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Wednesday 20 June 2012

To: Chairman – Councillor David Bard  
Vice-Chairman – Councillor  
All Members of the Council  
Quorum: 15

Dear Councillor

You are invited to attend a special meeting of **COUNCIL**, which will be held in **COUNCIL CHAMBER, FIRST FLOOR** at South Cambridgeshire Hall on **THURSDAY, 28 JUNE 2012** at **10.00 a.m.**

Yours faithfully  
**JEAN HUNTER**  
Chief Executive

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## AGENDA

## PAGES

- |   |                |
|---|----------------|
| <b>1. APOLOGIES FOR ABSENCE</b><br>Apologies have been received from Councillor Tony Orgee, Chairman of the Council, who will endeavour to attend part of the meeting if possible.                            |                |
| <b>2. APPOINTMENT OF VICE-CHAIRMAN OF THE MEETING</b><br>In the absence of the Chairman, the Vice-Chairman will take the Chair for this meeting. Council is asked to appoint a Vice-Chairman for the meeting. |                |
| <b>3. DECLARATIONS OF INTEREST</b>  |                |
| <b>4. SOUTH CAMBS LOCAL PLAN: AGREEMENT OF ISSUES AND OPTIONS</b>   | <b>1 - 356</b> |

### **OUR VISION**

South Cambridgeshire will continue to be the best place to live and work in the country. Our district will demonstrate impressive and sustainable economic growth. Our residents will have a superb quality of life in an exceptionally beautiful, rural and green environment. The Council will be recognised as consistently innovative and a high performer with a track record of delivering value for money by focussing on the priorities, needs and aspirations of our residents, parishes and businesses.

### **OUR VALUES**

We will demonstrate our corporate values in all our actions. These are:

- Trust
- Mutual respect
- A commitment to improving services
- Customer service

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**SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL**

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**REPORT TO:** Special Council meeting

28 June 2012

**AUTHOR/S:** Planning and New Communities Director

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**SOUTH CAMBRIDGESHIRE LOCAL PLAN  
ISSUES AND OPTIONS REPORT FOR CONSULTATION****Purpose**

1. Council is invited to consider and comment on the Issues and Options Consultation Report prior to the Localism, Planning Policy and Transport Portfolio Holder's decision to approve for public consultation from 12 July to 28 September.

**Executive summary**

2. The current Local Development Framework documents were adopted between January 2007 and January 2010.
3. It is time to update the current Local Development Framework because:
  - The current plan has an end date of 2016
  - The national economic slowdown has slowed the delivery of housing development
  - Marshall of Cambridge have been unable to relocate their businesses and a major site for some 7,500 new homes in South Cambridgeshire will not come forward by 2031
  - The Localism Act 2011 and new National Planning Policy Framework have introduced a number of changes to national policy,
4. The preparation of an updated Local Plan involves a number of stages, including public consultation.
5. The Issues and Options stage involves identifying and considering the issues that South Cambridgeshire will face over a period of at least 15 years from the adoption of a new Local Plan. The public and stakeholders will be asked for their views to inform the new Local Plan.
6. The District Council has worked with neighbouring authorities in particular Cambridge City Council and Cambridgeshire County Council to consider issues across the area.
7. Consultation on the Issues and Options Report is scheduled for ten weeks between 12 July and 28 September 2012.

**Recommendations**

8. This report is being submitted to the Full Council for consideration and comment before decision by Portfolio Holder for Localism, Planning Policy and Transport. The Portfolio Holder will be recommended to:
  - agree the Issues and Options Report (Appendix A) for consultation between 12 July and 28 September;
  - note Integrated policy assessment and sustainability appraisal summary

## Appendix B

- agree that any minor amendments and editing changes that need to be made prior to publication should be agreed by the Director for Planning and New Communities in consultation with the Local Plan and Localism Portfolio Holder.

9. The full Issues & Options report is necessarily technical in order to demonstrate that the Council has considered matters in sufficient depth to show an independent planning inspector that the new Local Plan is soundly based. Once the Portfolio Holder has agreed the consultation document, a shortened version will also be produced ready for the beginning of the public consultation on 12 July.

## Background

10. The current Local Development Framework (LDF) suite of documents was adopted between January 2007 and January 2010. They set out a vision, policies and proposals for development and land use in South Cambridgeshire to 2016 and beyond for some longer term proposals, e.g. Northstowe. The LDF gives effect to a sustainable development strategy taken from the last Structure Plan and East of England Plan, and proposes a sequence of development in South Cambridgeshire with:
- (a) development on the edge of Cambridge on land removed from the green belt
  - (b) the new town of Northstowe
  - (c) development in the larger and better served villages designated as Rural Centres and Minor Rural Centres.
11. The primary objective of this strategy is locate more new homes close to the main concentration of jobs and jobs growth in and close to Cambridge. This approach involved a review of the inner boundary of the Cambridge Green Belt. This included Cambridge Airport where 12,000 new homes (7,500 in South Cambridgeshire) were expected to be built, most after 2016. This strategy is a departure from previous plans which constrained the growth of Cambridge and dispersed housing development to the villages and market towns.
12. Whilst the current Local Development Framework is an effective set of documents and good progress is being made in terms of the delivery of its proposals, a number of factors come together to mean that an update is timely, as listed in paragraph 1.2 above.
13. Planning policies need to be kept up to date and the Council agreed in 2011 to review its plans, with adoption of a new Local Plan by early 2015.
14. The Localism Act received royal assent in November 2011 providing for the abolition of Regional Spatial Strategies (RSS) and the introduction of Neighbourhood Planning. The National Planning Policy Framework (NPPF) came into effect on 27 March 2012. The NPPF gives a 12 month period for Councils to update their plans to ensure consistency with the framework. Weight can be given to policies in emerging plans as they progress through the review process, and the current LDF is considered to be in general conformity with the NPPF. The Council will have a draft Local Plan by summer 2013.
15. The preparation of a Local Plan involves a number of stages including public consultation. This is to ensure that it is robust, comprehensive and founded on the principles of sustainable development. Key stages in the process are:
- **Preparation of Evidence Base:** A number of local studies which will be used to inform issues and options and policy development;
  - **Consultation on Issues and Options:** Identification of issues to be addressed by the new Local Plan and options for policies and proposal where there are genuine choices to

be made. These will be published for consultation with the public and other stakeholders;

- **Consultation on the Draft Plan:** Consultation on the draft Plan having taken account of the comments made at the Issues and Options stage (substantial changes would require further public consultation).
- **Submission:** Submission of the new Local Plan to the Secretary of State;
- **Examination:** An independent Planning Inspector considers the 'soundness' of the Local Plan in a public examination and produces a report to the Council. Those tests are set out in the NPPF and include:
  - **Positively prepared** – based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;
  - **Justified** – the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;
  - **Effective** – deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and
  - **Consistent with national policy** – the delivery of sustainable development in accordance with the policies in the NPPF;
- **Inspector's Report:** The Inspector will produce a report to the Council which may include proposed changes to the Submission Local Plan. The Localism Act allows the Council to either accept the changes the Inspector proposes or to propose its own changes to address the Inspector's concerns. The Council cannot however adopt an 'unsound' plan and will therefore have to make relevant changes.
- **Adoption:** Formally adopted by the Council.

## Issues and Options

16. This stage is about considering the issues that South Cambridgeshire will face over the next two decades. The Issues and Options Report presents a set of themes that broadly follow those in the Cambridge City Council Issues and Options consultation that is currently being carried out.
17. Over the last year work has been undertaken to compile the evidence base. This has involved a number of studies and working with key partners. A series of workshops were held in March with District and Parish Councillors, service and infrastructure providers, developers and agents.
18. A list of evidence base documents is on the Council's web-site and will be attached as an Appendix to the Issues & Options Report.

Appendix A includes the Issues and Options Report. The Report includes a vision, strategic objectives, and specific chapters relating to the future spatial strategy, possible opportunity areas and other topic areas. The chapters are as follows:

- ⋈ **Chapter 1** is the introduction which describes the overall purpose document.
- ⋈ **Chapter 2** sets out a possible vision for South Cambridgeshire to 2031
- ⋈ **Chapter 3** contains the forecasts for jobs and housing.

- ⤴ **Chapter 4** concerns the spatial strategy and focuses on the location of housing and employment.
- ⤴ **Chapter 5** sets out a number of development site options which come mainly from the 'call for sites' last summer. There may be consultation later in the year with the City Council regarding detailed site options on the edge of Cambridge.
- ⤴ **Chapter 6** covers climate change including water
- ⤴ **Chapter 7** deals with quality of design and landscape.
- ⤴ **Chapter 8** sets out options to protect and enhance the historic and natural environment.
- ⤴ **Chapter 9** is about delivering high quality housing.
- ⤴ **Chapter 10** deals with the local economy, including sections on employment, retail and tourism.
- ⤴ **Chapter 11** is concerned with successful communities, including the provision of open space, leisure and community facilities.
- ⤴ **Chapter 12** deals with transport and infrastructure.

19. The overarching objective in national policy to secure sustainable development, covering environmental, economic and social factors has strongly influenced the development of the options in these chapters.

### **Levels of Housing and Employment Provision**

20. District Councils are now responsible for setting their own level of housing and employment provision rather than targets being set at a regional level through Regional Spatial Strategies (RSS). This means that the Council needs to establish an appropriate level of housing and employment provision to 2031. The NPPF requires that the levels of housing and employment provision are objectively assessed and include consideration of cross boundary and strategic issues.
21. South Cambridgeshire has experienced strong and persistent growth over many decades driven by the economic strength of the Cambridge area. In the last decade alone the District grew 10,000 jobs at a time when job growth in Cambridge was static and even during the recession the number of jobs has continued to grow. The Council's vision is for South Cambridgeshire to demonstrate impressive and sustainable economic growth and a key issue for the new Local Plan will therefore be how many new homes and jobs should be provided over the next 20 years.
22. Planning for an appropriate level of housing and employment provision means taking account of a range of forecasts for possible population, homes and jobs growth. The options that were produced in May for the review are:
- **Low:** 14,000 jobs (700 jobs per year)
  - **Medium:** 23,100 jobs (1,200 jobs per year)
  - **High:** 29,200 jobs (1,500 jobs per year)
  - Jobs growth 1991-2011 was 1,600 jobs per year



23. The Medium forecast is the level of growth that the forecasters consider to be the most likely and takes account of the latest Bank of England forecasts. The High level is based on the national economy (Gross Domestic Product or GDP) growing at half of 1% above the forecast and the Low level is based on growth at half of 1% below the forecast. The forecasters advise that these are reasonable tolerances.
24. Jobs growth is the main factor driving population and housing growth in South Cambridgeshire. The new Local Plan will need to provide for a commensurate amount of housing provision but this is not the same number as job forecasts. Allowing for the loss of allocations such as Cambridge Airport, the current LDF still has deliverable allocations for 14,200 new homes in South Cambridgeshire. These can be carried forward into the new Local Plan. Taking account of this, the additional options for housing allocations to be added in the new Local Plan are:
- **Low:** 4,300 additional homes (18,500 in total, 925 per year)
  - **Medium:** 6,800 additional homes (21,000 in total, 1,050 per year)
  - **High:** 9,300 additional homes (23,500 in total, 1,175 per year)
25. The High level of growth would be a continuation of the same levels of growth for which the Council is planning in its current Local Development Framework but which was only achieved during the final year of the boom preceding the 2008 recession.
26. The Council is also required to make provision for Gypsy and Travellers. In March 2012, the Government released national guidance on planning for Gypsies and Travellers sites. The guidance requires that Councils set pitch targets to address the objectively assessed need, working collaboratively with neighbouring authorities. In 2011, a review of the 2006 Cambridge Sub-Regional Traveller Accommodation Needs Assessment was undertaken. The Housing Portfolio Holder recently accepted the conclusion that gypsies and travellers making up 1% of the population of South Cambridgeshire pitches already in the district, it is likely that an additional 85 pitches will be needed by 2031.
27. The Council has been exploring options for Gypsy and Traveller sites since 2006 and has already carried out an Issues and Options consultation on the approach to planning for Gypsies and Travellers and a consultation on site options and policies.

### **Development Options**

28. It is also important to explore where development should occur. Sustainable development means locating homes, jobs, services and facilities close to one another wherever possible to reduce the need to travel, make bus services viable, support local services and facilities, and generally create a good quality of life.
29. The current Local Development Framework (LDF) includes:
- a) Development on the edge of Cambridge on land removed from the green belt
  - b) The new town of Northstowe
  - c) Development in the larger and better served villages designated as Rural Centres and Minor Rural Centres

30. The issues and options report explores the scope for further development and asks for comments. The options include provision for 3,000 – 12,750 new dwellings in new settlements and up to 5,840 new dwellings in villages.

***'Call for sites'***

31. Last summer's 'call for sites' provided the Council with almost 300 sites to consider for inclusion in the new Local Plan. Ranging from new settlement proposals to development in villages, these sites have been comprehensively evaluated including a full sustainability appraisal to determine which sites merit inclusion in the Issues and Options Consultation as potential site options. A summary of the 'call for sites' assessment is attached at **Appendix B** and the public will be able to draw on the whole assessment in making comments.

***New town options***

32. The 'call for sites assessment' led to 8 sites being put to the Council for consideration for a new settlement scale of development. Two sites have come through as options for the current consultation:
- Waterbeach Barracks and adjoining land where there are 3 options for development:
    - Just redevelopment of the MOD buildings (which would only be a village extension of 900 dwellings)
    - Just the MOD land holding with a capacity for 7,600 dwellings; and
    - The MOD land plus additional land to the north and east with a capacity for 12,750 dwellings
  - Bourn Airfield with the capacity for 3,000 – 3,500 dwellings
33. New settlement sites found not to merit inclusion for public consultation were Six Mile Bottom, Hanley Grange, the CEMEX landholdings at Barrington and development at Heathfield (north of the Imperial War Museum).

***Villages***

34. The Issues and Options report considers the options for further development in the larger better served and more sustainable villages identified as Rural Centres and Minor Rural Centres in the LDF, and also villages close to the Guided Busway. The report includes options for development at Bassingbourn, Cambourne, Comberton, Cottenham, Fulbourn, Gamlingay, Gt Shelford, Girton, Histon, Impington, Linton, Longstanton, Melbourn, Milton, Over, Papworth Everard, Sawston, Stapleford, Swavesey and Willingham. The report also includes options about changes to classification of villages as Rural Centres or Minor Rural Centres and a possible new category of Guided Busway villages.

***Edge of Cambridge***

35. A key issue is whether exceptional circumstances exist to justify the release of further land from the Green Belt to provide housing and employment. In South Cambridgeshire, the most sustainable location for development is on the edge of Cambridge. Due to the closely drawn administrative boundary around Cambridge the Council is working closely with the City Council to consider the needs of the area.

36. At this stage, the approach is to look at broad locations on the edge of Cambridge. Further consultation on any site specific options with detailed boundaries will follow in winter 2012.
37. This approach was supported at the Cambridge City, South Cambridgeshire, County Council Strategic Transport and Spatial Planning Group on 18 April 2012. The report is available online and can be found using the following link:  
<http://www.cambridgeshire.gov.uk/CMSWebsite/Apps/Committees/Meeting.aspx?meetingID=471>
38. At the same time that South Cambridgeshire and Cambridge City are updating their Local Plans, Cambridgeshire County Council is producing and consulting on a new Cambridge Area Transport Strategy (CATS). Consultation on the principles for new CATS began with the City Council's Issues and Options Consultation on 15 June and end at the close of South Cambridgeshire's consultation on 28 September.

