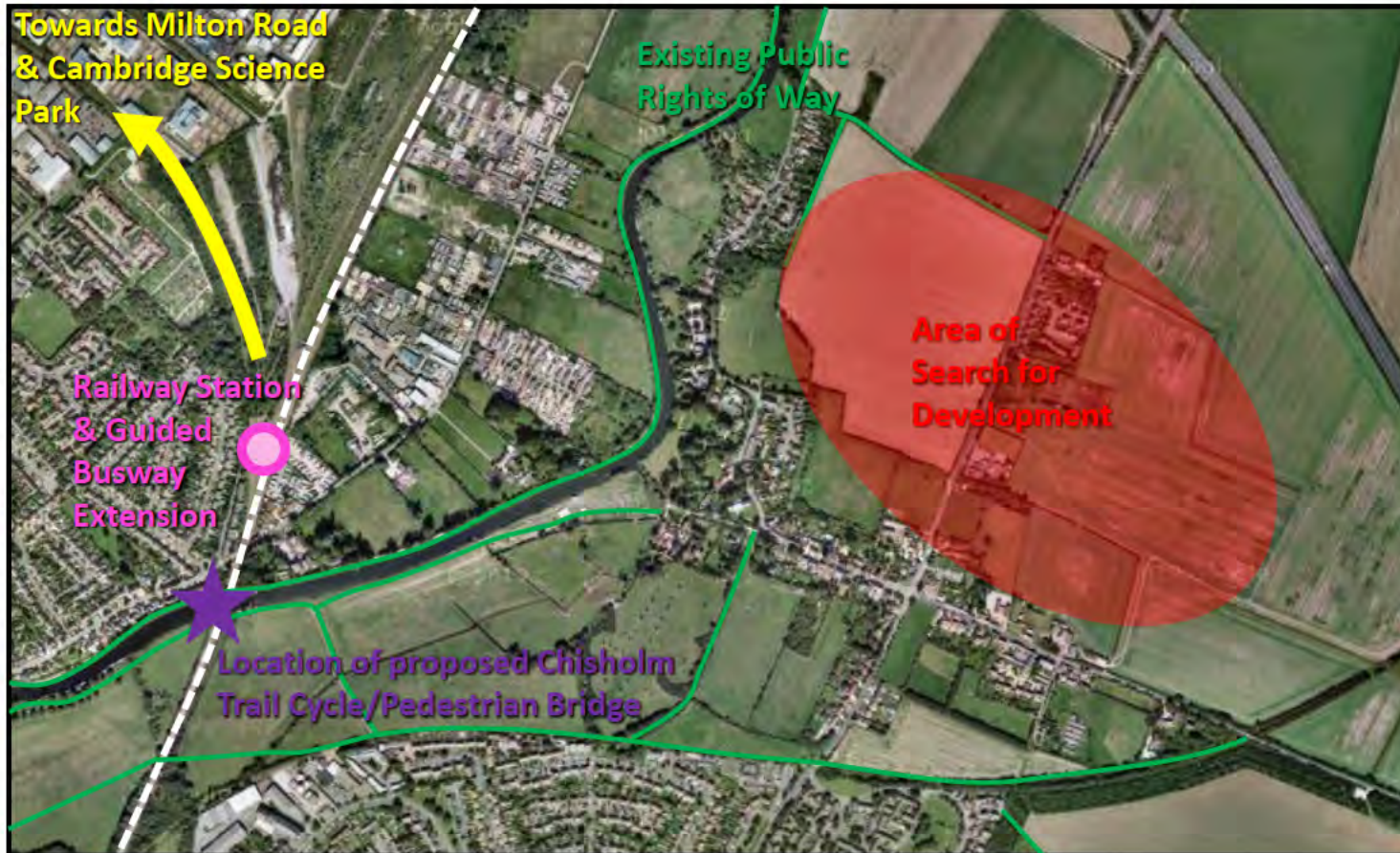


Figure 12: Annotated Aerial plan illustrating the Site in context of the proposed Chisholm Trail bridge at the River Cam/Railway line.

## Inner Green Belt Boundary Study

Cambridge City and South Cambridgeshire Councils published their updated joint Inner Green Belt Review document in December 2012. This seeks to build on previous studies undertaken in 2002, and more recently in May 2012.

The purpose of the document is to provide an evidence base in order to assist in the consideration of Green Belt release on the edge of the City.

Green Belt areas were assessed in terms of their importance to, the setting of the city; character; physical separation, distribution, setting, scale and character of Green Belt villages; rural character; Green Belt overall; and the significance of development on Green Belt. The adjacent plan is taken from the published Review Document, illustrating the assessment of the Council.

The assessment of the Site (identified as sector 18 on the plan), has been split into 5 sub-areas. In terms of analysis and the functions of the Green Belt, the land is most important in terms of its setting of the city along the river corridor and the physical separation provided. It is stated as having medium importance in terms of rural character. This broad-brush assessment identified areas 1-4 as being of 'very high' significance in terms of development and area 5 as 'high'.

It is noted that Site Option GB6 (see ★) which is proposed for Green Belt release for up to 130 homes, contains a similar level of significance to Land around Fen Ditton. The commentary given for the release of this site is that the Histon and A14 sliproads are elevated, which would partly shield development on the site from wider views. Nonetheless, it concludes that there would be some impact on Green Belt purposes.

