

Representations to the Greater Cambridge Local Plan - The First Proposals Regulation 18 Consultation

Land off Cambridge Road, Melbourn

Miller Homes

December 2021

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1. Introduction

- 1.1 These representations are submitted by Miller Homes (herein referred to as Miller), in response to the Greater Cambridge Local Plan – First Proposals Regulation 18 Consultation (September 2021). Miller has an interest in a 9.7ha site, located immediately to the north eastern of Melbourn, off Cambridge Road. The aim of this document is to assist the Council in formulating their Local Plan, having particular regard to new proposed housing development within and around Melbourn. The land within control of our client encompasses the site as shown on the Location Plan attached at **Appendix 1**.
- 1.2 The Site previously promoted by Wallace Land Investments, (now part of Miller Homes) is identified in the Greater Cambridge Housing and Economic Land Availability Assessment (2021) as ‘Land south of Cambridge Road’ (HELAA Ref: 47903).
- 1.3 To accompany these representations, an Illustrative Masterplan has been prepared, showing how the Site has capacity to accommodate around 250 new homes within its landscape setting. The site is available immediately and free from any technical constraints, flood risk (it is within Flood Zone 1), ecology, highways, heritage etc, which would preclude the early delivery of the proposed scheme. A copy of the Illustrative Masterplan is provided at **Appendix 2**.
- 1.4 We have set out below responses to the questions raised in the Draft Consultation Document in the order in which they appear.
- 1.5 The remaining part of this document is structured as follows:
 - Chapter 2 – Vision and Development Strategy
 - Chapter 3 – Rest of the Rural Area
- 1.7 Miller would be pleased to discuss any aspect of these representations in more detail if this would be of assistance to the Council and we look forward to engaging positively with the Council and other stakeholders in the ongoing preparation of the emerging Local Plan

2. Vision and Development Strategy

Vision

- 2.1 The proposed Vision for Greater Cambridge is set out at page 20 of the Draft Local Plan and states that:

“We want Greater Cambridge to be a place where a big decrease in our climate impacts comes with a big increase in the quality of everyday life for all our communities. New development must minimise carbon emissions and reliance on the private car; create thriving neighbourhoods with the variety of jobs and homes we need; increase nature, wildlife and green spaces; and safeguard our unique heritage and landscapes.”

- 2.2 Whilst Miller supports the Council’s objectives with regards to climate changes and protecting the environment, it is disappointing that the Vision as currently drafted makes no reference to the Oxford-Cambridge Arc.

- 2.3 The Oxford-Cambridge Arc is an area covering Oxford, Milton Keynes and Cambridge, identified by the Government as a unique opportunity to become an economic asset of international standing. In July the Government held a 12 week consultation which closed on 12 October 2021 seeking views on the vision for the Arc. The consultation document ‘Creating a vision for the Oxford-Cambridge Arc’ (July 2021) confirmed that it is still the Government’s intention to prepare a ‘Spatial Framework’, which will provide a national planning policy framework for the Arc.

- 2.4 As set out at paragraph 1.1 of the Government’s consultation document the Oxford-Cambridge Arc ‘is a national economic priority area’. Its world-class research, innovation and technology can help the UK prosper in a changing global economy. But success cannot be taken for granted. As advised by the National Infrastructure Commission, without urgent action, a chronic under-supply of homes could jeopardise growth, limit access to labour and put prosperity at risk.

- 2.5 If the Arc to reach its full potential local authorities will need to plan positively in their areas to deliver the transformational growth required. On this basis we would suggest that the Vision is revised as follows:

“Greater Cambridge is a leading UK and global hub of innovation, which plays a key role in the internally recognised Oxford-Cambridge Arc. We want Greater Cambridge to be a place of great prosperity and innovation where a big decrease in our climate impacts comes with a big increase in the quality of everyday life for all our communities. New development must minimise carbon emissions and reliance on the private car; create thriving neighbourhoods with the variety of jobs and homes we need; increase nature, wildlife and green spaces; and safeguard our unique heritage and landscapes.”