### **Sustainability Appraisal and Other Assessments**

39. To ensure that Local Plans in the UK deliver on the Government's requirement for sustainable development, all plans are subjected to sustainability appraisal (SA) throughout their preparation and at adoption. This is also necessary to meet the requirements of the EU Directive on Strategic Environmental Assessment (2001/42/EC). This means that the options have been assessed against a range of social, environmental and economic topics in order to help identify any significant effects. The Sustainability Appraisal will be subject to consultation alongside the Issues and Options Report. Consultees will be able to draw on the findings of the SA to inform their representations to the Issues and Options Report. They will also be able to make comments on the findings of the SA.
40. The SA advises on ways in which any adverse effects could be avoided, reduced or mitigated or how any positive effects could be maximised. It will be used by the Council, along with the consultation responses received, to help decide which options to develop as policies in the Local Plan. The SA will subsequently appraise policies as they are developed to ensure that they are in keeping with the aims of sustainable development.
41. As part of plan-making, other assessments are required. Habitats Regulation Assessment (HRA) is required under the European 'Habitats Directive' (92/43/EEC). It is an assessment of the potential impacts of implementing a plan or policy on European sites of nature conservation importance (Natura 2000 Sites) and aims to avoid any potential damaging effects.
42. There is one Natura 2000 site in South Cambridgeshire at Eversden and Wimpole Woods, the home of a protected species of bats. None of the site options have an impact on this site. Just outside the District, the Ouse Washes are home to a protected species of fish. This will be taken into account during the development of the Local Plan Preliminary assessment of the options suggests that this site will also not be adversely affected but the views of the Environment Agency on projected quality of water outflow from the Uttons Drove WWTW will have to be taken when choosing the preferred site options after the current round of consultations.
43. The Equality Act 2010 requires local authorities to consider how its policies and decisions impact disadvantaged groups and minimise this impact. The Council has undertaken an initial Equalities Impact Assessment of the options to ensure that everything that it is

consulting on could be included in the new Local Plan.

## **Duty To Co-operate**

44. The NPPF places a duty to cooperate on planning authorities for issues that cross administrative boundaries. How this duty has been followed is one of the tests of 'soundness' that the Planning Inspector will apply at the Examination of the Local Plan. Councils are required to work collaboratively to ensure that strategic priorities across local boundaries are properly co-ordinated and clearly reflected in individual Local Plans.
45. At a County level, arrangements have been put in place to facilitate the duty to co-operate with the establishment of a Joint Strategic Planning Unit.
46. Joint working with the City Council and the County Council is well established. The City Council and South Cambridgeshire have jointly commissioned much of the evidence base to support Local Plan preparation.
47. In addition, the Cambridge City, South Cambridgeshire and County Council Strategic Transport and Spatial Planning Group was established earlier this year to provide a senior member sounding board throughout the Local Plan review process.
48. The interrelationship between the two areas means that decisions should not be taken in isolation and the future approach needs to be a joined up and seamless approach to the proper planning of the area. On the whole South Cambridgeshire looks towards Cambridge as the main centre for services and facilities, and any decision relating to the spatial strategy in South Cambridgeshire is likely to have an impact on Cambridge and vice versa.

## **Consultation Arrangements**

49. The Council has consulted relevant organisations in preparing this report.
50. In accordance with the Council's adopted Statement of Community Involvement, consultation arrangements for the Issues and Options report include:
  - ⤴ Consultation for 10 weeks between 12 July to 28 September 2012 (6 weeks plus an extra 4 weeks to allow for the holiday period).
  - ⤴ Letters and emails informing Consultees of consultation dates and how to view and respond to the consultation material.
  - ⤴ A public notice.
  - ⤴ All documents available on the Council's website and an exhibition in the foyer of the Cambourne offices.
  - ⤴ Libraries to receive electronic or hard copies as agreed.
  - ⤴ An article in the summer edition of South Cambridgeshire News which goes to every household in the district advertised the forthcoming consultation and an in the autumn edition to be distributed in early September;
  - ⤴ Publicity through the Council's Facebook page and Twitter as well as blog.
51. A series of exhibitions will be held across South Cambridgeshire focussing on those locations where there are options for development.
52. Workshops will be held for Parish Councils in the week running up to the Issues & Options consultation explain the issues and options, and receive feedback. There will also be opportunity for Parish Councils to present additional development proposals possibly in lieu of preparing a Neighbourhood Plan as part of the consultation. Any such proposals can be

consulted on as part of the second part of the Issues and Options Consultation in winter 2012.

## **Next Steps**

54. Once consultation on the Issues and Options Report has finished, all of the representations received will be considered to help develop the Council's preferred approach to drafting the new Local Plan. Council will receive a report on the consultation and how the proposed preferred option responds to the representations received and be invited to make a recommendation to Cabinet to decide the content of the draft Submission Plan.
55. Following this, the new Plan will be published for a further round of public consultation prior to being submitted to the Secretary of State for examination. Any objections received at that stage will be considered by the Planning Inspector at the examination of the Local Plan before the Council can adopt the new Local Plan.

## **Implications**

- **Financial**

56. There are no direct financial implications arising from this report, the cost of preparing a Local Plan is significant but is included in the Medium term Financial Strategy (MTFS) and has been budgeted for over the duration of its preparation. Preparing one single Local Plan rather than three separate Development Plan Documents (Core Strategy, Development Control Policies and Site Allocations) and a separate Gypsy and Traveller DPD will mean that cost and time savings can be achieved.

- **Staffing**

57. There are no direct staffing implications arising from this report.

- **Equal Opportunities**

58. There are no direct equal opportunities arising from this report. An Equalities Impact Assessment has been undertaken as part of preparing the Issues & options report.

## **Consultation**

59. Consultations undertaken and arrangements for the forthcoming public consultation are set out in the report.

## **Effect on Strategic Aims**

60. **Aim 1:** "We will listen to and engage with residents, parishes and businesses to ensure that we deliver first class services and value for money". The Issues and Options Consultation provides the opportunity for all stakeholders in the future of South Cambridgeshire to influence the policies and proposals for new Local Plan before the Council makes any decisions.
62. **Aim 2:** "We will work with partners to create and sustain opportunities for employment, enterprise and world leading innovation." The Issues and Options Report sets out options forecasts for the growth of the local economy, possible revisions to employment policies and options to ensure continued success and the supporting 'infrastructure' from housing to maintaining our high quality environment.

63. **Aim 3:** “We will make sure that South Cambridgeshire continues to offer an outstanding and sustainable quality of life for our residents.” The Council has a duty to secure sustainable development. This lies at the heart of the options set out in the Issues and Options Report and covers all three aspects of sustainability – economic, social and environment. The options have a focus on sustaining and enhancing the qualities of South Cambridgeshire that in national surveys consistently identify the District as one of the best places to live in the UK.

### **Background papers**

Localism Act 2011  
National Planning Policy Framework 2012

### **Appendices**

- A. Issues and Options Report
- B. Integrated policy assessment and sustainability appraisal summary

### **Inspection of papers**

To inspect the background papers or if you have a query on the report please contact:

**Contact Officer:** Keith Miles (Planning Policy Manager)  
**Telephone:** 01954 713181  
**E-mail:** [keith.miles@scambs.gov.uk](mailto:keith.miles@scambs.gov.uk)



# South Cambridgeshire Local Plan

Issues and Options Consultation Member Draft June 2012





## South Cambridgeshire Local Plan

### Issues & Options Consultation

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**Glossary** – to follow



## 1. Introduction

- 1.1. This consultation forms the first stage in preparing an updated Local Plan for South Cambridgeshire that will set out the vision for the district over the years to 2031. The plan affect all of us that live or work in South Cambridgeshire, or who come here to enjoy all that the area has to offer.
- 1.2. South Cambridgeshire is consistently recognised as one of the top places to live and work in the country due to our thriving economy and quality of life. Our successful local economy is important on a national stage and South Cambridgeshire is one of the fastest growing areas in the country.
- 1.3. It is important that we have a plan that strikes the right balance between growth and conservation, valuing what makes the area unique. It's about making sure jobs are created, and new homes provided, in the right areas, and that all transport needs are considered so people have choice about where to live so they do not have to rely on cars for all of their journeys.
- 1.4. The Local Plan will set the levels of employment and housing development that should be provided over that period to best meet the needs of the area and a clear strategy for meeting development needs in the best way possible that protects the quality of life and existing and future residents. It will set policies to ensure that development is of high quality and will meet the challenges we face with an ageing population and changing climate. It will ensure that new development comes with the necessary schools, health facilities, shops, leisure facilities and open spaces that residents need to provide a good quality of life.
- 1.5. The Plan aims to set a strong framework for new development to meet the needs of the area and provide a clear statement for local residents, businesses, service providers and the development industry of what they can expect to happen in terms of change in the built and natural environment over the next couple of decades.
- 1.6. The updated Local Plan needs to respond to the new National Planning Policy Framework (NPPF), the Localism Act 2011 and proposed changes to the ways in which developers will contribute to funding supporting services and infrastructure.
- 1.7. Underpinning the whole of the Issue & Options consultation is the government's commitment to sustainable development. Taking account of local circumstances, the new Local Plan's development and other proposals need to meet the 3 overarching principles of sustainability:
  - **Economic** - contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
  - **Social** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and

- **Environmental** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.
- 1.8. This consultation sets out the main **Issues** for the new Plan, as well as potential **Options** to address them. The consultation document is supported by a raft of technical reports and studies, which are listed in Appendix 1.
- 1.9. The Report is structured around a number of topic areas. The intention is that when the Council comes to make decisions on which policies and proposals to put into the updated plan it will have the benefit of public and stakeholder comments.
- 1.10. The Report includes a vision, strategic objectives, and specific chapters relating to the future spatial strategy and other topic areas. Each chapter provides key facts about the topic. The chapters are as follows:
- **Chapter 1** is this introduction which describes the overall purpose document.
  - **Chapter 2** sets out a possible vision for South Cambridgeshire to 2031
  - **Chapter 3** contains the forecasts from which the plan will identify the development needs for jobs and housing.
  - **Chapter 4** concerns the spatial strategy and whether we should focus development on: the edge of Cambridge; new towns/new villages; and development in the villages.
  - **Chapter 5** sets out a number of site options for housing development. Detailed site options on the edge of Cambridge may be considered at a second consultation in the winter.
  - **Chapter 6** is concerned with sustainable development, climate change, water resources and flooding.
  - **Chapter 7** is concerned with design, landscape, and public realm.
  - **Chapter 8** sets out options to protect and enhance the historic built and the natural environment.
  - **Chapter 9** is concerned with delivering high quality housing.
  - **Chapter 10** deals with building a strong and competitive economy, including sections on employment, retail and tourism.
  - **Chapter 11** is concerned with creating successful communities, including the provision of open space, leisure facilities and community facilities.
  - **Chapter 12** deals with promoting and delivering sustainable transport and other kinds of infrastructure.
- 1.11. The Issues and Options Report contains 112 issues which need to be addressed in updating the Local Plan providing options where appropriate and asking questions to help stakeholders to respond to the consultation.

- 1.12. Consultation runs from 12 July to 28 September 2012 during which time a number of exhibitions will be held in South Cambridgeshire. The dates and times of these exhibitions will be widely advertised at the beginning of the consultation.
- 1.13. During the Issues & Options consultation the Council will be exploring with local communities whether they have development proposals of their own that they would want the Council to include as additional proposals in the new Local Plan, and wants to receive feedback on the issues and options in this report.
- 1.14. Answering the questions set out in the Issues and Options Report can be done in a number of ways. You don't have to answer all questions if you are only interested in some of them. The Council's preferred approach is for questions to be answered using our interactive consultation website which can be found here <http://www>. but you can answer questions by e-mail or in writing using the forms provided. If you do provide answer by e-mail or in writing and do not use a form, please include the issue number for each question that you answer or we cannot guarantee that we will be able to identify the issues and options that interest you.

### **What happens next?**

- 1.15. The expectation is that there will be a further consultation during the winter on any new issues that come out of this consultation which the Council might want to address in the Local Plan. Once all the consultation on Issues and Options is completed, answers to all of the questions will be considered to help develop the Council's preferred approach to the policies and proposals and a draft Local Plan.
- 1.16. Following this, the new Local Plan will be published for a further round of public consultation prior to being submitted to the Secretary of State for examination. Any objections received at that stage will be considered by a Planning Inspector at the examination of the Local Plan before the Council can adopt the new Local Plan.
- 1.17. The District Council is firmly committed to securing high quality development and welcomes the changes in national policy which require developers of proposals to consult local people at an early stage. Having a good plan is only half the story, getting the planning applications right comes next.



## 2. Vision

- 2.1. The Local Plan is an important document that helps the Council deliver its vision. The Council's Vision provides an ideal vision for the Local Plan.

### Issue 1: Vision

South Cambridgeshire will continue to be the best place to live and work in the country. Our district will demonstrate impressive and sustainable economic growth. Our residents will have a superb quality of life in an exceptionally beautiful, rural and green environment.

**Question 1:** Do you agree that the Council's corporate vision is the right vision for the Local Plan?

Do you have any other suggestions?

- 2.2. Reflecting the corporate vision, there should be a set of objectives for the Local Plan. In developing the objectives we have been guided by views gathered on what is important to local stakeholders.

### Issue 2: Objectives

The objectives for the Local Plan could be:

- A. To support economic growth by supporting our position as a world leader in research and technology based industries, research; and supporting the rural economy.
- B. To provide land for housing that meets local needs and gives choice about type, size, tenure and cost.
- C. To deliver new developments that are high quality and well-designed with distinctive character that reflects their location, and which respond to the challenges of climate change.
- D. To link development with local facilities and services, and sustainable transport including buses, walking and cycling.
- E. To ensure that all new development provides or has access to a range of services and facilities that support healthy lifestyles and wellbeing for everyone, including shops, schools, doctors, community buildings, cultural facilities, local open space, and green infrastructure.
- F. To protect the character of South Cambridgeshire, including its built and natural heritage. New development should enhance the area, and protect and enhance biodiversity.

**Question 2:** Do you agree that the objectives set out in Issue 2 should be included in the Local Plan?

Please provide any comments.

- 2.3. South Cambridgeshire is a prosperous area with high levels of economic activity and low levels of unemployment. Its 350 square miles of countryside provide a high quality setting for its 103 settlements. In recent decades the district has experienced significant

growth, reflecting the success of the local economy and the need for new homes.

- 2.4. The last round of plan making that started around 10 years ago resulted in a significant change of development strategy, away from a strategy of spreading growth around the villages, to a focus of development on the edge of Cambridge, and a new settlement between Longstanton and Oakington, to be known as Northstowe, which would be linked to Cambridge by the Guided Busway. The aim of the strategy has been to deliver more homes near to jobs, reducing the need for commuting, and supporting economic development. There has been good progress bringing forward a number of these sites, and they will continue to deliver new homes and jobs during the life of the new plan. In the rural area, housing development has been generally limited to meet local needs, with larger developments permitted in the best served villages, known as Rural Centres. Figure 1 shows South Cambridgeshire as it is today.
- 2.5. The Local Plan will determine what the development strategy should be in the future, looking forward to 2031. It is an opportunity to consider what has changed since the last plan, to respond positively to the economic downturn, and consider how housing and employment needs can be met in a sustainable way which reflects the views of local people.
- 2.6. The remaining chapters of this report identify a series of issues to consider, and a range of potential options that respond to them, from broad issues regarding the strategy for growth and where it should be focused, specific site options where land could be identified, to options for planning policies that could be used to shape new development. The options identified for the spatial strategy are shown on the Figure 2.
- 2.7. Our neighbouring authorities are also refreshing their Local Plans. This includes Cambridge City, where due to the relationship with South Cambridgeshire there are many overlapping issues, including the potential for cross boundary developments. In the wider area, Alconbury Enterprise Zone in Huntingdonshire will provide around 8000 new jobs and up to 7000 new homes. South Cambridgeshire has been working closely with surrounding authorities, to ensure plans are coordinated and wider infrastructure needs are considered.