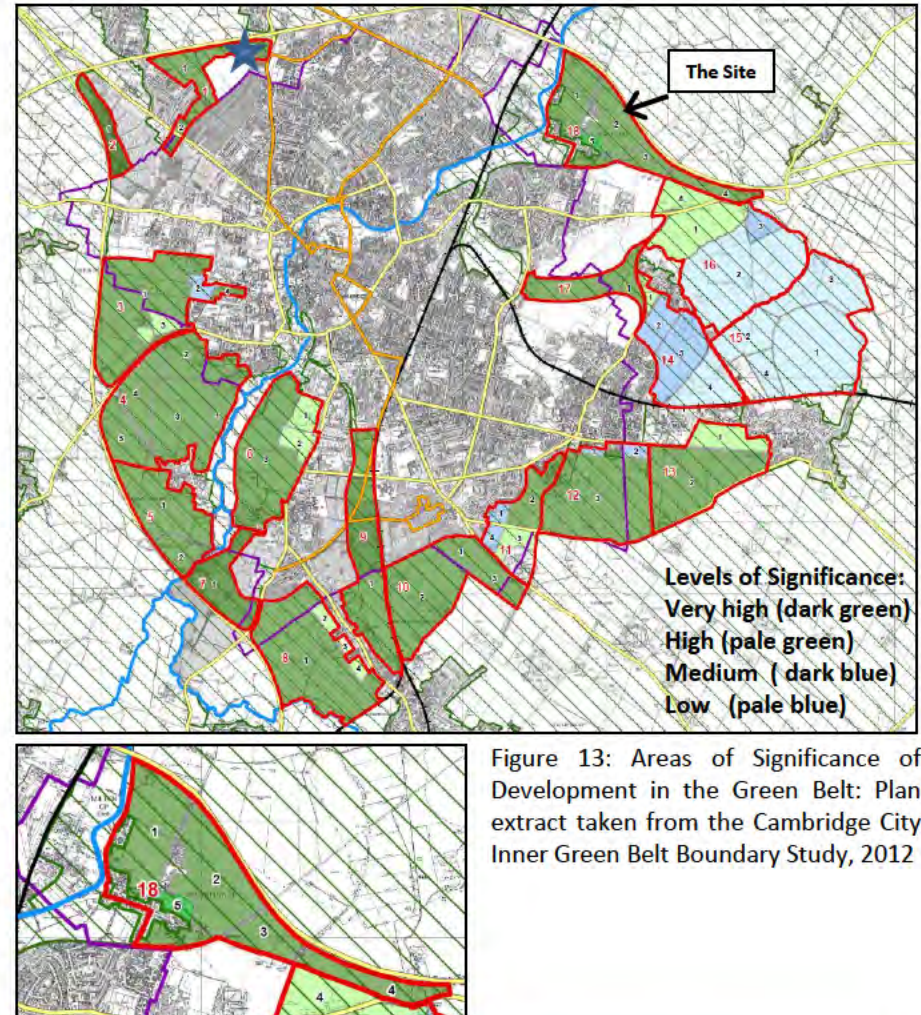


Figure 13: Areas of Significance of Development in the Green Belt: Plan extract taken from the Cambridge City Inner Green Belt Boundary Study, 2012

## Green Belt Release

The image, right, provides an illustration of the Site considered for development around Fen Ditton, in the context of Cambridge and the surrounding Green Belt.

The purpose of this is to show the scope of opportunity for preserving a significant area of Green Belt at the post-development phase, between the northern edge of the built-up area and the A14, thus minimising concern about impact on the setting of Cambridge.

Furthermore, the extent of the landscape buffer here (to the A14) would be significantly larger than that proposed for Site Option GB6, referred to previously.

The image also demonstrates how the new development could minimise impact upon the historic fabric of Fen Ditton, through use of landscape corridors between old and new.



Figure 14: Aerial Plan illustrating the context of the Site, taking into account the existing Green Belt designations

## 5. Summary

**This document represents an objection to the rejection of Broad Location 9: Land at Fen Ditton.**

The current Issues and Options consultation document fails to recognise that the Site presents a unique opportunity for a truly sustainable, strategic housing development on the north eastern edge of the City. Our submission demonstrates the following:

- North East Cambridge offers an appropriate location for further strategic growth up to 2031; it is suitable; viable and deliverable within this timeframe.
- The current development strategy should continue to remain in place for Cambridge City and South Cambridgeshire, with a focus first towards urban sites and then on the edge of Cambridge. The City represents the most sustainable solution for accommodating growth; directing growth towards new settlements and larger villages should be considered in the context of the levels of in-commuting currently being experienced in Cambridge and the negative impacts which result from this.
- There has been an under-estimation, on the part of the Council, of the opportunities presented to the Site from the delivery of the Cambridge Science Park Railway Station. This major infrastructure provision will significantly enhance the environmental sustainability of any new and existing residents in the north east of Cambridge, including delivery of improved bus, cycle and pedestrian links.
- Support for the Chisholm Trail, with links across the River Cam from the meadows towards the new railway station and the employment areas beyond, is unprecedented. The delivery of this link provides further justification for development at this Site.
- The results of the Inner Green Belt review do not take into account the specific proposals for this Site, which shall retain a substantial green wedge between the development area and the A14. The functions of the green belt designation would not be harmed by release in this location.
- Development at Marshalls, Cambridge East, will significantly fall short of the anticipated delivery. Subsequently additional provision should be made elsewhere within the north eastern quadrant of Cambridge; taking into account the focus of employment, new infrastructure, services and facilities within the vicinity.
- Current allocations for strategic growth on the edge of Cambridge are sited to the west and south of the City; there is therefore a necessity to re-address this imbalance.