Policy S/JH: New Jobs and Homes

- 2.6 Policy S/JH of the Draft Local Plan proposes to meet the following objectively assessed needs for development in the period 2020-2041:
- 58,500 jobs
 - 44,400 homes, reflecting an annual objectively assessed need of 2,111 homes per year
- 2.7 For housing, Paragraph 60 of the National Planning Policy Framework (NPPF) states that Local Plans should support the Government's objective of significantly boosting the supply of homes, providing, as a minimum, the number of homes informed by a local housing need assessment, using the standard method in national planning guidance. National guidance says that there will be circumstances where it is appropriate to consider whether actual housing need is higher than that indicated by the standard method.
- 2.8 For Greater Cambridge the housing need using the Standard Method would equate to 1743 homes per annum. However, rather than planning for the minimum calculation using the Standard Method, the Councils' strategy is to propose a higher housing figure of 2,111 homes per annum. This higher figure is based on the medium growth scenario identified in the Greater Cambridge Employment Land and Economic Development Evidence Study, published in 2020. This study also set out a higher growth scenario placing greater weight on the high historic growth rate between 2001- 2017. Based on the higher growth scenario the modelling predicted that 78,700 jobs would be required over the plan period.
- 2.9 Whilst Miller is supportive of the Councils' decision to plan for higher levels of growth than the standard method, it is disappointing that the Council have decided to base their strategy on the medium rather than the higher growth scenario. The Greater Cambridge economy is dynamic and does not readily align with national or regional forecasts for jobs growth. It has a world-renowned life sciences cluster which has the potential to drive growth beyond typical regional or national rates.
- 2.10 We would strongly advise the Council to ensure that their objectively assessed is more aligned with the higher jobs growth aspirations. An indicative calculation based on Cambridgeshire and Peterborough Independent Economic Review suggests that if the jobs growth is achieved, around 2,900 homes a year would need to be built in Greater Cambridge, an indicative total of 66,900 homes over 2020-2041.
- 2.11 As set out in the Government's most recent consultation document the Arc has the potential to be one of *'the most prosperous, innovative and sustainable economic areas in the world'*. However this transformational growth will only be achieved if local authorities truly plan positively for the housing and economic needs of the area. On this basis we would strongly urge the Council to plan for the higher growth scenario which is more aligned with past growth rates in the Greater Cambridge area.

Policy S/DS: Development Strategy

- 2.12 At page 29 of Draft Local Plan the Councils' set out the proposed development strategy for Greater Cambridge. The Plan states that the top priority is to reduce carbon emissions and to that end provide jobs and homes in close proximity to one another and major public transport routes.
- 2.13 To provide for these new homes in the Plan period, the proposed development strategy for Greater Cambridge is to focus the majority of development on larger scale sites within and around the edge of Cambridge and at new settlements as follows:
- North East Cambridge – redevelopment of the existing waste water treatment works to deliver 8,350 new homes.
 - Cambridge East – development of the Marshalls airport site to deliver approximately 7,000 new homes.
 - Intensification of Development at North West Cambridge – review of the site wide masterplan to deliver between 1,000 and 1,500 additional new homes.
 - Expansion of Cambourne to around 2,000 new homes; and
 - Continuing development at the new settlements of Northstowe, Waterbeach and Bourn – but at faster housing delivery rates so that more homes are provided by 2041.
- 2.14 South Cambridgeshire is a rural district council with no large towns, rather, a number of rural centres (classified within the Plan as either rural centres or minor rural centres) together with a distribution of smaller village centres. A soundly based spatial strategy for such a district should therefore primarily seek to strengthen and enhance all these existing rural centres as part of any district-wide or wider Cambridge growth strategy. The submitted spatial strategy however fails to do this as it primarily focuses growth towards strategic sites and new settlements and is therefore completely inflexible.
- 2.15 Paragraph 11(a) of the NPPF states that plans should positively seek opportunities to meet the development needs of their area, and be sufficiently flexible to adapt to rapid change. Miller do not object in principle to the inclusion large strategic sites and new settlement as part of the development strategy. However, it should also be recognised that due to the significant infrastructure requirements and lead in times associated with new settlements and strategic sites, it is critical that a range of smaller and medium sized sites, such as Land south of Cambirdge Road, Melbourn are brought into the spatial mix of the Plan. Such sites provide the opportunity to deliver more homes earlier in the Plan period and thus complement the longer-term delivery that can be achieved at the larger strategic sites and new settlements.
- 2.16 The need for greater flexibility is particularly important given the unresolved concerns around the deliverability of Cambridge East and North East Cambridge. The Site at Cambridge was identified in the Cambridge Structure Plan (2003) for a new community of 10,000 – 12,000 dwellings. Following the adoption of the Cambridge East AAP in 2008,

Marshalls then announced in 2010 that they did not have a deliverable relocation option and that they intended to remain at Cambridge Airport for the foreseeable future, which at the time they confirmed to be not before 2031.