**Figure 1:  
South Cambridgeshire Today**

**Key**

 General Extent of the Green Belt


 Major Green Infrastructure Target Areas

1. Fen Drayton Lakes
2. Northstowe
3. Wicken Fen & Anglesy Abbey
4. Cambourne
5. West Cambs Woodland
6. Wimpole


 Major Developments  
*(Housing and employment mix)*

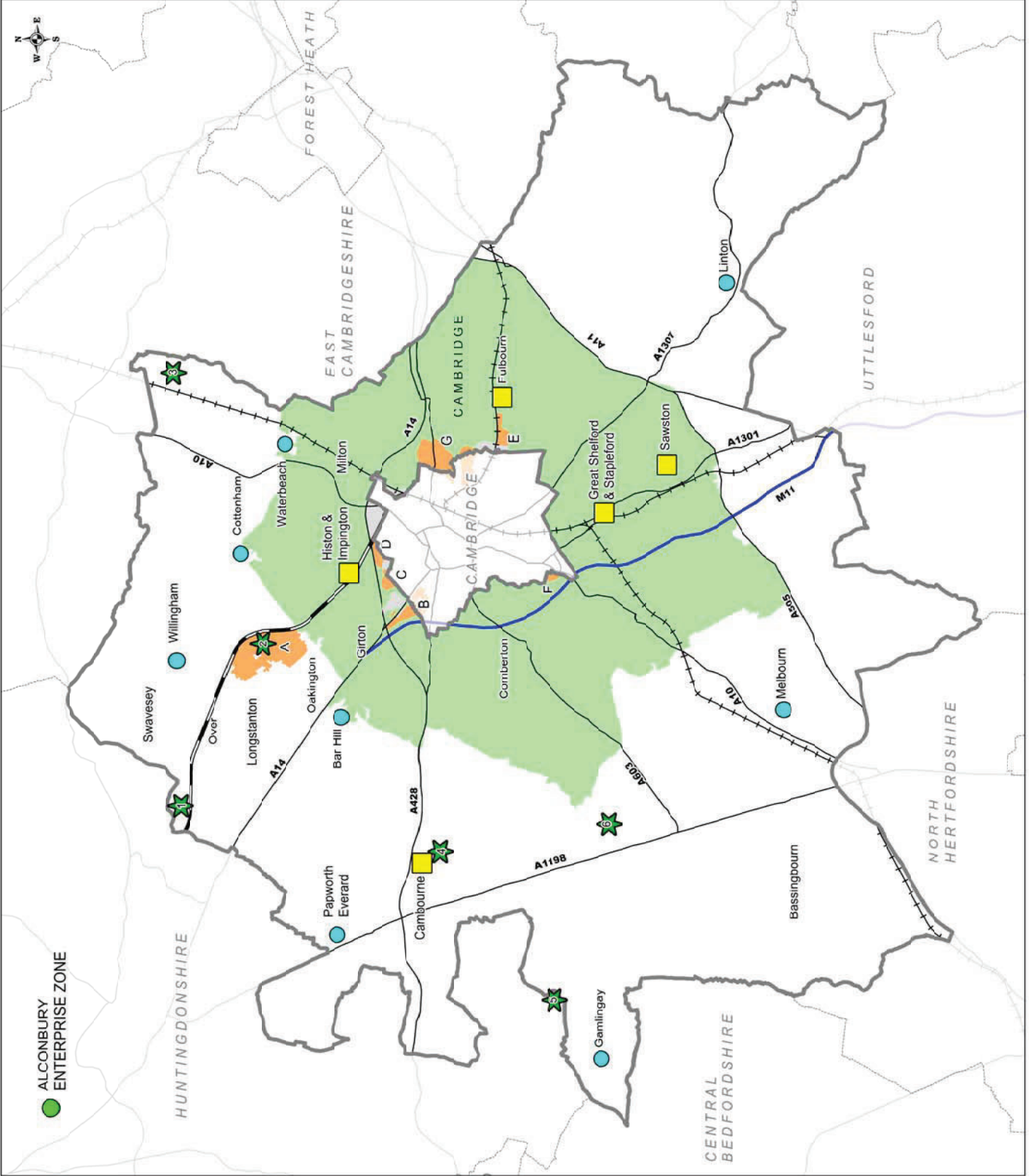
- A. Northstowe
- B. North West Cambridge
- C. NIAB 2
- D. Orchard Park
- E. Fulbourn and Ida Darwin Hospital
- F. Trumpington Meadows
- G. Cambridge East

 Rural Centre

 Minor Rural Centre

 Guided Busway

 Train Line



**Scale 1:150000 @ A3**

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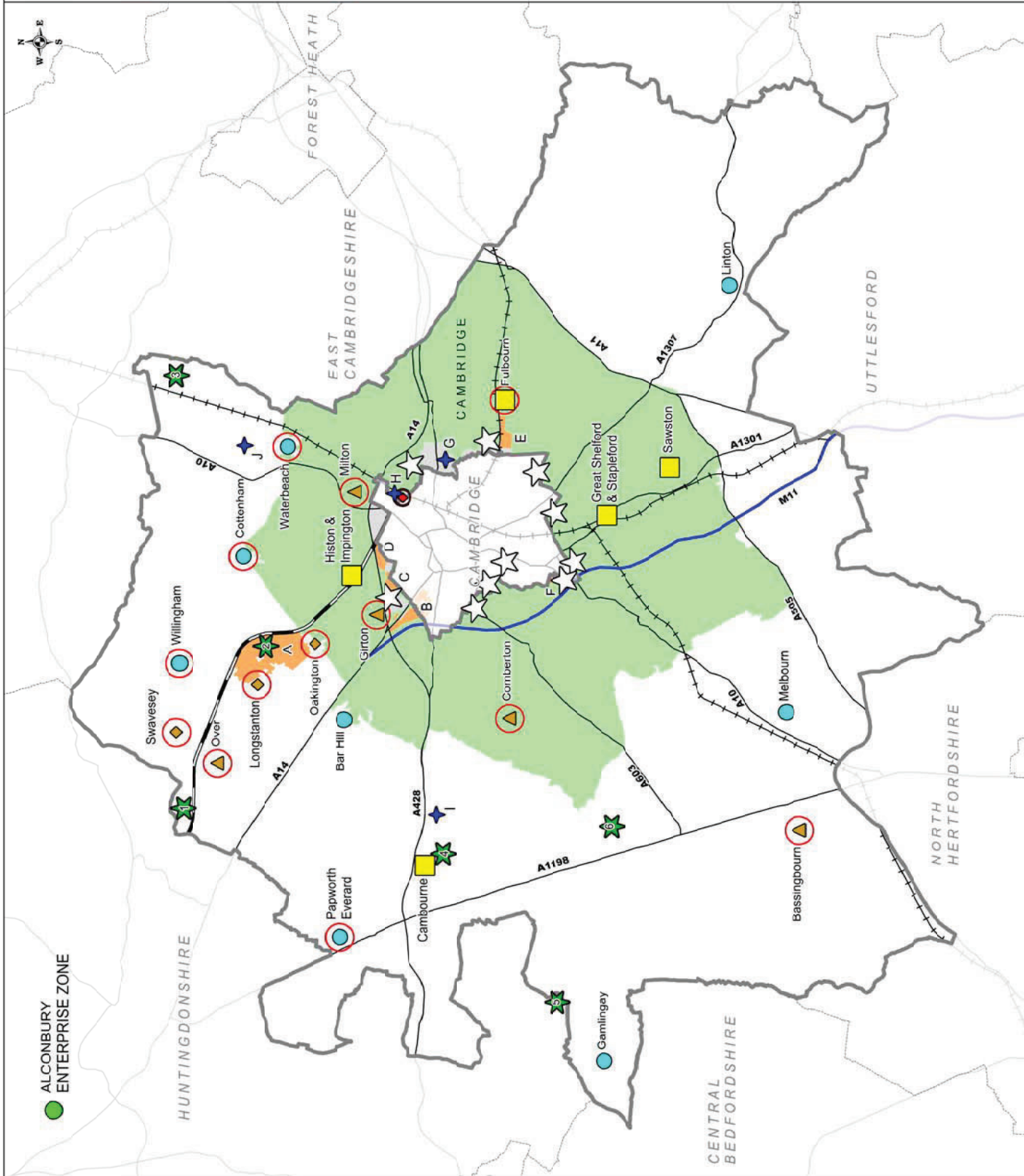
**Figure 2:  
South Cambridgeshire Future**

**Key**

- General Extent of the Green Belt**  
*(could change as a result of review)*
- Major Green Infrastructure Target Areas**
  1. Fen Drayton Lakes
  2. Northstowe
  3. Wicken Fen & Anglesey Abbey
  4. Cambourne
  5. West Cambs Woodland
  6. Wimpole
- Major Developments**  
*(housing and employment mix)*
  - A. Northstowe
  - B. North West Cambridge
  - C. NIAB 2
  - D. Orchard Park
  - E. Fulbourn and Ida Darwin Hospital
  - F. Trumpington Meadows
- Options for Major Sites**
  - G. Cambridge East
  - H. Cambridge Northern Fringe East
  - I. Bourne Airfield New Settlement
  - J. Waterbeach New Settlement
- Proposed New Cambridge Science Park Station**
- Rural Centre**
- Minor Rural Centre**
- Better Served Group Village**
- Guided Busway Village**
- Option for Category Change**
- Broad Locations**
- Guided Busway**
- Train Line**

Scale 1:150000 @ A3

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### 3. Development Needs

- 3.1. The new Local Plan needs to provide for appropriate levels of employment and housing development in the right locations to support the local economy and provide for housing needs, whilst maintaining the quality of life for residents in existing and new communities as well as the quality of the natural and built environment.
- 3.2. Local Councils are now responsible for setting their own targets for housing and employment provision, rather than having them imposed from above by a regional plan. Targets have to be justifiable, based on evidence of need, and taking into account any cross-boundary and strategic implications.
- 3.3. If planned levels of development are too low, the risk is that they will not be sufficient to meet demand including for affordable housing and to support the economy, or if too high that they cannot be delivered on the allocated sites, both of which outcomes would encourage speculative proposals to come forward to fill the gap. It is therefore important to get the right balance, with appropriate levels of development in accessible locations, and this is one of the most significant issues for the new Plan.

#### Key Facts:

- An updated Local Plan is needed because the existing Plans are approaching the end of their plan period.
- There is a high level of housing need in the district, some to support natural growth but mainly to support the successful economy.
- The Cambridge area has proved relatively resilient to the impacts of the downturn, although jobs growth is still forecast to be significantly lower than anticipated by the East of England Plan 2008.

#### Approach to Jobs and Housing

- 3.4. There is a strong link between jobs and homes. Seeking an appropriate balance will support the economy, whilst delivering homes where people can access work sustainably. To only provide for new jobs would be likely to be found to contribute to be unsustainable development perpetuating the imbalance between homes and jobs in and close to Cambridge and the congestion and emissions that arise from traffic travelling to those jobs. Not supporting jobs could hold back the economy, or lead to higher levels of unemployment.

#### Level of Jobs Provision

- 3.5. In order to consider appropriate targets, the council has explored evidence on how the economy is likely to develop over the next 20 years, and the impact this will have on the number of jobs. This is done through economic forecasting, using complex data on past growth rates, national and regional economic prospects, and growth sectors, to anticipate future growth.
- 3.6. Forecasts undertaken in 2008, carried out during the early part of the economic downturn, anticipated a slow recovery, and therefore that existing planned development would be sufficient to meet long term needs. However, more up to date forecasts completed in 2012 for the Cambridgeshire local authorities have identified that the Cambridge economy has withstood the downturn better than anticipated, and

the earlier forecasts may have been overly pessimistic. In fact, there appears to have been an overall growth in jobs in South Cambridgeshire approaching 4,000 between 2007 and 2011, even though there was a short term dip in total jobs in 2010.

- 3.7. Nevertheless, the rate of jobs growth is still predicted to be much slower than had been predicted at the time of the last round of plan making. Over the last 20 years 1991-2011, the total number of jobs increased on average by 1,600 additional jobs per annum, although it dropped to around 1,000 per annum during the early years of the economic downturn 2008-2011.
- 3.8. Looking forward, the medium growth forecasting model anticipates that jobs will grow at an average of 1,200 jobs per annum over the 20 years of the plan period, about 75% of the rate of increase in jobs over the last 20 years, giving a total of 23,100 additional jobs over the plan period.
- 3.9. The Council has also considered variations to the forecasts, to see what would happen locally if the national economy performed a bit better or worse than expected (if national GDP were to be 0.5% higher or lower than anticipated).
- 3.10. The low growth scenario suggests that the rate of increase in jobs could fall as low as 700 jobs per annum, or a total increase of 14,000 jobs over the plan period. This is an extremely pessimistic prediction and most likely would only become reality if there were some prolonged turmoil in international markets over a period of years. This rate of growth is lower than achieved during the post 2008 economic downturn.
- 3.11. The high growth scenario suggests that the rate of increase in jobs could rise to as much as 1,500 jobs per annum or an increase of 29,200 jobs. Whilst this isn't quite as high as the rate achieved over the last 20 years, it would be extremely optimistic given the natural slow down in growth of the Cambridge Cluster at this stage in its development, even if there were major changes in economic policy locally. It also seems unrealistic given the current state of the economy and the broadly accepted expectations that it will take some considerable time to recover from the downturn.
- 3.12. It will be important to monitor the progress of the economy during the life of the new Local Plan, and respond to changing circumstances if necessary.

### **Issue 3: Jobs Target**

Drawing on the latest predictions for additional jobs, 3 options for the jobs target for the Local Plan have been identified:

a. Lower jobs growth – 14,000 jobs over the Plan period (700 jobs per year)

Advantages:

- Less of an impact on the supply of land
- Would have the smallest impact on demand for new homes

Disadvantages:

- Would lead to fewer job opportunities available for people than the 'higher' options
- Is likely to constrain the Cambridge area's economic potential and hinder its role as a world leader in higher education, research and knowledge based

industries.

b. Medium jobs growth - 23,100 jobs over the Plan period (1,200 jobs per year)

Advantages

- Would continue to support the Council's vision to demonstrate impressive and sustainable economic growth
- Would maintain the role of the Cambridge area as a world leader in higher education, research and knowledge based industries and supporting wider area
- Would provide the number of jobs predicted to be created over the next 20 years.

Disadvantages

- If the economy performs better than expected it may constrain economic potential
- Could lead to fewer job opportunities being available for people than higher options.

c. High jobs growth - 29,200 jobs over the Plan period (1,500 jobs per year)

Advantages:

- Would continue to support the Council's vision to demonstrate impressive and sustainable economic growth
- Would maintain the role of the Cambridge area as a world leader in higher education, research and knowledge based industries and supporting wider area
- Would provide for a similar number of jobs to that delivered over the past 20 years, which is more than predicted as the Cluster matures
- This would lead to more job opportunities than the 'lower' options.

Disadvantages:

- Would have a greater impact on the supply of land
- Would have the largest impact on demand for new homes
- If sufficient housing was not provided there would be an increase in commuting through the district.

To give a comparison, the number of jobs in the district grew by an average of 1,600 jobs per year over the last 20 years, as the Cambridge Clusters were growing at their fastest, and around 1,000 jobs per year overall since the beginning of the economic downturn.

**Question 3:** How much new employment do you consider the Local Plan should provide for?

- a. Lower jobs growth – 14,000 jobs over the Plan period (700 jobs per year)
- b. Medium jobs growth - 23,100 jobs over the Plan period (1,200 jobs per year)
- c. High jobs growth - 29,200 jobs over the Plan period (1,500 jobs per year)

Please provide any comments.
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### **Level of Housing Provision – The Past**

- 3.13. Before considering the future level of housing growth it is important to look at what has been achieved in the past. Recent plans for South Cambridgeshire have included relatively high levels of growth, reflecting the economic success of the Cambridge area and the aim to provide more housing close to jobs in and close to Cambridge.
- 3.14. Looking back at housing completions, the Local Plan which covered the period 1991 to 2006 proposed an annual rate of housing delivery of 753 homes per year (11,300 over the 15 year period). During those 15 years, on average 694 homes were delivered each year, so delivery was relatively close to the planned housing levels.
- 3.15. The current plan, adopted in 2007 proposed a step change in the rate of house building to deliver 20,000 new homes between 1999 and 2016, an average of 1,176 homes per year to be delivered. Since the current plan was adopted, completions increased significantly reaching 924 and 1,274 homes in 2006-2007 and 2007-2008 respectively during the credit fuelled boom, just before the recession hit. This was also before most of the new major sites had begun to deliver houses. It is reasonable to conclude that higher rates of development could be maintained, with appropriate allocations and market conditions.

