

# *Keymer Cavendish Limited*

*Planning & Development Consultants*



**Greater Cambridge Local Plan to 2040**

**Representation by Keymer Cavendish Limited  
on behalf of W Garfit**

**Issues and Options Consultation – Call for Sites  
February 2020**

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**1.0 Housing market in Cambridge**

- 1.1 We submit that the inclusion of this 2-3 hectare site is appropriate and meets the comprehensive development needs of the area in terms of variety and choice of location, property size and environment. In particular, the need now for 10% of allocations to me on small sites
- 1.2 It would be unjustified to oppose a small Green Belt release which did not impact/compromise the openness of the Green Belt. It is also of concern that with a predominance of large housing estates, the Plan is potentially ineffective in meeting the complete needs of the housing market in a sustainable manner.
- 1.3 Whilst there is merit in allowing some growth in rural villages, it is far more sustainable to concentrate the majority of housing provision close to the major employment centre of Cambridge.
- 1.4 We do not wish to object to the housing allocations set out in the Plan, because housing numbers are required to meet the Objectively Assessed Housing Need (OAHN) within Greater Cambridge, but there is also a need for top market housing close to Cambridge to meet the needs of company executives of vibrant companies, which are expanding fast in Cambridge. The photograph below is an example of top market housing within 200-300 metres of this proposed Green Belt release, these principally being located to the rear of properties on London Road, Harston.



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

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

- 1.6 Cambridge is not a normal housing catchment area and has an unusually high requirement for top market housing. The objection site is ideally suited to meet this market demand.

## **2.0 Principles of Green Belt policy**

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

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

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

### 3.0 Emerging Planning Policy

- 3.1 A further factor of sustainability is economic vitality, and as the housing White Paper 'Fixing our broken housing market' emphasises in the introduction, we will only diversify the housing market if we open it up to smaller builders. We will also make it easier for people who want to build their own homes.
- 3.2 In paragraphs 3.5 and 3.6 of the White Paper there is a section dedicated to small and medium sized builders:
- 3.5 Small builders have been declining and were hit hard by the recession. The number of homes registered by small builders is down from 44,000 in 2007 to 18,000 in 2015 demonstrating the potential for growth.*
- 3.6 The Government will help this sector to grow and develop again. Small and medium-sized house-builders regularly cite land, planning and finance as the major barriers to expansion.*
- 3.3 Whilst it is accepted that a substantial number of houses are required to meet the OAHN, allocations such as Northstowe, Cambourne, Waterbeach etc can only appeal to volume house builders, who have the resources to take on sites which will yield thousands of new homes.

### 4.0 Former Bayer Crop Science site

- 4.1 When we submitted earlier representations, delivery of new housing on this site had not commenced. However, development is now almost complete and provisions secured under the Section 106 Agreement is bringing the following community benefits:
- Community contributions: £300,000\*
  - Hauxton new primary school £762,000\*
  - Shuttle bus service to Park & Ride/Guided Busway every 20 minutes between 07:00 and 19:00 hours every day and hourly between 19:00 and 23:00 hours Monday to Saturday
- \*all figures indexed*
- 4.2 Although there is no figure against the provision of the 20-minute shuttle bus, this makes Hauxton one of the most sustainable locations in terms of its accessibility to public transport.
- 4.3 Whether travellers choose to cycle into Cambridge (6.5 kilometres to the centre), cycle to the Park & Ride/Guided Busway (2 kilometres) or work in the 4,000 square metres of offices due to be provided on the former Bayer Crop Science site – all of these journeys have minimal environmental impact.
- 4.4 Furthermore, the use of small electric cars, once a futuristic concept, is now well established and increasingly popular. In fact there are now suggestions that there

should be dedicated routes/lanes for such vehicles, further encouraging their use. The shuttle bus service will become even more attractive to residents on the Bayer site because every property will be provided with one free season ticket.

- 4.5 This level of bus connectivity and its proximity to the Park & Ride/Guided Busway makes Hauxton a unique location; indeed, its popularity for top market housing is already established.

Detail plan of potential housing site at Hauxton