- 2.17 Following the previous consultation on the Local Plan in January 2020, Marshalls then announced in October 2020 that the firm had signed an option agreement for the potential relocation to Cranfield University's proposed airport development, which was granted outline planning permission by Central Bedfordshire Council in April 2018. The Council anticipate that the site can start delivering housing from 2031. However, the relocation of the airport is a significant undertaking and an 'option agreement' in our view, does not provide sufficient justification that the site will be available for the development of housing by 2031.
- 2.18 North East Cambridge is a large brownfield opportunity identified to deliver 8,350 new homes and 15,000 additional jobs. The development is predicated on the relocation of the existing Waste Water Treatment Works, a process being led by Anglian Water. The deliverability of this scheme is therefore very dependent on the outcome of the Development Consent Order proposals for the Cambridge Waste Water Treatment Plant Relocation Project. The project is currently in the pre-application phase for a Development Consent Order (DCO) and it is not anticipated that the application will be submitted till late 2022/early 2023.
- 2.19 Despite the fact that the application for the relocation of the waste water treatment works has not even been submitted, the Councils' have estimated that from 2026 the site can deliver housing at a rate of 100 dwellings per annum and at its peak deliver 350 dwellings per annum by 2033. In view of the average length of time it takes to achieve a DCO consent is around 2 years from submission and the significant remediation that will be required prior to the construction of housing, we have strong reservations with regards to the draft trajectory set out in the Development Strategy Topic Paper.
- 2.20 Although Miller has no objection to these two sites in principle, there are existing impediments to development which will likely take a considerable amount of time to overcome. On this basis, we would strongly urge the Council to take a more pragmatic approach in relation to the housing land supply over the plan period and provide for a greater mix of sites, specifically smaller and medium sized sites, which can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly.
- 2.21 Notwithstanding our concerns with regards to the deliverability of some of the larger strategic sites, regardless of these larger sites coming forward we do not consider that the development strategy as currently drafted will promote sustainable development in rural areas and maintain the vitality of rural communities. Paragraph 79 of the NPPF states that:
- "Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services."*
- 2.22 Contrary to national planning guidance, the Councils development strategy states at page 39 that their evidence shows that the villages 'should play only a limited role in meeting future development needs'. Firstly it is not clear what 'evidence' the Councils'

are referring to which justifies proposing very little and in many cases no growth in Greater Cambridge's most sustainable villages. At page 122 the Council state that:

"We want our rural villages to continue to thrive and sustain their local services, but we don't want to encourage lots of new homes in places where car travel is the easiest or only way to get around. We therefore propose some development in and around villages that have good transport links and services, while in smaller villages, we propose that only small-scale infill development and affordable housing would be permitted."

- 2.23 Despite having excellent public transport links and a good range of services, the development strategy as currently drafted proposes relatively limited growth around Melbourn. It is critical that the Councils' revise their strategy to provide the correct balance of housing. The development of small to medium scale sites can benefit existing communities through the provision of new facilities and green infrastructure that will benefit both new and existing residents. As currently drafted the development strategy is not responsive to the local circumstances of its rural areas and as such is considered inconsistent with national planning policy and 'unsound'.

Policy S/SH: Settlement Hierarchy

- 2.24 It is proposed in the Draft Local Plan that the village of Melbourn remains a Minor Rural Centre rather than being upgraded to a Rural Centre.
- 2.25 Rural Centres are described in the adopted South Cambridgeshire Local Plan as the most sustainable villages of the district and are described as having:

"...good access to a secondary school (either within the village or accessible by good public transport), employment opportunities, a variety of services and facilities and have good public transport services to Cambridge or a market town"

- 2.26 In terms of population, the 2011 Census confirmed the population of Melbourn to be 4,689.
- 2.27 Melbourn has a wide range of services and facilities, including schools at both primary and secondary level, a health centre, a community hub, two garden centres, cafes, restaurants, takeaways, pubs and two convenience stores.
- 2.28 In terms of promoting sustainable modes of transport, Melbourn has excellent bus links, with the Intalink 915 providing a direct hourly service to Royston and Cambridge. The village is also within a 30 minute walk/7 minute cycle of Meldreth Train Station, which is on the mainline between Cambridge and London Kings Cross. There is dedicated public footpath linking Melbourn village with the train station. Journeys by train into Cambridge are half hourly and take 16-18 minutes. Journeys to London's Kings Cross take approximately 1h 10m.
- 2.29 In addition to being within a reasonable distance of a wide range of employment opportunities in Cambridge the village has historically had a positive work population:

employment ratio. This includes the Melbourn Science Park, a growing science and tech cluster, specialising in combined life sciences and engineering.