### **Level of Housing Provision – Looking Forward**

- 3.16. The forecasting models have been used to identify housing options which reflect the alternative jobs growth options, and the balance between homes and jobs mentioned earlier. The housing numbers are lower than the jobs figures, reflecting the overall balance between households and jobs.
- 3.17. Forecasts for natural population growth over the new plan period (just the growth in population arising from people currently living in the district) would require an additional 8,400 dwellings to be built. However, to plan only for this level of growth would not support the predicted growth in the economy and could either stifle the economic growth or lead to increased commuting through the district with adverse impacts on sustainable development.
- 3.18. A low growth housing target option of 18,500 homes is based on past trends in population growth, and it considered to reasonably reflect the low jobs growth scenario.
- 3.19. A medium growth housing target option of 21,500 homes is based on the latest alternative forecasts. This figure is a little higher than considered by the Cambridgeshire Development Study, which fits with the more optimistic forecasts than at that time. It most closely reflects the medium jobs growth option.
- 3.20. A high growth housing target of 23,500 is also based on the findings of the alternative forecasting model. It most closely reflects the high jobs growth option.
- 3.21. In setting the overall housing target, it is important to consider the high level of need in the district for affordable housing. On the basis of current assessments there is anticipated to be an overall need for affordable housing over the plan period in the order of 14,750 dwellings. Housing developments are the key source of providing new

affordable housing, where developers of market housing are required to include a proportion of affordable dwellings. Using the current requirement for 40% of new housing to be affordable, none of the target options for new housing would fully meet the anticipated locally arising needs over the plan period, but higher targets would make a more significant contribution.

- 3.22. Housing provision includes provision for Gypsies and Travellers, the largest ethnic group in South Cambridgeshire. However, Councils are also required to plan specifically for the needs of this group and to set a specific target to meet identified needs over the plan period. This is addressed in Chapter 9: Delivering High Quality Homes.

### **Taking Account of Development Already Planned**

- 3.23. The implications of options for housing growth need to be considered in the context of the current development strategy and the amount of housing that already has planning permission or is allocated for housing development in current plans.

- 3.24. At March 2011 there were 2,897 dwellings already with planning permission but not yet built. In addition, there were also 11,300 dwellings already identified for development in current plans and predicted to have been built by 2031. This includes sites like Northstowe and the planned developments on the edge of Cambridge. This figure is lower than that previously published in the Council's Annual Monitoring Report. This reflects changes in circumstances in relation to 2 major sites:

- Cambridge East - The revised figure excludes land North of Newmarket Road given current uncertainty about the delivery of that site, which will be explored through the plan making process. No allowance has been made for any development at Cambridge Airport. Cambridge East is covered in detail in Chapter 13: Site Specific Issues.
- Northstowe - The outline planning application has now been received and is due to be determined by the end of 2012. The delay has the effect of reducing the amount of the new town that is anticipated to be built by 2031 to approximately 7,500 dwellings with the remaining 2,000 dwellings coming after that date.

- 3.25. Taking permissions and latest predicted delivery from allocations together gives a total housing supply of 14,200 that will go towards each of the housing targets.

### **Issue 4: Housing Provision**

In order to provide for local housing needs, support the continued success of the local economy, and secure more sustainable patterns of development which will help to reduce commuting, congestion and emissions, an appropriate level of housing should be provided in South Cambridgeshire.

There is a strong relationship between jobs and homes in South Cambridgeshire because part of the provision is to enable people to move in to the district to take up work and support the growing local economy and enable it to remain strong and robust into the future.

Therefore there is synergy between the low housing and jobs targets and the same for the medium and high targets which needs to be considered in setting the targets for the new

Local Plan. The following options are put forward for consideration:

A. Lower housing growth - Existing plans PLUS sites for 4,300 additional dwellings.

Target of 18,500 dwellings (925 dwellings per year)

Advantages -

- would provide for locally arising needs
- would limit new development on greenfield land and have least environmental impact.
- would limit the amount of additional traffic arising in the district

Disadvantages -

- would make the lowest contribution towards meeting affordable housing needs
- may not provide adequate levels of housing to support the local economy depending on the jobs target chosen
- would not help provide a more sustainable pattern of development in the Cambridge area, particularly if higher levels of job creation were planned for
- would lead to increased commuting through the district to access jobs in and around Cambridge
- increase pressure for speculative development

B. Medium housing growth - Existing plans PLUS sites for 7,300 dwellings

Target 21,500 dwellings (1,075 dwellings per year)

Advantages -

- would provide for locally arising needs
- would make a better contribution towards affordable housing needs
- would help provide adequate levels of housing to support the local economy and the local recovery from the recession
- would help provide a more sustainable pattern of development with a better balance between housing and jobs in the Cambridge area
- provide a balance between development needs and protecting the environment
- would limit amount of commuting through the district

Disadvantages -

- would not meet all affordable housing needs
- would involve more development on greenfield land
- the infrastructure requirements would need to be considered to ensure all key needs can be met

C. High housing growth – Existing plans PLUS sites for 9,300 dwellings

Target 23,500 dwellings (1,175 dwellings per year)

Advantages -

- would provide for locally arising needs
- would make the best contribution towards affordable housing needs
- would help provide levels of housing to support the local economy particularly if it performs better than predicted and help provide a more sustainable pattern of development.

Disadvantages -



- would be very challenging, if indeed possible, to achieve and so lead to pressures for speculative development
- significant amount of development required would have the greatest environmental impact
- Infrastructure requirements would need to be explored and significant improvements likely to be needed.

**Question 4:** How much new housing do you consider the Local Plan should provide for?

- a. Lower housing growth - additional 4,300 dwellings (equal to 925 dwellings per year)
- b. Medium housing growth - additional 6,800 dwellings (equates to 1,050 dwellings per year)
- c. High housing growth - additional 9,300 dwellings (equate to 1,175 dwellings per year)

**Question 5:** Do you agree that the assumption for delivery of housing at Northstowe?

Please provide any additional comments.

### **Making an Allowance for Windfall Development**

3.26. Windfall development is housing that comes forward on land that is not specifically allocated in Plans, for example an infill development in a village coming forward as a result of a planning application. The National Planning Policy Framework allows Council's to take account of future windfalls for the first five years in their housing numbers if they provide reliable evidence they will come forward.

### **Issue 5: Windfall Allowance**

Windfall development is housing that comes forward on land that is not specifically allocated in Plans. Over the last 20 years, on average around 200 dwellings a year have come forward from this source. The Council could prepare an evidence base to justify a windfall allowance for the first 5 years of the plan.

**Question 6:** Do you consider that the Plan should include an allowance for windfall development?

Please provide any additional comments.

### **Providing a 5-Year Housing Land Supply**

3.27. As well as planning for overall housing needs for the plan period, the National Planning Policy Framework requires the Council to maintain a five year land supply. This is a list of sites that can actually be delivered within the next five years, and is expected to be higher than 5 years' worth of the plans overall requirement. It is published each year in the Annual Monitoring Report.

3.28. The NPPF also introduces a requirement to provide "an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for

land”. It goes on to say that “where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% (moved forward from later in the plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land” (paragraph 47). An issues for the Plan is therefore which approach the Council should take.

3.29. The Council has a record of providing significant levels of housing and has a significant level of identified housing supply. The Council has also continued to maintain up to date development plans. However, in recent years it has not had a 5 year land supply against the Core Strategy target, due to some of the larger sites taking longer to come forward than anticipated, although there coming forward later in the period was always part of the strategy.

3.30. A 5-year supply of housing land relating to each of the housing targets and the implications of the different buffers would be:

	<b>5 year supply</b>	<b>+5%</b>	<b>+20%</b>
<b>Low growth</b>	4,625	231	925
<b>Medium growth</b>	5,250	263	1,050
<b>High growth</b>	5,875	294	1,175

3.31. Whichever buffer is provided for, the Council recognises the importance providing sufficient flexibility in the plan to deal with changing market conditions, as will inevitably be the case over the next 20 years. The plan will need to provide sufficient flexibility in the range, size, type and location of housing allocations to enable a 5-year land supply to be maintained.

**Issue 6: Providing a 5-Year Housing Land Supply**

The Council must be able to demonstrate a 5-year supply of available and deliverable housing land. It must also provide an appropriate buffer that could be brought forward from later in the plan period to make up any identified shortfall when monitored on an annual basis. The normal buffer is 5%. Where there has been “persistent” under delivery, Councils must provide a 20% buffer, effectively an additional year's supply.

**Question 7:** What level of 5-year land supply buffer do you think the Council should plan for that would be capable of being brought forward from later in the plan period?

- a. 5% buffer; or
- b. 20% buffer

Please provide any additional comments.

## 4. Spatial Strategy

- 4.1. A number of factors contribute to quality of life and help make South Cambridgeshire such a good place to live and work. The successful local economy, attractive villages, and the quality of the local environment all come together to give the district its particular character. The relationship with Cambridge and the focus it provides for shopping, entertainment, culture and services for residents of South Cambridgeshire is also significant. Parts of the area look to surrounding market towns for services.
- 4.2. For the success of the district to continue, it is important to make sure that the new Plan has the right development strategy. A key part of that is bringing the three strands of economy, social and environmental issues together to ensure a sustainable future for the district over the period to 2031 and beyond. There will be considerable change not least with significant developments occurring at Northstowe and on the Cambridge fringes and in surrounding areas as at Alconbury Enterprise Zone.

### Key Facts:

- Previous plans shifted development patterns towards the edge of Cambridge, the new town of Northstowe and larger villages.
- Around 25% of the district is designated as Green Belt.
- Settlements have a varied and distinct local character, ranging from compact hamlets to larger villages. There is a need for some additional Gypsy and Traveller pitches to meet the forecast needs of this largest ethnic group in the district.
- Access to services and jobs for many is an issue, due to limited public transport in more rural communities away from transport corridors. 56% of our population live in villages without a Doctors surgery, primary school and food shop.
- The proportion of people that feel they can influence local decisions is higher in South Cambridgeshire than the national average.

### Localism and Relationship with Neighbourhood Development Plans

- 4.3. The Localism Act 2011 creates new responsibilities and opportunities for local communities to be actively involved in planning. The District Council wishes to engage positively with local communities in the preparation of the Local Plan.
- 4.4. Communities will also have the opportunity to prepare their own Neighbourhood Development Plans, where these are consistent with the strategic policies in the current Local Development Framework and, when adopted, the new Local Plan. Neighbourhood Development Plans are optional but Parishes can use them to make their own development proposals if they wish. It is intended that the new Local Plan will be closely aligned with local opinion and will be supported so that time and resources are not required to develop separate neighbourhood plans.

### Issue 7: Localism and Relationship with Neighbourhood Development Plans

The Council will engage with Parish Councils during the Issues and Options consultation to explore ways of meeting local aspirations through the new Local Plan.

**Question 8:** Do you think local aspirations can be reflected in the Local Plan?

If yes, how can this best be done? If no, why do you take that view?

### **Sustainable Development**

- 4.5. The Government's National Planning Policy Framework (NPPF) has at its heart a presumption in favour of sustainable development, which it says should run through both plan making and decision taking.

Sustainable development has twelve core planning principles – plan-led, creative, proactive, high quality design, area specific, low carbon, conserve natural environment, re-use land, mixed use, conserve heritage, actively manage growth, and meet local needs.

- 4.6. The NPPF says that for plan making this means positively seeking opportunities to meet the development needs of the area and planning to meet objectively assessed needs with sufficient flexibility to adapt to rapid change, unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits. The NPPF requires policies in Local Plans to follow the presumption in favour of sustainable development so that it is clear that development that is sustainable can be approved without delay. Clear policies in the Local Plan should guide how the presumption will be applied locally.
- 4.7. As will be explained in this chapter, the current development strategy is founded on the principle of moving to a sustainable pattern of development and supporting economic growth and the success of the local area, while protecting the best aspects of what makes South Cambridgeshire such a successful place to live and work.
- 4.8. One aspect of sustainable development is making the best use of previously developed land, sometimes called 'brownfield' land, and in some parts of the country this can help reduce the amount of 'greenfield' land that is needed for development. Given the rural nature of South Cambridgeshire, there is limited availability of previously developed land, and therefore it is likely that a significant proportion of new development will continue to come forward on greenfield land. The NPPF encourages the effective use of land by re-using previously developed land and therefore the Local Plan should ensure that the re-use of previously developed land in sustainable locations is prioritised, provided that the land is not of high environmental value.

### **Issue 8: Presumption in favour of Sustainable Development**

A key issue for the Plan will be to establish a clear sustainable development strategy for the district and a full range of clear and aspirational policies for achieving sustainable development in the district. A question for the Plan is how best to demonstrate that it supports the presumption in favour of sustainable development.

**Question 9:** Do you think the Local Plan should include a specific policy focusing development on the re-use of previously developed land in sustainable locations, where the land is not of high environmental value?

Please provide any comments.

### The Current Development Strategy

- 4.9. The current development strategy for the Cambridge area aims to encourage the provision of new jobs to support the nationally and internationally successful local economy with its focus on the high technology and research sectors. Cambridge and South Cambridgeshire have strong links and a significant proportion of employment in these sectors is in the business parks in South Cambridgeshire, including the science park, Hinxtton Hall and Granta Park. The strategy set out in the South Cambridgeshire Local Development Framework documents proposes 20,000 new homes between 1999 and 2016, which will help support employment growth.
- 4.10. New jobs will need new employees and the aim has been to provide as many new homes close to the jobs in and around Cambridge as possible, in order to provide a better balance between jobs and homes, to help reduce commuting and congestion, and provide a more sustainable pattern of development.
- 4.11. To achieve this, existing plans propose a development sequence focusing first on Cambridge, then extensions to Cambridge on land now released from the Green Belt, followed by the new town of Northstowe with its links to Cambridge via the Guided Busway. They then look to the market towns elsewhere in the County and only finally to villages that have good services, facilities, employment and public transport. As part of the last round of plan-making, the Green Belt around Cambridge was reviewed and land released to provide new communities on the edge of the City. These included land in South Cambridgeshire at Trumpington Meadows, sites both sides of Huntingdon Road in North West Cambridge, Cambridge East, and potential for additional housing at Orchard Park.
- 4.12. Proposals for the major development site are now generally progressing well:
1. **Trumpington Meadows** – under construction for 1,200 dwellings, half of which is in Cambridge.
  2. **North West Cambridge: Land between Madingley Road and Huntingdon Road** - A current planning application due to be determined by the Joint Development Control Committee for the Cambridge Fringes later in 2012 proposes a mixed use development including up to 3,000 new homes, half of which are 'key worker' housing for University staff, significant employment, a local centre including a medium sized supermarket, and a range of facilities.
  3. **North West Cambridge: Land between Huntingdon Road and Histon Road (NIAB 2)** – The site is allocated in the current plan for approximately 1,100 homes, a secondary school and supporting facilities. It is anticipated the site will come forward for development as a continuation of the adjoining site in Cambridge.

4. **Orchard Park** – Much of the 900 dwellings originally planned for the site is completed and occupied. The potential for a further 220 homes on the site is provided for by the current plan.
  5. **Northstowe** – The site is allocated for a new town comprising 9,500 new homes and a full range of supporting employment, shops and community facilities. A planning application for a first phase of 1,500 homes has been received.
- 4.13. This focus on urban development resulted in a move away from the previous dispersed development strategy, which had seen relatively high levels of growth in many of South Cambridgeshire's villages over a number of decades. The current strategy has very little growth planned in villages, although windfall development (on sites that are not specifically allocated in plans) is provided for within villages at appropriate scales.

### **Moving to a Development Strategy to 2031**

- 4.14. A key issue for the new Local Plan will be whether the current development strategy remains the most appropriate strategy for the district or whether any alternative strategies should be considered.
- 4.15. As well as looking at local issues, and the continuing relationship with Cambridge the plan needs to reflect and consider implications for the district arising from wider changes that have taken place since the current Plans were adopted, for example, the setting up of the Cambridgeshire and Peterborough Local Enterprise Partnership and the Alconbury Enterprise Zone.
- 4.16. All Councils are required to plan for Sustainable Development. Whilst the current allocations are considered to generally remain appropriate having already been found to be the most sustainable pattern of development, where there has been no progress in bringing sites forward for development there may be a need for re-consideration. In particular, the implications of Marshall's decision to stay at Cambridge Airport will need to be considered, as Cambridge East will not now be developed. This means that a key element of the current strategy has been lost that would have provided land for about 7,500 dwellings in South Cambridgeshire and a strategic location for new employment.
- 4.17. Cambridge City Council is also reviewing the Cambridge Local Plan 2006 and preparing a new Local Plan for the period to 2031. In view of the close relationships between the two districts, and the new duty to cooperate enshrined in national legislation, the Councils are working together on issues of shared interest, including the development strategy.

### **Development Strategy to 2031**

- 4.18. South Cambridgeshire completely surrounds Cambridge so both Councils will be working together to consider how best to meet the needs of the wider Cambridge area, especially in relation to housing and employment. The current development strategy that came through the Cambridgeshire Structure Plan process in 2003, was based on the principle of providing as much housing as possible in and close to Cambridge and the new town of Northstowe to

place homes near to or easily accessible to jobs creating an improved overall balance between jobs and homes.

- 4.19. The current development strategy is urban focused, with very limited new development for housing or employment located in villages. The few housing allocations that were carried forward from previous plans have largely been developed and rural development is now mainly limited to completing the new village of Cambourne, making best use of brownfield sites, such as Bayer Crop Science at Hauxton and Ida Darwin Hospital at Fulbourn, with smaller scale windfall development within village frameworks.
- 4.20. The downturn has identified limitations of a development strategy that is almost entirely made up of major sites where there are often high up-front infrastructure costs. It is therefore anticipated that the new development strategy options should contain some smaller scale development allocations.

**Issue 9: Development Strategy**

The new development strategy for South Cambridgeshire needs to recognise the links with Cambridge, particularly in terms of providing employment to support the successful economy of Cambridge and South Cambridgeshire, and housing to provide opportunities for the workforce, both existing and new, to live close to where they work. This will continue to provide a more sustainable pattern of development. In reality, the strategy is likely to need to be a combination in order to meet housing targets and in particular some village housing developments to provide a 5 year supply, given the long lead in time for major developments which will realistically only start to deliver later in the plan period. The options for the development strategy are:

- a) Focus on providing more development on the edge of Cambridge, in part to replace Cambridge East, through a further review of the Green Belt (this is addressed below).
- b) Focus on providing more development through one or more new settlements, of sufficient size to provide sustainable development, including provision of a secondary school, and with good public transport links to Cambridge.
- c) Focus on providing development at the more sustainable villages that have the best levels of services and facilities and accessibility by public transport and cycle to Cambridge or, to a lesser extent, a market town.
- d) a combination of the above.

**Question 10:** What do you think is the best approach to the development strategy for South Cambridgeshire? All options are expected to need to involve some village development to provide flexibility and early housing provision:

- a. Cambridge focus (would require a review of the Green Belt)
- b. New Settlement focus
- c. Sustainable Villages focus (would require a review of the Green Belt)
- d. Combination of the above

Please provide any comments.

- 4.21. The proposed development sequence for South Cambridgeshire will be included in the draft Plan, to reflect the chosen development strategy.

4.22. Site options for housing development to deliver each of the possible development strategies are contained in Chapter 5: Development Options. Site options for employment development are contained in Chapter 10: Building a Strong and Competitive Economy.

### Green Belt

4.23. Some of the options would require land to be released from the Green Belt. Irrespective of which option is taken forward, all land that remains in the Green Belt will need protection. The Government attaches great importance to Green Belts, and this is set out in the NPPF. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open although necessary planned urban extensions can be successful.

4.24. Professor Holford first suggested the idea of a Green Belt around Cambridge in 1950, when the prospect of rapid growth around the city was seen as a threat to the 'only true University Town' left in England. Cambridge has had a Green Belt since the 1960s, which includes about 25% of South Cambridgeshire.

### Issue 10: Green Belt

The Cambridge Green Belt surrounds Cambridge and extends around 3 to 5 miles from the edge of the City and incorporates many South Cambridgeshire's villages, including most of the largest villages (see Figure 1 in chapter 2). The established purposes of the Cambridge Green Belt are to:

- Preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;
- Maintain and enhance the quality of its setting; and
- Prevent communities in the environs of Cambridge from merging into one another and with the city.

The current plan also sets out a number of functions that the Cambridge Green Belt serves. These could be carried forward to the new Local Plan. They are:

- Key views of Cambridge from the surrounding countryside;
- A soft green edge to the city;
- A distinctive urban edge;
- Green corridors penetrating into the city;
- Designated sites and other features contributing positively to the character of the landscape setting;
- The distribution, physical separation, setting, scale and character of Green Belt villages;
- A landscape which retains a strong rural character.

**Question 11:** Do you agree that the Green Belt purposes and functions remain appropriate for the new Plan?

Please provide any comments.

4.25. It is clear that we will need a policy on protecting land within the Green Belt and there are no other reasonable alternatives. The essential characteristic of all Green Belts is their openness and permanence. Green Belt boundaries can be



reviewed in Local Plans where there are exceptional circumstances. The Cambridge Green Belt was reviewed recently when the exceptional circumstance was to replace an unsustainable development strategy that pushed new homes into the rural area and market towns, despite the fact that job growth was strongest in and close to Cambridge, with a strategy that focussed more housing development on the edge of the City

- 4.26. A significant element of the current strategy was the removal of land from the Green Belt for a major new urban extension for 10,000 to 12,000 homes at Cambridge East, of which approximately 7,500 were to be in South Cambridgeshire, with a strategic level of new employment and a large new district centre. This site was intended to provide for longer term development most of which would have occurred between 2016 and 2031. Given Marshall's announcement that it is now remaining at Cambridge Airport, Cambridge East cannot be relied on to form part of the development strategy for the new plan to 2031 (see Chapter 12: Site Specific Issues).

**Issue 11: Considering Exceptional Circumstances for a Green Belt review**

The Council still needs to consider how best to achieve a Green Belt boundary that is compatible with long term sustainable development that will endure into the future, and whether this requires the boundary to be revisited again in this round of plan making.

A key issue for consideration at this stage is whether there should be more development on the edge of Cambridge and potentially around the largest villages in the district, most of which lie in the Green Belt. In other words, do the 'exceptional circumstances' required by the NPPF exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area. In the past, the provision of housing close to jobs to meet the high level of housing need in the area was considered exceptional circumstances. Any review of the Green Belt would take account of the purposes and functions set out above.

In reviewing Green Belt boundaries, the NPPF requires consideration of the consequences for sustainable development of channelling development towards urban areas inside the Green Belt, towards towns and villages inset within the Green Belt or towards locations including new settlements beyond the outer Green Belt boundary. This will require a coordinated approach between South Cambridgeshire District Council and Cambridge City Council to ensure a sustainable development strategy for the wider Cambridge area.

**Question 12:** Do you consider that more land, beyond that already released and committed, on the edge of Cambridge and potentially at larger villages, should be released from the Green Belt in order to achieve sustainable development?

Please provide any comments and explain why you think there are exceptional circumstances?

- 4.27. In order to ensure that the testing process for the new Local Plan is robust, Cambridge City Council and South Cambridgeshire District Council have decided to take a 2 stage approach to reviewing the land on the edge of Cambridge.

**Stage 1: Issues & Options Consultation Summer 2012:**

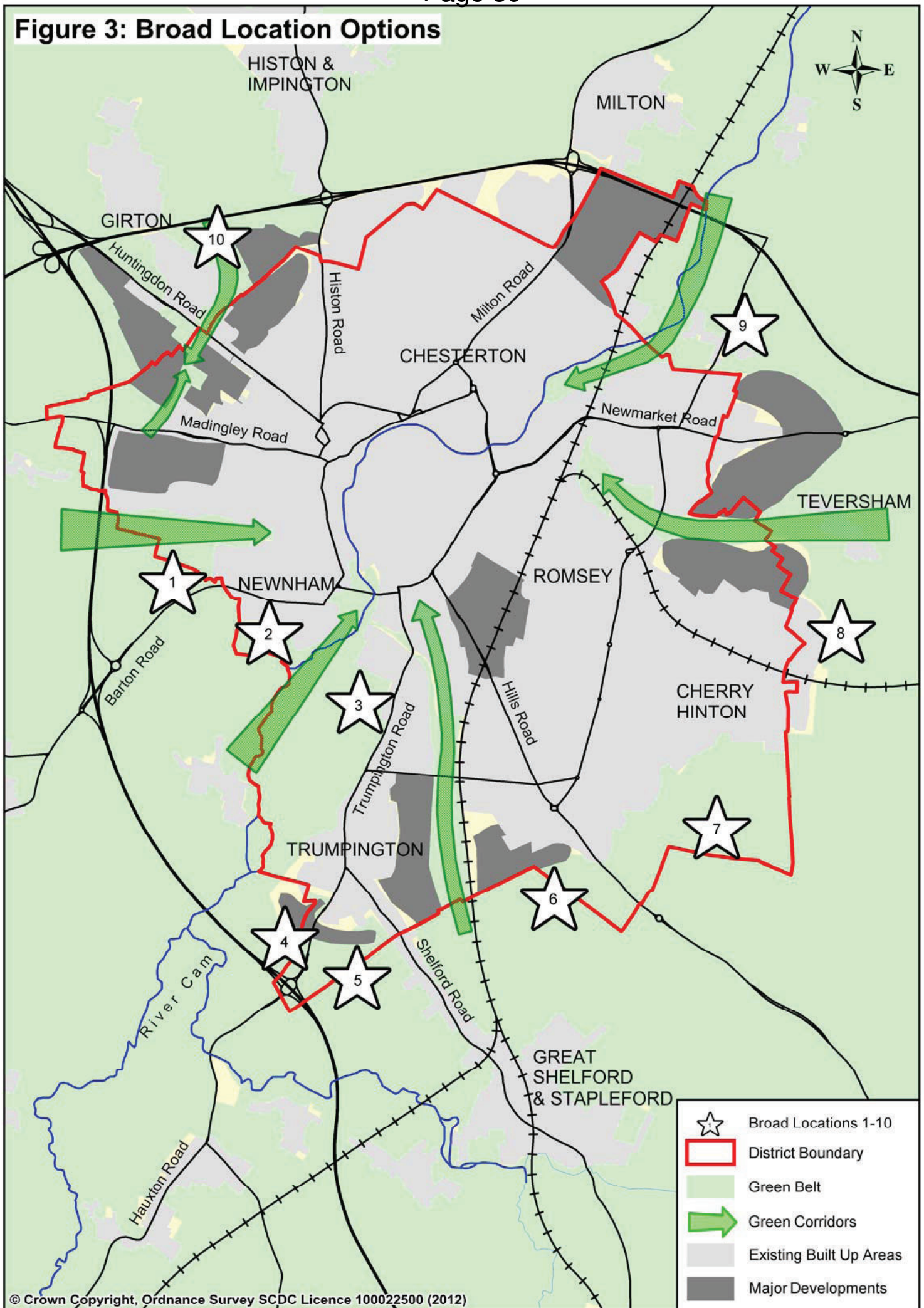
Looks comprehensively at all possible broad locations where Green Belt boundaries could be reviewed to see if further land could be removed from the Green Belt.

**Stage 2: Issues & Options Consultation Winter 2012:**

Depending on the outcome of the Stage 1 review which will include a comparison with the relative sustainability of development elsewhere in Cambridge and South Cambridgeshire, consultation on specific development site options.

- 4.28. Each broad location for the Stage 1 consultation is shown in Figure 3. Many of the broad locations cross the boundary with Cambridge, while others are entirely within one or other district. For the purposes of completeness, all broad locations on the edge of the city are addressed in the consultation. Comments are sought on all the broad locations including those in Cambridge to assist the Councils to take a coordinated approach on this important issue.
- 4.29. All of the broad locations identified for testing could theoretically be built out for housing in whole or in part, taking account of planning constraints such as flooding, environmental designations or heritage assets. The suitability of land on the edge of Cambridge for housing will however turn on the principle of whether the Green Belt should be reviewed as part of developing a new sustainable development strategy for the Cambridge area, and if so, whether individual sites within broad locations could be released. A key issue will be whether such releases and the level of harm they would have on the purposes of the Green Belt including the setting of Cambridge and separation with necklace villages are considered on balance to be acceptable within the wider strategic framework.
- 4.30. Assessments of each of the broad locations have been undertaken jointly by the two Councils. The following information has been provided for each broad location:
- Description and Context;
  - Designations and Constraints – heritage and environmental assets, planning policy designations, flooding and drainage, topography, pollution/noise;
  - Planning history – Previous plans, conclusions from Inspector's reports, key planning applications;
  - Green Belt and Landscape – significance to Green Belt purposes, function with regard to character and setting, including rural character of the landscape;
  - Schools, Utilities and Services – existing services and facilities available, new facilities required to serve the development;
  - Transport – highway capacity, public transport, site access;
  - Availability and deliverability.

Figure 3: Broad Location Options



## Issue 12: Green Belt Locations

For the Cambridge focused option for the development strategy, land would need to be released from the Green Belt. A comprehensive approach has been taken to the Green Belt around Cambridge, jointly with Cambridge City Council, and the community's views are sought whether they think any of the broad locations listed here and assessed in Appendix 2 have any potential for housing development, whether that is may be for a small area of development close to the built up area, or possibly a larger site.

The broad locations are:

1. Land to the North & South of Barton Road (includes land in both districts)
2. Playing Fields off Granchester Road, Newnham (includes land in both districts)
3. Land West of Trumpington Road (includes land in Cambridge only)
4. Land West of Hauxton Road (includes land in both districts)
5. Land South of Addenbrooke's Road (includes land in both districts)
6. Land South of Addenbrooke's Road between Babraham Road & Shelford Road (includes land in both districts)
7. Land between Babraham Road & Fulbourn Road (includes land in both districts)
8. Land East of Gazelle Way (includes land in South Cambridgeshire only)
9. Land at Fen Ditton (includes land in South Cambridgeshire only)
10. Land between Huntingdon Road & Histon Road (includes land in South Cambridgeshire only)

The City Council has included indicative capacities for land within its area. This is possible because of the tightly drawn administrative boundary, which means that there is a finite physical capacity in each location. The same does not apply to South Cambridgeshire and no capacities have been included in the assessments, which would require making some judgment on the extent of land that should be used to determine capacity.

Following consultation on this Issues and Options Report, all comments received will be assessed and subsequent consultation on any reasonable site options with specific boundaries will be undertaken in Winter 2012, prior to both the District Council and Cambridge City Council developing draft local plans.

It is important to note that the Council cannot take decisions on the future spatial strategy in isolation and the views of the community, interested parties, organisation and service providers are essential. The interrelationship with Cambridge City Council, the rest of the Cambridgeshire and the sub-region is also an important factor.

A consultation on specific site options that may be identified will include an indication of capacity. This means that it is not possible at this stage to identify the potential capacity from land on the edge of Cambridge in South Cambridgeshire.