- 2.30 In conclusion, Melbourn scores highly on the factors assessed and should not reasonably fall within the category of Minor Rural Centre. Such villages are described as having '*a lower level of services, facilities and employment than Rural Centres*'. The high service provision, high quality public transport and the employment opportunities clearly demonstrates that Melbourn should be re-classified as a Rural Centre.

3. Rest of the Rural Area

3.1 The Draft Local Plan identifies Melbourn as falling within the policy area 'Rest of the rural area'.

3.2 As previously mentioned the Councils' state at page 122 of the Draft Local Plan that the strategy for this area is as follows:

".....propose some development in and around villages that have good transport links and services, while in smaller villages, we propose that only small-scale infill development and affordable housing would be permitted. Any development in and around villages needs to be well-designed for the rural setting, with a strong relationship to landscape"

3.3 Policy S/RRA of the Draft Local Plan sets out the site allocations in the rest of the rural area. For the entire area, which covers 3 rural centres and 12 Minor Rural Centres, the Council have identified only four sites for housing as follows:

- The Moor, Moor Lane, Melbourn – 20 homes
- Land to the west of Cambridge Road, Melbourn – 120 homes
- Land at Mansel Farm, Station Road, Oakington – 20 homes
- Land at Highfields (phase 2), Caldecote – 64 homes

3.4 The Plan states that the top priority is to reduce carbon emissions and to that end provide jobs and homes in close proximity to one another and major public transport routes. Given its superior range of facilities and excellent public transport services to Cambridge, Miller are strongly of the view that the development strategy should be seeking to identify further growth to the north east of Melbourn, where there are opportunities to locate development close to the A10, a well-established public transport corridor.

3.5 As shown on Figure 11 of the Draft Local Plan, the section of the A10 between Cambridge, Melbourn and Royston is identified as forming part of the Greenways programme, to encourage commuting by sustainable transport modes into Cambridge city from South Cambridgeshire villages. In June 2020 the Greater Cambridge Partnership approved plans for improvements along the route of the A10 to provide a dedicated cycleway between Cambridge and Royston.

3.6 As shown on the accompanying Facilities Plan, provided at **Appendix 3** of the representations, the Site, promoted by Miller, benefits from direct access onto Cambridge Road, one of the main routes into and out of the village linking with the A10. A dedicated cycle/pedestrian path passes along Cambridge Road, providing future residents with safe access into the village and out to the A10 thus encouraging more sustainable patterns of travel.

- 3.7 In terms of environmental constraints, the Site's suitability was assessed as part of the Greater Cambridge Housing and Economic Land Availability Assessment, published in September 2021. In landscape terms Council Officers considered that residential development would be '*appropriate*' on the Site when '*considering the adjacent existing residential properties*'. The Council were of the view that '*Development here would follow the pattern of growth along Cambridge Road*'.
- 3.8 The closest nature conservation site is Fowlmere Watercress Beds SSSI, a approximately 950m to the east. The Council were of the view that development of the site may have a detrimental impact on this designated site, but the impact could be reasonably mitigated or compensated. Indeed, the Council were of the view that all potential environmental effects including transport, noise, air quality, archaeology, flood risk and the historic environment could be reasonably mitigated.
- 3.9 As previously stated an Illustrative Masterplan has been prepared for the Site, showing how the Site could be delivered to provide a long lasting positive addition to Melbourn. The new community will be based upon sustainable and healthy lifestyles and designed for climate resilience and adaptation. The benefits for bringing the scheme forward include the following:
- Approximately 35% of the Site will be green space, providing a network of multi-functional green infrastructure that supports a range of informal and formal activities for everyone's participation and enjoyment including natural play areas for younger children, ecologically rich meadow areas, and SuDS.
 - A substantial biodiversity net gain can be delivered on the Site by converting existing arable fields of low ecological value to a mosaic of species-rich grasslands, new flood meadow, hedgerow enhancements and new native tree and shrub planting across the Site. Proposed planting and long term management will create new and enhanced habitats;
 - Incorporate sustainable drainage systems which will discharge surface water in line with the SuDS hierarchy and national and local planning policy;
 - A community that is designed to meet the changing needs of an ageing population to promote both independence and provide opportunities for social interaction;
 - A high quality scheme that complements the character of Fulbourn through the identification of its unique characteristics and sensitive integration with the existing settlement pattern of the village;
 - New and improved footpaths, cycleways, connecting people and places with a scheme that is designed around promoting active travel (cycling and walking) over car-based travel;
 - Provision of electric vehicle charging points to all homes;

- Approximately 250 high quality homes, including affordable and market homes including homes designed to meet the needs of first time buyers and an ageing population;
- New homes that will be highly sustainable and designed to meet the Future Homes Standard 2025 and contribute towards achieving zero carbon by 2030; and
- A wide variety of house types and tenures to suit a wide range of households looking to start on the housing ladder, buy a family home or downsize.