**Question 13:** Do you consider that any of the following broad locations have potential to be released from the Green Belt to provide new housing to help meet the needs of the Cambridge area? (tick any number of boxes):

1. Land to the North & South of Barton Road (includes land in both districts)
2. Playing Fields off Granchester Road, Newnham (includes land in both districts)
3. Land West of Trumpington Road (includes land in Cambridge only)
4. Land West of Hauxton Road (includes land in both districts)
5. Land South of Addenbrooke's Road (includes land in both districts)
6. Land South of Addenbrooke's Road between Babraham Road & Shelford Road (includes land in both districts)
7. Land between Babraham Road & Fulbourn Road (includes land in both districts)
8. Land East of Gazelle Way (includes land in South Cambridgeshire only)
9. Land at Fen Ditton (includes land in South Cambridgeshire only)
10. Land between Huntingdon Road & Histon Road (includes land in South Cambridgeshire only)

Please provide any comments, and indicate the area of land at the relevant broad location that you feel has potential, either in words or provide a map.

### Development at Villages

- 4.31. The current plan groups villages into 4 categories that reflect their relative sustainability in terms of location and function, size, services and facilities, and accessibility to Cambridge or a market town by sustainable modes of transport, particularly by bus or train. Having appropriate village groupings is important both to help direct new housing allocations to the most sustainable locations and also to help inform the policies for windfall development in villages to make sure that such development is appropriate in scale and reflects the relative sustainability of the village.
- 4.32. Villages are currently categorised as Rural Centres, Minor Rural Centre, Group Villages or Infill Villages. A review of the assessment of larger villages has been carried out (all those over 3000 population as before, plus those over 2000 population to test whether any others should be considered). This has broadly confirmed the split between the less sustainable majority of villages ie. Group and Infill villages, and the more sustainable larger villages.

- 4.33. However, it does suggest that there is a case to review the split between Rural Centres and Minor Rural Centres in respect of two villages and it identifies that a number of additional villages of between 2000 and 3000 population should be considered as possible Minor Rural Centres, performing better than some of the current villages in that category.

### Issue 13: Rural Settlement Hierarchy

Options exist around the way the more sustainable villages are categorised. A summary of the assessment of the larger villages is contained as Appendix 3 and demonstrates the reasons for the options set out below:

- Rural Centres – these remain the most sustainable villages with the best level of services and facilities and accessibility by public transport to Cambridge (and to a lesser extent to Market towns, given the importance of access to Cambridge for services and jobs). However, reassessment has identified possible changes:
  - Should Cottenham should be added as a Rural Centre (up from a Minor Rural Centre)
  - Should Fulbourn be deleted from the Rural Centre category and designated as a Minor Rural Centre.
  
- Minor Rural Centres – most of these continue to come out as the second most sustainable villages. However, 3 existing Minor Rural Centres score less well than the 5 larger and better served Group Villages identified in the new assessment. The Group villages that have scored well are those that contain secondary schools and those on the edge of Cambridge. Reassessment has therefore identified the following possible changes:
  - The better served Group villages to be added to Minor Rural Centres to create a new larger set of villages. These are:
    - Milton
    - Swavesey
    - Bassingbourn
    - Girton
    - Comberton
  - Alternatively, introduce some further sub division of village categories, eg. a category of called Better Served Group Villages. If so, it would be logical for the 3 Minor Rural Centres that score less than the better served Group villages be changed to fall within this new category. They are:
    - Papworth Everard
    - Willingham
    - Waterbeach
  
- Group villages close to the Guided Busway – 3 larger villages lie relatively close to the Guided Busway, although not generally in easy walking distance for much, or all, of the village, but would be within cycling distance. They do not perform well in terms of the level of services and facilities. However, the Council wishes to explore through the consultation whether the proximity to the Guided Busway is of sufficient benefit that they should be identified as a special category of sustainable village, albeit the least of the sustainable villages. They are:
  - Oakington
  - Longstanton
  - Over
  - Other group villages and infill villages – no changes suggested

**Question 14:** Which of the following changes to the rural settlement hierarchy do you agree with?

Rural Centres:

- a. Should Cottenham be added as a Rural Centre (up from a Minor Rural Centre)?
- b. Should Fulbourn be deleted from the Rural Centre category and added as a Minor Rural Centre?

Minor Rural Centres:

- c. Should the following be added as Minor Rural Centres?
  - Milton
  - Swavesey
  - Bassingbourn
  - Girton
  - Comberton

Better Served Group Villages:

- d. Should there be a further sub division of village categories to create a new category of better served group villages?
- e. If so, should the 3 Minor Rural Centres that score less than the better served Group villages be changed to fall within this new category? They are:
  - Papworth Everard
  - Willingham
  - Waterbeach

Guided Busway Villages:

- f. Should there be a new category for villages close to the Guided Busway?  
  
If so, the villages included in the category should be:
  - Oakington
  - Longstanton
  - Over

Other Group Villages and Infill Villages:

- g. Should these remain in the same categories as in the current plan?

Please provide any comments.

### **Scale of Housing Development at Villages**

4.34. The current plan sets the amount of development that can take place at the different categories of village through windfall development (sites not allocated in the plan) based on their relative sustainability. For Rural Centres, there is no limit of the size of a development, reflecting that they are the best served and

most accessible villages. In Minor Rural Centres, development is limited to an indicative maximum scheme size of 30 dwellings with developments towards upper end that place a burden on local services and facilities expected to make financial contributions towards improving them. Development in Group villages is limited to 8 dwellings with exceptionally up to 15 dwellings being acceptable where it makes the best use of a single brownfield site. Development in Infill villages is limited to 2 dwellings with exceptionally up to 8 being acceptable where it makes the best use of a single brownfield site.

**Issue 14: Scale of Housing Development at Villages**

A question for the new Local Plan is whether the current limits on the scale of housing development that can come forward on sites not allocated in the plan (windfall or bonus developments) remain appropriate or whether there should be a different approach. In view of the continuing need to provide new homes to meet the needs of the area, and the principle of supporting rural communities to remain strong and vital, it is not considered to be a reasonable option to reduce development levels below those in the current plan. The question remains whether there should be greater flexibility provided to allow larger housing developments and if so whether this should be a similar approach to that currently in place, but with higher numbers, or by removing any numbers and applying criteria that look at each development proposal on its merits and have regard to the character of the village concerned. Options are to:

- a. Retain the existing approach to scales of windfall developments in villages
- b. Retain numerical limits but increase the scale of developments allowed. For example (different levels could be chosen):
  - Minor Rural Centres could increase from 30 to 50 dwellings
  - Group Villages could increase from 8 to 20 dwellings
  - Infill villages could increase from 2 to 10 dwellings
- c. Remove numerical limits for Minor Rural Settlements (and if they are added, for better served Group Villages and Guided Busway Villages), so that along with Rural Centres, the most sustainable categories of settlement have no limit on scheme size, having regard to village character.
- d. Remove numerical limits for all categories of village and dealing with all proposals on their merits having regard to village character.

**Question 15:** Which of the options for the scale of unplanned development allowed at villages do you support

- a. Retain existing numerical limits for unplanned developments in villages
- b. Retain numerical limits but increase the scale of development allowed
- c. Remove numerical limits for Minor Rural Centres so consistent with Rural Centres
- d. Remove numerical limits for all categories of village

Please provide any comments.



## Village Frameworks

- 4.35. Plans for South Cambridgeshire have included village frameworks for many years. They have the advantage of restricting the gradual expansion of villages into the open countryside in an uncontrolled and unplanned way. They also provide certainty to both local communities and the development industry of the Council's approach to development at villages.
- 4.36. Many of the 102 villages in South Cambridgeshire offer attractive and safe local living environments based around close knit communities but often have limited services and facilities and poor access to public transport. In terms of policies designed to reduce travel and achieve good levels of access to a range of employment and service opportunities many villages do not score well as locations for development.

### Issue 15: Approach to Village Frameworks

Alternatives could be considered to the current village framework approach. Village Frameworks have been in place for a long time and the policy for windfall development on land not allocated in plans means that many possible opportunities have already been developed. The windfall policy is intended to allow small scale development to occur in even the smallest villages and the case is often made that all identifiable sites have been exhausted. Whilst the evidence is that windfalls continue to come forward because circumstances change over time, the new Plan could take a different approach if it was decided that it should be more flexible and allow some additional development at villages beyond the current village framework boundaries.

There are different ways this could be done. This is potentially a radical change in approach from previous plans. In view of the new Localism agenda, the Council wishes to seek the views of Parish Councils and local residents on this issue. The new Local Plan could:

- a. Retain village frameworks and the current approach to resist development outside frameworks as defined on the Proposals Map.
- b. Retain village frameworks but include a policy that would allow limited additional development outside and adjoining the frameworks where certain criteria were met.
- c. Delete the current village frameworks entirely and instead use a policy that makes clear in words the Council's approach to development on the edge of the built up area of a village.

Options b and c would be perceived as a loosening of the Council's approach to development in the countryside on the edge of villages and there is a risk that it could weaken the ability of the Council to resist inappropriate development on the edge of villages. Indeed there seems little point in changing the approach, unless there is a desire to provide more flexibility for more development to come forward on the edge of villages. The question would be how much development and in what form was being sought and how overall levels of development could be controlled to avoid sites coming forward all around villages that might be difficult to resist. There is also a risk that exceptions sites for affordable housing may stop coming forward as landowners see a possibility of gaining greater value out of their land.

See also the exceptions sites policy at Issue x which includes options to allow a limited amount of additional market housing at different levels as part of exceptions affordable housing sites.

If village frameworks are retained in the new Plan, they will be carried forward from the adopted plan, unless any anomalies are identified to the Council that need to be corrected.

**Question 16:** Do you think the new Local Plan should:

- a. retain village frameworks and the current approach to restricting development outside framework boundaries as defined on the Proposals Map
- b. retain village frameworks as defined on the Proposals Map but include policies that allow small scale development adjacent to village frameworks where certain criteria are met.
- c. delete the current village frameworks entirely and provide greater flexibility for some development on the edge of villages controlled through a written policy.

Please provide any comments.

**Question 17:** Are you aware of any existing village framework boundaries that are incorrectly drawn?

If so, please identify where you think the boundary is incorrect and how you consider it should be changed (please provide a map).

## 5. Development Options

- 5.1. The Local Plan needs to allocate land for new housing development to meet the long term needs of the District in places where people will want to live, which are good for the economy and close to jobs and which will cause the least harm to the built and natural environment. Chapters 3 and 4 have explored the options for housing levels over the next 20 years and where it should be focused which gives us an indication of the amount of additional housing that would need to be allocated in addition to what is already planned. In summary, the options mean we need to find additional land for between 4,300 and 9,300 new homes.
- 5.2. We have listened to feedback from Parish Councils at recent workshops about their concerns at loss of green spaces in villages (an issue we address in chapter 8), sometimes through development within village frameworks because development cannot be provided on the edge of a village under current policy. We explore the approach to village development, including village frameworks, in chapter 4. Feedback on these issues will help inform the Council's approach in the new Local Plan.
- 5.3. We must allocate specific sites to provide enough housing to meet the housing target we include in the plan. The Council has identified a number of site options across the District for consultation that could potentially provide housing. We have drawn on our Strategic Housing Land Availability Assessment (SHLAA) of the sites proposed to us for development through the "Call for Sites" process in 2011, together with the Sustainability Appraisal (SA) of each site.
- 5.4. A wide range of matters have been taken into account in selecting the site options, including whether the proposal is in a sustainable location, meaning it is at a town or village having good services and facilities and has good access to public transport. Factors affecting specific sites have also been considered, including constraints such as flooding, designations protecting specific areas, accessibility, landscape, townscape, biodiversity, heritage assets, the viability of development, and whether it could be relied upon to deliver over the plan period. We highlight where a site option would involve the loss of an existing employment area, and that this needs to be carefully balanced with wider employment objectives.
- 5.5. The site options cover a range of scales and locations of development from new settlement options to village development of varying sizes, to provide a genuine choice in moving to a preferred set of sites in the Local Plan. The sustainability appraisal has guided us to include sites at the larger and better served villages. There may be smaller villages where the local community is interested in having some additional development, and we ask at chapter 4 for local communities to let us know how the Local Plan can help respond to local aspirations.
- 5.6. A different approach is taken to land in the Green Belt on the edge of Cambridge. A co-ordinated approach is being taken with Cambridge City Council to look at broad locations in the Green Belt around Cambridge in this consultation, rather than potential development sites, as explained in Chapter 4.

**Issue 16: Development Options:**

- The following list sets out the site options for consultation. The green (G) indicates limited concerns about the merits of a site, and amber (A) indicates more concerns about the merits of a site. The site boundaries and approximate dwelling capacities are indicative at this stage in the Local Plan making process and the capacities should be read alongside the options for development needs set out in Chapter 3 at Question x.

It looks first at possible sites relating to new settlements. 5 site options are proposed:

- **Northstowe Reserve** - Option to allocate the current reserved land at Northstowe. The current planning application for a first phase of development of 1,500 homes includes a development framework plan for the whole new town, including the current reserve site. Allocation of the reserve land would be unlikely to provide additional housing in the plan period, but could provide flexibility on how the town is developed.
- **Waterbeach** - Two options for a new town at Waterbeach based on the MOD Barracks site (one larger, one smaller) and a third option to redevelop just the built area of the Barracks site which would be a large village extension rather than a new settlement. New settlements take a long time to come forward and are only likely to provide housing towards the latter part of the plan period.
- **Bourne Airfield** - Option for a new village with both the landowner and a developer putting in proposals. New settlements take a long time to come forward and are only likely to provide housing towards the latter part of the plan period.

It then looks at possible sites at villages. These are listed in the order of the village category assessment at Appendix 3 (dealt with in chapter 4). 51 site options are proposed:

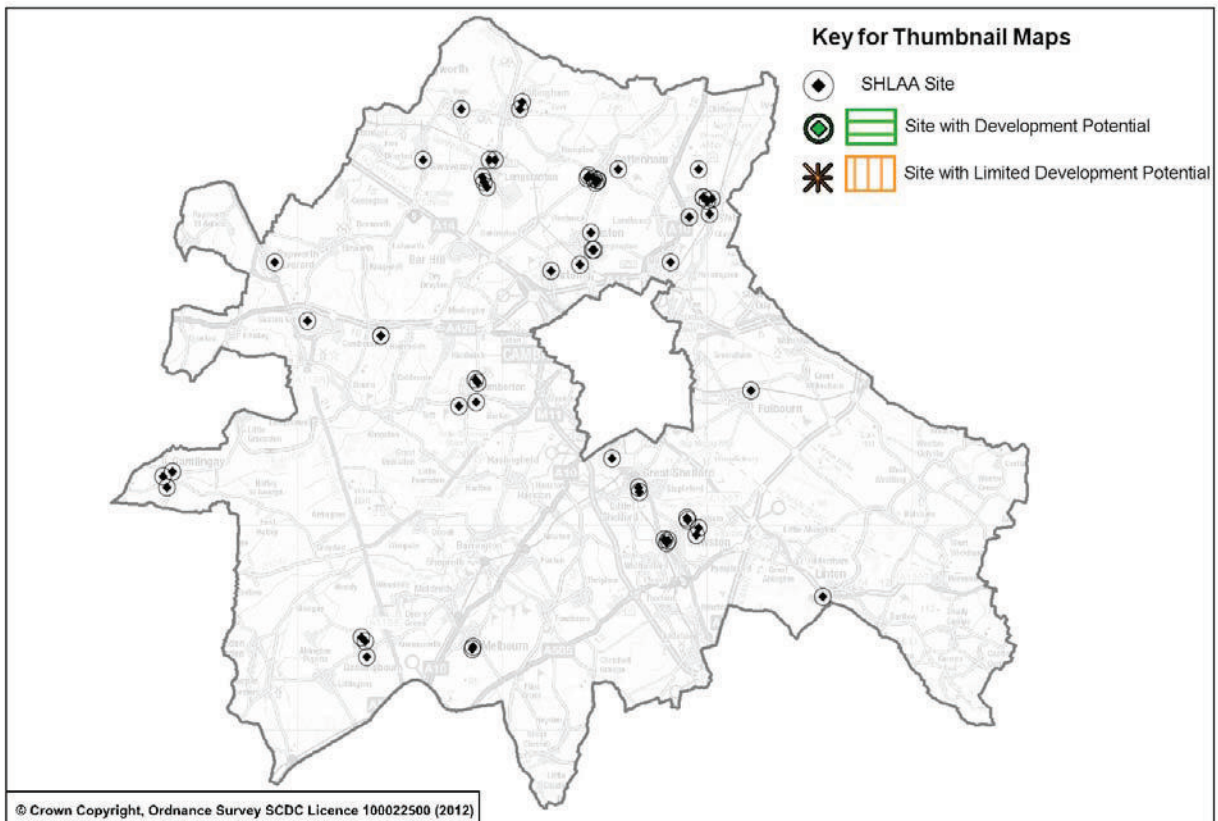
- Sawston
- Histon & Impington
- Cambourne
- Great Shelford & Stapleford
- Cottenham
- Fulbourn
- Linton
- Melbourn
- Gamlingay
- Milton
- Swavesey
- Bassingbourn
- Girton
- Comberton
- Papworth Everard
- Willingham
- Waterbeach
- Longstanton
- Over