3.10 In addition to the environmental and social benefits outlined above, economically the development would generate direct and indirect economic benefits. Pegasus have prepared an Economics Benefit Statement, which outlines the economic benefits could be generated by the development. A copy of the statement is provided at **Appendix 4**. The main economic benefits from the scheme can be summarised as:

Construction Phase

- **Direct construction-related employment:** The proposed development could directly support 30 jobs per year within the construction sector or 149 'job years' over an estimated 5-year build programme.
- **Construction impact in the supply chain:** A further 52 jobs a year would be supported in supply chains through induced economic effects during the construction phase.
- **Total construction employment impact:** In total, during the construction phase, the proposed development would support an estimated 82 jobs per year, both on-site and in the wider economy.
- **Economic Impact in GVA:** Economic impact can be further measured using the metric of Gross Value Added or GVA. This is estimated to be worth £26.6 million over the complete build period.

Operational Phase

- **Additional Labour Supply:** The proposed development would have an estimated population of 600 and contribute 342 economically active residents to local labour supply.
- **Contribution to local sustainability:** Labour market data shows that in 2019, approximately 65,000 jobs were filled with labour from outside of Greater Cambridge. The proposal supports vital local sustainability by increasing local labour supply.
- **First occupation expenditure:** The dwellings are estimated to generate approximately £1.2 million in first occupation expenditure within 18 months.

- **Increased Council Tax income:** The development could generate up to £503,340 per annum in additional Council Tax revenue for South Cambridgeshire District Council, once fully developed and occupied.
- **Household spend:** Once built and fully occupied, households are estimated to generate expenditure in the region of £7.9million in annual expenditure.

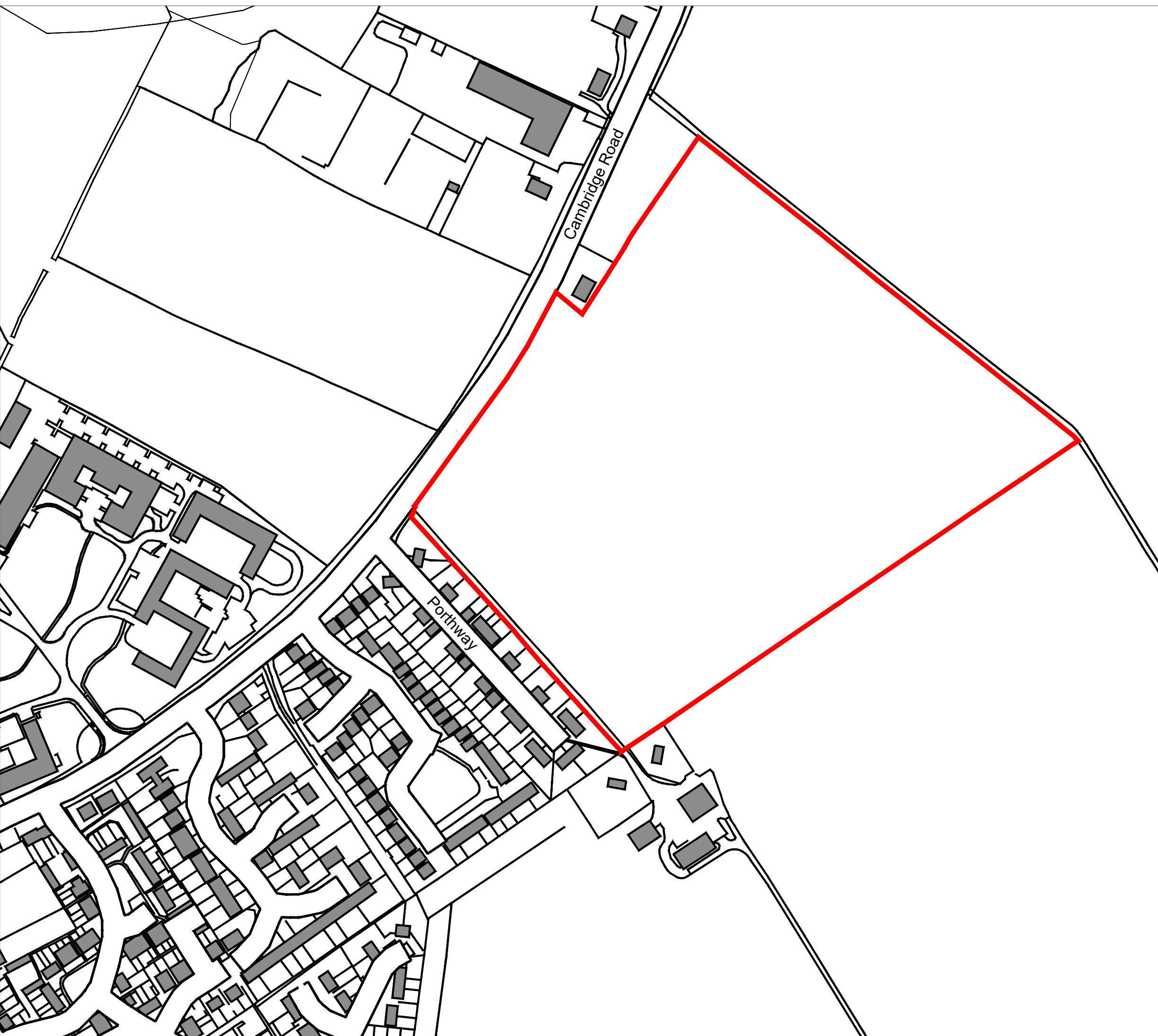
3.11 For the reasons stated above, the Site is considered worthy of being an allocation. The development of the Site is acknowledged by the Council as in keeping with the pattern of growth to the north east of Melbourn, whilst also being in close proximity to a range of services and facilities in the village itself and existing and planned public transport links to Cambridge and other centres. In accordance with national planning guidance, the inclusion of the Site will help the village to 'thrive and grow', whilst also ensuring a more appropriate balance of sites, specifically smaller and medium sized sites which can make an important contribution to meeting the housing requirement of an area.