The site options provide for up to 23,000 homes (taking the larger number where there are alternatives). However, this includes the whole of new settlements, and as said above, it is not realistic to expect such sites to provide housing until the latter part of the plan

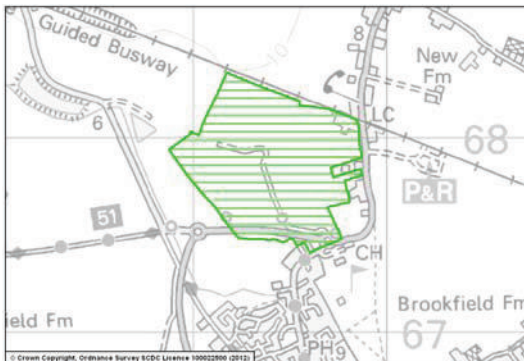
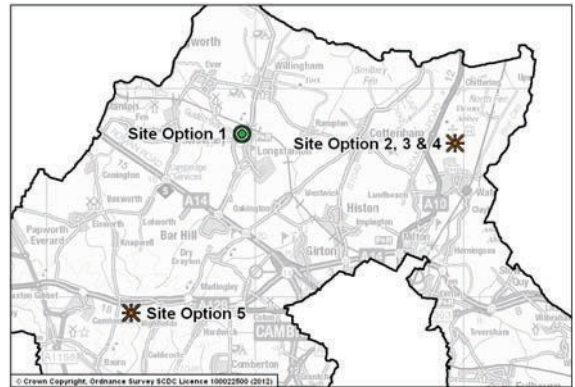
period, and their contribution towards the housing figure for 2031 will be reduced accordingly.

Question 17: Which of the site options do you support and are there any other sites which we should consider? (these can be sites already submitted through the “Call for Sites” process or new sites).

Please provide any comments.



## New Settlement Site Options



### Site Option 1: Extension to Northstowe

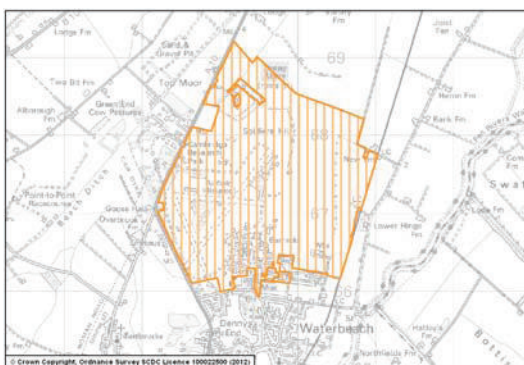
Land north west of B1050, Station Road, Longstanton (Northstowe Reserve)

**Site Size:** 56.08 hectares      **Dwelling Capacity:** 900

**SHLAA Reference:** Sites 242 & 273

**Comments:**

- Pros    Site already reserved for development
- Good public transport links via Guided Bus
- Would allow for flexibility in how Northstowe is developed
- Cons    Unlikely to lead to additional housing delivery at Northstowe to 2031



### Site Option 2: New Town at Waterbeach

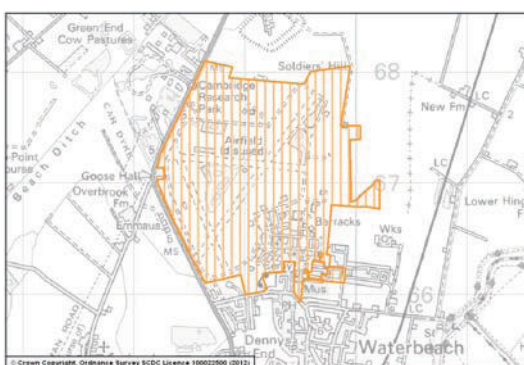
Land north of Waterbeach

**Site Size:** 558.68 hectares      **Dwelling Capacity:** 12,750

**SHLAA Reference:** Site 231

**Comments:**

- Pros    Reuses previously developed land
- Relatively close to Cambridge
- Close to railway station
- Large enough for two secondary schools
- Cons    Impact on Denny Abbey and landscape setting
- Capacity of the A10 and A14



### Site Option 3: Small New Town at Waterbeach

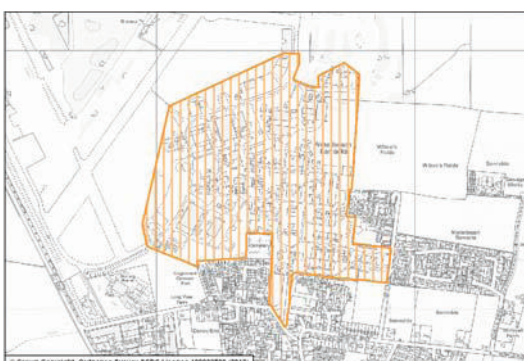
Land north of Waterbeach (MOD only)

**Site Size:** 280.20 hectares      **Dwelling Capacity:** 7,600

**SHLAA Reference:** Site 231 (part)

**Comments: (where different from above)**

- Pros    Less impact on landscape setting
- Large enough for a secondary school
- Cons    Less need/incentive to move Railway station and sewage works



### Site Option 4: Waterbeach Barracks built area only

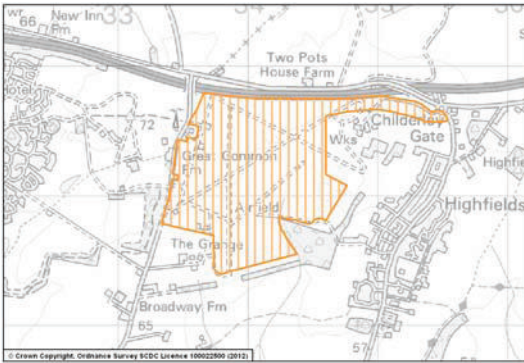
Land north of Waterbeach (built area only)

**Site Size:** 58.15 hectares      **Dwelling Capacity:** 930

**SHLAA Reference:** Site 231 (part)

**Comments: (where different from above)**

- Pros    Less impact on landscape setting and Denny Abbey
- Cons    As a large village extension unlikely to have critical mass to bring significant infrastructure improvements
- Too small for a secondary school



**Site Option 5: New Village**

Bourn Airfield, Bourn

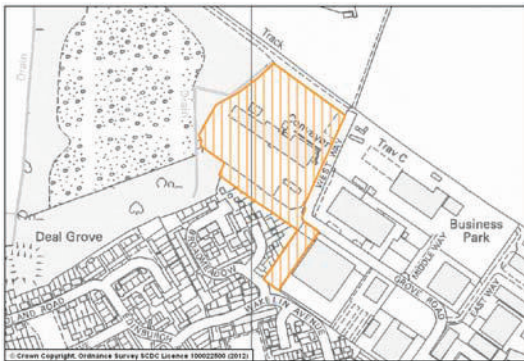
**Site Size:** 141.70 hectares      **Dwelling Capacity:** 3,000-3,500

**SHLAA Reference:** Sites 057 & 238

**Comments:**

- Pros Former airfield counts as reuse of previously developed land  
Relatively close to Cambridge
- Cons Relatively poor links to Cambourne, especially to centre  
May be too small for a secondary school  
Would form a ribbon of development south of the A428

**Sawston Site Options**



**Site Option 6:**

Land at Former Marley Tiles Site, Dales Manor Business Park, Sawston

**Site Size:** 3.56 hectares      **Dwelling Capacity:** 110

**SHLAA Reference:** Site 153

**Comments:**

- Pros No impact on landscape or townscape
- Cons Loss of employment land  
Potential noise nuisance from existing employment



**Site Option 7:**

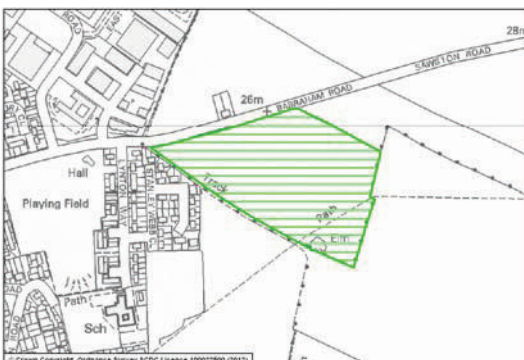
Land at Grove Road / West Way, Dales Manor Business Park, Sawston

**Site Size:** 5.19 hectares      **Dwelling Capacity:** 160

**SHLAA Reference:** Site 154

**Comments:**

- Pros No impact on landscape or townscape
- Cons Loss of employment land  
Potential noise nuisance from existing employment



**Site Option 8:**

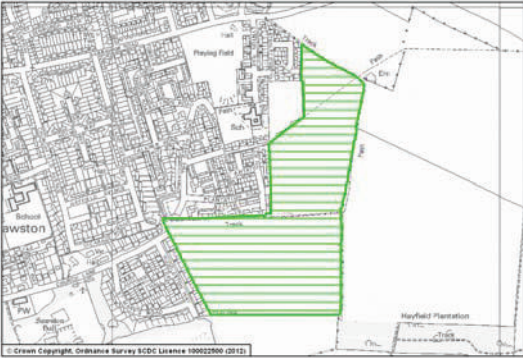
Land south of Babraham Road, Sawston

**Site Size:** 4.63 hectares      **Dwelling Capacity:** 140

**SHLAA Reference:** Site 258

**Comments:**

- Pros Scope to improve existing village edge
- Cons On village edge so relatively distant from services and facilities  
Loss of Green Belt



**Site Option 9:**

Land east of Sawston

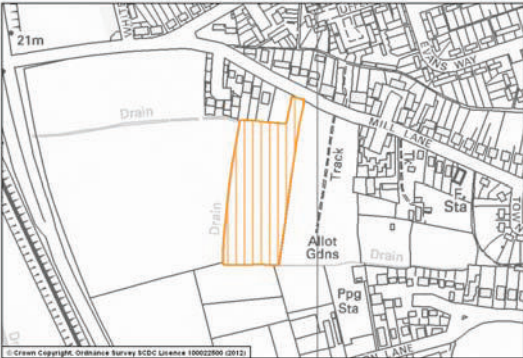
**Site Size:** 17.21 hectares

**Dwelling Capacity:** 340

**SHLAA Reference:** Site 178

**Comments:**

- Pros Scope to improve existing village edge  
Could provide additional space for primary school
- Cons On village edge so relatively distant from services and facilities  
Loss of Green Belt  
Need to respect setting of Sawston Hall



**Site Option 10:**

Mill Lane, Sawston

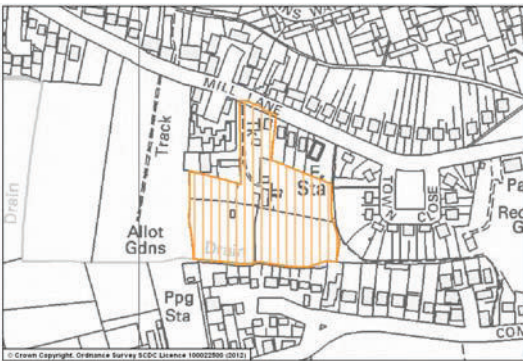
**Site Size:** 1.48 hectares

**Dwelling Capacity:** 50

**SHLAA Reference:** Site 230

**Comments:**

- Pros Limited impact on landscape setting  
Close to local services and facilities
- Cons Flood risk  
Loss of Green Belt



**Site Option 11:**

Land Rear of 41 Mill Lane, Sawston

**Site Size:** 1.59 hectares

**Dwelling Capacity:** 40

**SHLAA Reference:** Site 116

**Comments:**

- Pros Limited impact on townscape and landscape setting  
Close to local services and facilities  
Good accessibility by bus, cycle and on foot
- Cons Flood risk



**Site Option 12:**

Land south of Babraham Road, Sawston

**Site Size:** 0.50 hectares

**Dwelling Capacity:** 20

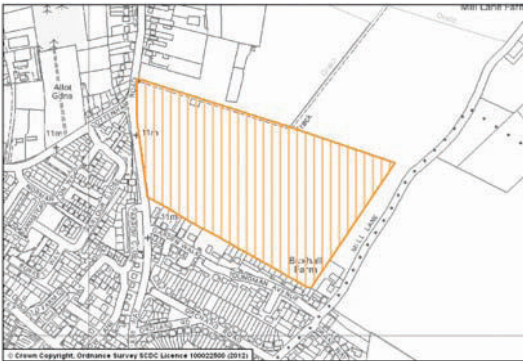
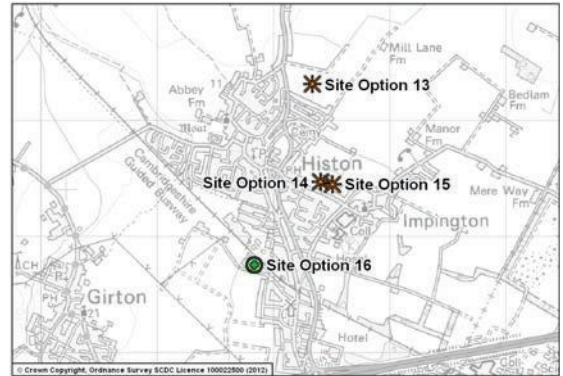
**SHLAA Reference:** Site 023

**Comments:**

- Pros Limited impact on townscape and landscape setting
- Cons Flood risk



## Histon & Impington Site Options



### Site Option 13:

Land at Buxhall Farm, Glebe Way, Histon

**Site Size:** 12.44 hectares      **Dwelling Capacity:** 250

**SHLAA Reference:** Site 133

#### **Comments:**

- Pros Limited impact on landscape
- Cons Loss of Green Belt  
Distance from local services and facilities



### Site Option 14:

Land r/o 49-71 Impington Lane, Impington

**Site Size:** 0.77 hectares      **Dwelling Capacity:** 25

**SHLAA Reference:** Site 112 (part)

#### **Comments:**

- Pros Close to local services and facilities
- Cons Loss of Green Belt



### Site Option 15:

Land north of Impington Lane, Impington

**Site Size:** 0.44 hectares      **Dwelling Capacity:** 10

**SHLAA Reference:** Site 114 (part)

#### **Comments:**

- Pros Close to local services and facilities
- Cons Loss of Green Belt



### Site Option 16:

Land at SCA Packaging Ltd, Villa Road, Impington

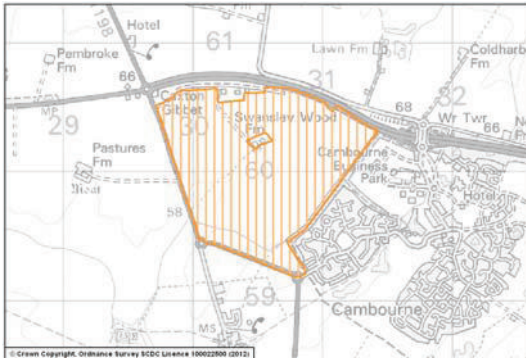
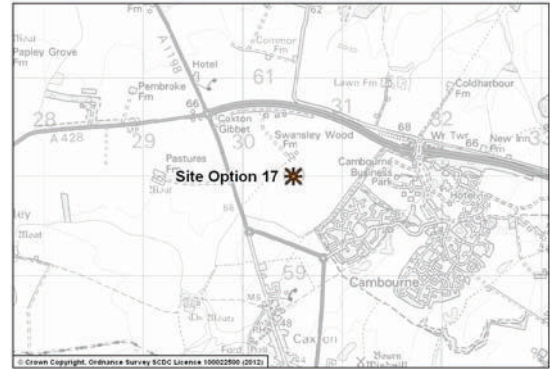
**Site Size:** 2.25 hectares      **Dwelling Capacity:** 70