4. Conclusion

- 4.1 These representations are submitted by Miller Homes, in response to the Greater Cambridge Local Plan First Proposals – Regulation 18 Consultation (September 2021). Miller has an interest in a 9.7ha site, located immediately to the north eastern of Melbourn, off Cambridge Road. A Site Location Plan is provided at **Appendix 1**.
- 4.2 The promoted scheme can deliver a new sustainable urban extension to Melbourn and has the capacity to accommodate around 250 new homes, including new areas of public open space and a high quality landscaping scheme with significant additional planting of native and new specimen trees and hedgerow to the south of the scheme.
- 4.3 In terms of future housing requirements, the need across Greater Cambridge is significant. The Cambridge – Milton Keynes – Oxford arc is a national priority. Indeed, to deliver the transformational growth required, the two authorities should be planning for a much greater need than the figure of 40,400 based on the medium growth scenario set out in the Greater Cambridge Employment Land and Economic Development Evidence Study.
- 4.4 The Council are mindful that their own evidence base identified a higher growth forecast of 78,700, placing greater weight on fast growth in the recent past, particularly in key sectors and that the Study suggested providing flexibility in employment land in case the market delivers more jobs than anticipated. We would strongly advise the Council to ensure that their objectively assessed is more aligned with the higher jobs growth aspirations. An indicative calculation based on Cambridgeshire and Peterborough Independent Economic Review suggests that if the jobs growth is achieved, around 2,900 homes a year would need to be built in Greater Cambridge, an indicative total of 66,900 homes over 2020-2041.
- 4.5 South Cambridgeshire is a rural district council with no large towns, rather, a number of rural centres (classified within the Plan as either rural centres or minor rural centres) together with a distribution of smaller village centres. A soundly based spatial strategy for such a district should therefore primarily seek to strengthen and enhance all these existing rural centres as part of any district-wide or wider Cambridge growth strategy. The submitted spatial strategy however fails to do this as it primarily focuses growth towards strategic sites and new settlements and is therefore completely inflexible.
- 4.6 To meet the housing needs of Greater Cambridge, it is imperative that the spatial strategy provides flexibility between large strategic sites, including new settlements, and those intermediate sites, such as land off Cambridge Road, Melbourn, which can come forward much earlier in the plan period. The need for greater flexibility is particularly important given the unresolved concerns around the deliverability of Cambridge East and North East Cambridge.
- 4.7 Beyond the Cambridge urban area, the largest and most sustainable settlements, within close proximity of the city and along key public transport corridors, are within the Green Belt.

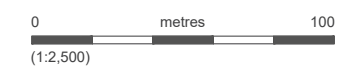
- 4.8 Melbourn is considered one of the larger villages within South Cambridgeshire and boasts many amenities and services for its residents, employees and visitors. The site is within proximity to the growing Melbourn Science Park which is home to cutting edge companies like Astrazeneca and The Technology Partnership (TTP). It is also within a 13-minute walk into the village centre where a number of amenities including Co-Op Food, Melbourn Primary School and the Community Health Centre are located. The site is also within a 30-minute walk/7-minute cycle of Meldreth Train Station and there are bus stops opposite the site that provide services (Stagecoach East) into Royston and Drummer St in the Cambridge City Centre.
- 4.9 In terms of environmental constraints, the Site's suitability was assessed as part of the Greater Cambridge Housing and Economic Land Availability Assessment, published in September 2021. The Council did not identify any environmental or technical constraints that would preclude the development of the Site for residential uses. Indeed, the Council Officers considered that residential development would be *'appropriate'* on the Site when *'considering the adjacent existing residential properties'*. The Council were of the view that *'Development here would follow the pattern of growth along Cambridge Road'*.
- 4.10 An Illustrative Masterplan has been prepared in support of these representations, showing how the site could be developed. The proposal includes generous areas of open space; a high quality landscaping scheme with significant additional planting of native and new specimen tree and hedge planting including a new landscape buffer along the south eastern boundary. This would provide opportunities for amenity, landscape and biodiversity enhancements.
- 4.11 For the reasons stated above, we would strongly urge the Council to allocate Land off Cambridge Road, Melbourn for housing. It can deliver up to 250 dwellings on the edge one of South Cambridgeshire's most sustainable villages, with excellent links to nearby services, the town of Royston and the city of Cambridge. In accordance with national planning guidance, the inclusion of the Site will help the village of Melbourn to *'thrive and grow'*, whilst also ensuring a more appropriate balance of sites, specifically smaller and medium sized sites, which can make an important contribution to meeting the housing requirement of an area. As previously stated, such sites provide the opportunity to deliver more homes earlier in the Plan period and thus complement the longer-term delivery that can be achieved at the larger strategic sites and new settlements.

Appendix 1: Site Location Plan



Cambridge Road

Porthway



Project
Land South of Cambridge Road,
Melbourn
Drawing Title
Site Location Plan

Date	Scale	Drawn by	Check by
13/12/2021	1:2,500 at A3	MR	SR
Project No	Drawing No	Revision	
1191	003	-	

Appendix 2: Illustrative Masterplan



- Red line boundary (9.92 Ha)
- 01 Access point
- 02 Farm access
- 03 Swales and ponds
- 04 Landscape corridor
- 05 Village green
- 06 Play
- 07 Enhanced planting



CLIENT: _____
Miller Homes

PROJECT: _____
Land South of Cambridge Road,
Melbourn
DRAWING: _____
Framework Plan

PROJECT NUMBER: _____
1191

DRAWING NUMBER: _____
002

CHECKED BY: _____
SR

REVISION: _____
V4

STATUS: _____
Draft

DATE: _____
13/12/2021

SCALE: _____
1:2,500



Appendix 3: Facilities Plan

- Existing bus route
- Existing bus stops
- Melbourn Greenway
- Melbourn Village Centre

CAMBRIDGE

40 minutes
1 hour

ROYSTON

19 minutes
22 minutes

MELDRETH

Meldreth
26 minutes
7 minutes

MELBOURN

SITE

Stockbridge Meadows
19 minutes

Co-op Food
15 minutes

Community Hall Melbourn
14 minutes

Melbourn Sports Centre
12 minutes

Melbourn Village College
12 minutes

Little Hands Nursery School
14 minutes

Melbourn Health Centre
14 minutes

Melbourn Primary School
16 minutes

Melbourn Science Park
4 minutes

Clear Crescent Playground
16 minutes

Melbourn Springs Care Home
22 minutes

Orchard Surgery
18 minutes

East of England Ambulance Service
25 minutes

Kingsway Golf Course
5 minutes

RSPB Fowlmere Nature Reserve
10 minutes

N.

CLIENT:
Miller Homes

PROJECT:
Land South of Cambridge Road, Melbourn

DRAWING:
Facilities Plan

PROJECT NUMBER:
1191

DRAWING NUMBER: SK001
CHECKED BY: SR

REVISION: V1
STATUS: Draft

DATE: 30/11/2021
SCALE: NTS



Appendix 4: Economic Benefits Statement



ECONOMIC BENEFITS STATEMENT

LAND EAST OF CAMBRIDGE ROAD, MELBOURN, SOUTH CAMBRIDGESHIRE

ON BEHALF OF MILLER HOMES LTD.

Date: December 2021

Pegasus Reference: P21-XXAP

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ECONOMIC BENEFITS OF THE PROPOSALS

Scope and Purpose

- 1.1 This Economic Benefits Statement and accompanying infographic (appendix 2) has been produced on behalf of Miller Homes Limited. It relates to the proposed development of 250 residential homes on land at the northern end of the village of Melbourn, approximately 9 miles southwest of Cambridge. It outlines the potential economic benefits that could be generated by the development.
- 1.2 The benefits that would be created by the scheme are set out and include:
- Construction employment opportunities.
 - Contribution of the construction phase to economic output.
 - Household expenditure associated with residents of the new dwellings.
 - Economically active people living in the development.
 - Additional local labour supply.
 - The proposal will also increase Council Tax revenue for South Cambridgeshire District Council.

Main Findings

- 1.3 The main economic benefits from the scheme can be summarised as:

CONSTRUCTION PHASE

- **Direct construction-related employment:** The proposed development could directly support 30 jobs per year within the construction sectorⁱ or 149 'job years' over an estimated 5-year build programme.
- **Construction impact in the supply chain:** A further 52 jobs a year would be supported in supply chains through induced economic effects during the construction phaseⁱⁱ.
- **Total construction employment impact:** In total, during the construction phase, the proposed development would support an estimated 82 jobs per year, both on-site and in the wider economy.
- **Economic Impact in GVA:** Economic impact can be further measured using the metric of Gross Value Added or GVA. This is estimated to be worth £26.6 million over the complete build period. ⁱⁱⁱ

OPERATIONAL PHASE

1.4 **Contribution of the operational phase to economic output**

- **Additional Labour Supply:** The proposed development would have an estimated population of 600 and contribute 342 economically active residents to local labour supply.
- **Contribution to local sustainability:** Labour market data shows that in 2019, approximately 65,000 jobs were filled with labour from outside of Greater Cambridge. The proposal supports vital local sustainability by increasing local labour supply.
- **First occupation expenditure:** The dwellings are estimated to generate approximately £1.2 million in first occupation expenditure within 18 months^v.
- **Increased Council Tax income:** The development could generate up to £503,340 per annum in additional Council Tax revenue for South Cambridgeshire District Council, once fully developed and occupied^{vi}.
- **Household spend:** Once built and fully occupied, households are estimated to generate expenditure in the region of £7.9million in annual expenditure^{ix}.

APPENDIX 1 – DATA SOURCES

ⁱ The estimated construction cost of around £14million has been divided by the average turnover per construction employee in the East of £194,191, based on figures derived from the 2021 edition of Business Population Estimates produced by the Office for National Statistics. The construction cost has been estimated using the BCIS Online tool.

ⁱⁱ It is widely recognised that housebuilding has knock-on effects for other sectors, which leads to increased demand for building materials and equipment at the construction phase, as well as domestic furniture and carpets etc. following completion. This generates and sustains employment in other sectors. The July 2018 'Economic Footprint of House Building in England and Wales' report by the Home Builders Federation found that for every 1 job in housing construction, the scale of employment supported is equivalent to between 2.4 and 3.1 direct, indirect and induced jobs per new dwelling built. Taking an average of these figures, a multiplier of 2.75 has been used – i.e. for every 1 job in house building, a further 1.75 jobs are supported in the wider economy.

ⁱⁱⁱ GVA calculated using data from the Office for National Statistics – sub-regional GVA figures (2019) and job estimates from the Business Register and Employment Survey (2019).

^{iv} Calculated using data from the Annual Population Survey. The following occupations are used as a proxy for higher value occupations: managers, directors & senior officials; professional; and associate professional & technical.

^v The average homeowner spends approximately £5,000 to make their house 'feel like home' within 18 months of moving in. This includes money spent on things like furnishing and decorating – which generates economic benefits for the local economy in terms of direct and induced job creation.

<http://www.independent.co.uk/voices/2012/11/02/it-costs-5000-to-turn-a-house-into-a-home>

^{vi} Based on Council Tax for 2021/22 in South Cambridgeshire of £2,013.36 for a dwelling in Band D.

APPENDIX 2 – INFOGRAPHIC

P21-0000

ECONOMIC BENEFITS

250 DWELLINGS AT MELBOURN,
SOUTH CAMBRIDGESHIRE

CONSTRUCTION BENEFITS



30
Direct construction roles per annum.



£26.6m GVA
Economic output contribution over 5-year build program



52
Supply chain jobs supported



80
Jobs supported in total per annum

OPERATIONAL BENEFITS



£1.2million
Estimated first occupation expenditure.



342
Economically active people added to local labour supply



£0.5m
Estimated annual increase in Council Tax revenue.



£7.9m
Annual household spend