**SHLAA Reference:** Site 046

#### **Comments:**

- Pros Scope to improve local environment  
Reuses previously developed land
- Cons Loss of employment land (but disused)  
Flood risk  
Access arrangements

## Cambourne Site Options



### Site Option 17:

Land west of Lower Cambourne and the Cambourne Business Park, bounded to the north by the A428 and to the west by the A1198 (Swansley Wood)

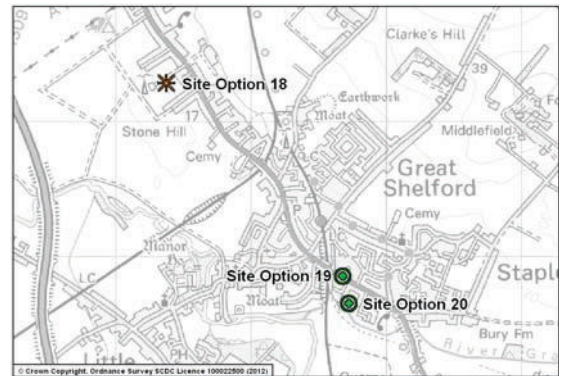
**Site Size:** 150.88 hectares      **Dwelling Capacity:** 2,250

**SHLAA Reference:** Site 239

### **Comments:**

- Pros    Close to services and facilities in Cambourne including new secondary school
- Cons    Need to improve internal linkages within Cambourne  
Landscape impact could be mitigated by a reduced site area

## Great Shelford & Stapleford Site Options



### Site Option 18:

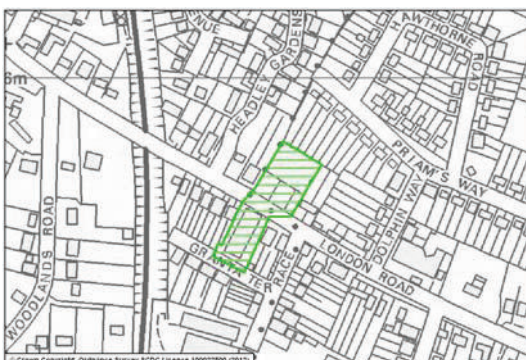
Land off Cambridge Road, Great Shelford

**Site Size:** 3.96 hectares      **Dwelling Capacity:** 120

**SHLAA Reference:** Site 005

### **Comments:**

- Pros    Limited impact on landscape and Green Belt
- Cons    Possible noise and lighting nuisance from Rugby Club  
Some distance from services and facilities



### Site Option 19:

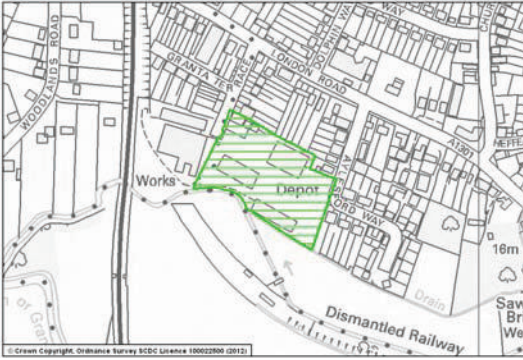
29 - 35 and 32 London Road, Great Shelford

**Site Size:** 0.55 hectares      **Dwelling Capacity:** 15

**SHLAA Reference:** Site 187

### **Comments:**

- Pros    Close to local services and facilities  
Scope to improve local environment  
Reuses previously developed land
- Cons    Loss of local employment unless firm can relocate



**Site Option 20:**

Granta Terrace, Stapleford

**Site Size:** 1.63 hectares

**Dwelling Capacity:** 35

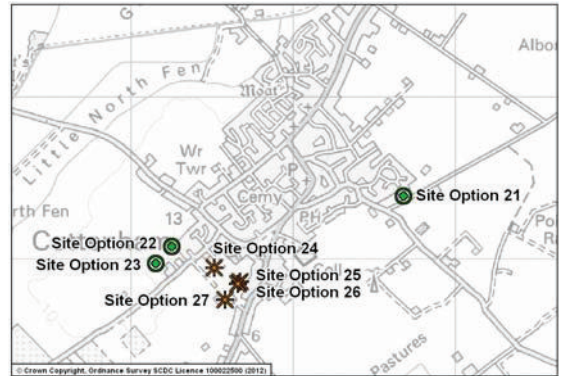
**SHLAA Reference:** Site 186

**Comments:**

- Pros Close to local services and facilities
- Scope to improve local environment
- Reuses previously developed land

- Cons Loss of local employment unless firm can relocate as it hopes

**Cottenham Site Options**



**Site Option 21:**

Land at the junction of Long Drove and Beach Road, Cottenham

**Site Size:** 1.63 hectares

**Dwelling Capacity:** 35

**SHLAA Reference:** Site 234

**Comments:**

- Pros Limited impact on landscape setting
- Good accessibility to employment locations

- Cons Loss of Green Belt
- Encroachment into countryside
- On village edge so relatively distant from services and facilities



**Site Option 22:**

Land at Oakington Road, Cottenham

**Site Size:** 4.90 hectares

**Dwelling Capacity:** 110

**SHLAA Reference:** Site 260

**Comments:**

- Pros Limited impact on landscape setting
- Good accessibility by bus, cycle and on foot

- Cons On village edge so relatively distant from services and facilities



**Site Option 23:**

The Redlands, Oakington Road, Cottenham

**Site Size:** 2.87 hectares

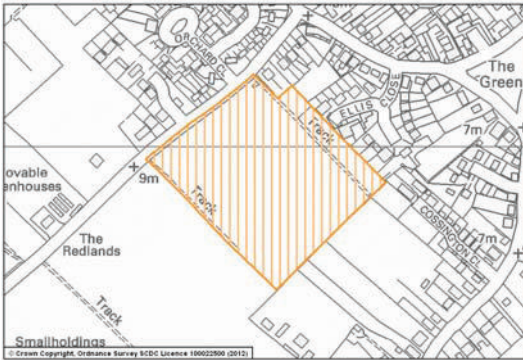
**Dwelling Capacity:** 65

**SHLAA Reference:** Site 003

**Comments:**

- Pros Limited impact on landscape setting
- Good accessibility by bus, cycle and on foot

- Cons On village edge so relatively distant from services and facilities



**Site Option 24:**

Land south of Ellis Close and East of Oakington Road, Cottenham

**Site Size:** 4.40 hectares      **Dwelling Capacity:** 100

**SHLAA Reference:** Site 129

**Comments:**

- Pros    Limited impact on landscape setting  
          Good accessibility by bus, cycle and on foot
- Cons    Impact on setting of Listed Buildings  
          On village edge so relatively distant from services and facilities



**Site Option 25:**

Land off Histon Road, Cottenham

**Site Size:** 0.83 hectares      **Dwelling Capacity:** 15

**SHLAA Reference:** Site 123

**Comments:**

- Pros    Limited impact on landscape setting  
          Good accessibility by bus, cycle and on foot
- Cons    On village edge so relatively distant from services and facilities



**Site Option 26:**

Land to the rear of 34 - 46 Histon Road, Cottenham

**Site Size:** 1.04 hectares      **Dwelling Capacity:** 20

**SHLAA Reference:** Site 263

**Comments:**

- Pros    Limited impact on landscape setting  
          Good accessibility by bus, cycle and on foot
- Cons    On village edge so relatively distant from services and facilities



**Site Option 27:**

Cottenham Sawmills, Cottenham

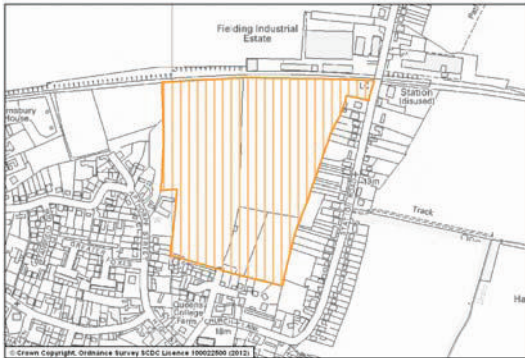
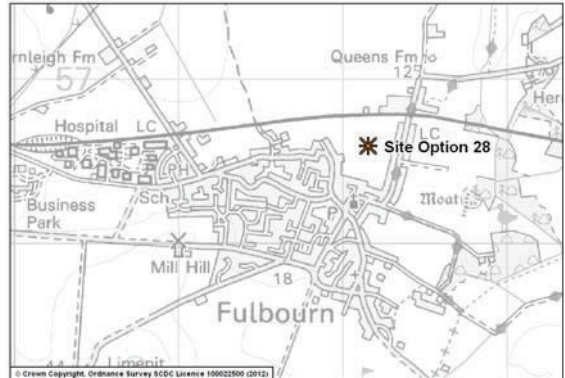
**Site Size:** 1.35 hectares      **Dwelling Capacity:** 25

**SHLAA Reference:** Site 124

**Comments:**

- Pros    Limited impact on landscape setting  
          Good accessibility by bus, cycle and on foot
- Cons    On village edge so relatively distant from services and facilities  
          Loss of employment

## Fulbourn Site Options



### Site Option 28:

Land off Station Road, Fulbourn

**Site Size:** 12.41 hectares

**Dwelling Capacity:** 190

**SHLAA Reference:** Site 074

### **Comments:**

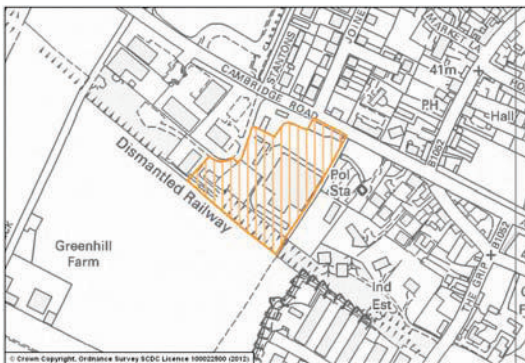
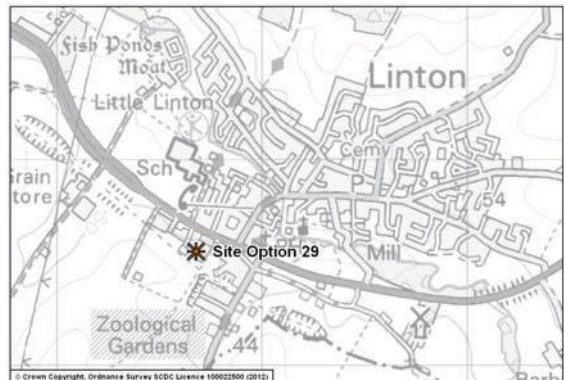
**Pros** Close to local services and facilities  
Limited impact on landscape setting

**Cons** Loss of Green Belt

Access concerns near level crossing and via Conservation Area

Impact on Conservation Area and Listed Buildings

## Linton Site Options



### Site Option 29:

Land east of Station Road, Linton

**Site Size:** 1.78 hectares

**Dwelling Capacity:** 35

**SHLAA Reference:** Site 152

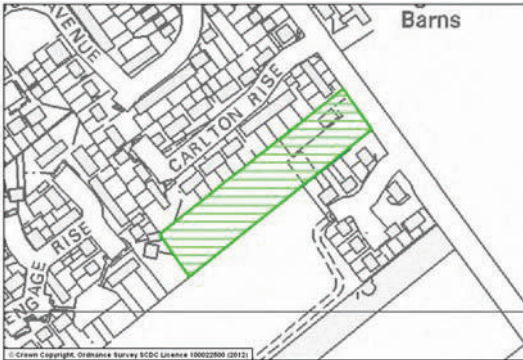
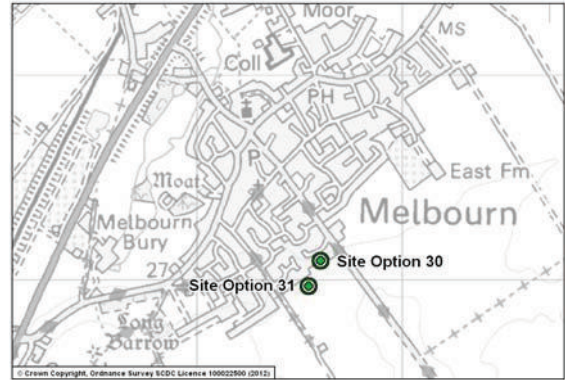
### **Comments:**

**Pros** Reuses previously developed land

**Cons** Loss of employment land

Located south of the A1307

**Melbourn Site Options**



**Site Option 30:**

36 New Road, Melbourn

**Site Size:** 0.71 hectares

**Dwelling Capacity:** 15

**SHLAA Reference:** Site 235

**Comments:**

- Pros Well screened site, limited landscape impact  
Good accessibility by bus, cycle and on foot
- Cons On village edge so relatively distant from services and facilities



**Site Option 31:**

Land to Rear of Victoria Way, off New Road, Melbourn

**Site Size:** 2.29 hectares

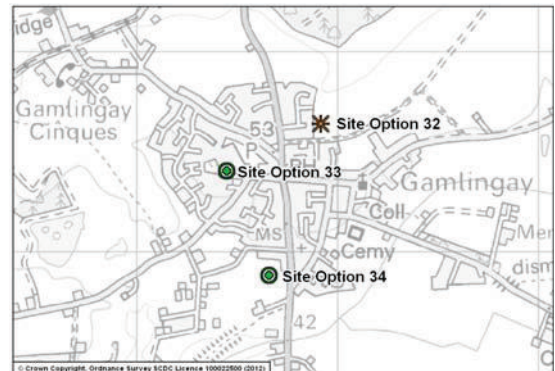
**Dwelling Capacity:** 50

**SHLAA Reference:** Site 130

**Comments:**

- Pros Well screened site, limited landscape impact  
Good accessibility by bus, cycle and on foot
- Cons On village edge so relatively distant from services and facilities

**Gamlingay Site Options**



**Site Option 32:**

Land off Grays Road, Gamlingay

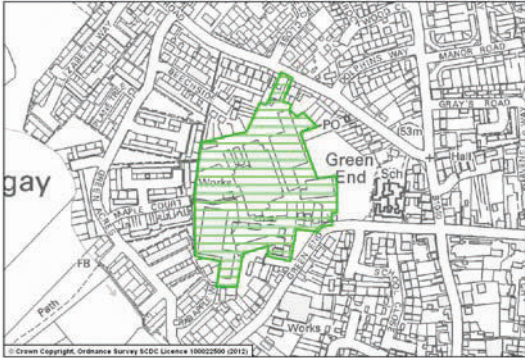
**Site Size:** 2.10 hectares

**Dwelling Capacity:** 45

**SHLAA Reference:** Site 171 (part)

**Comments:**

- Pros Scope to improve existing village edge
- Cons Loss of greenfield land



**Site Option 33:**

Green End Industrial Estate, Green End, Gamlingay

**Site Size:** 4.09 hectares      **Dwelling Capacity:** 90

**SHLAA Reference:** Site 117

**Comments:**

- Pros    Scope to improve local environment.
- Could provide additional space for primary school
- Close to local services and facilities
- Cons    Loss of employment land



**Site Option 34:**

Land at Mill Road, Gamlingay

**Site Size:** 1.18 hectares      **Dwelling Capacity:** 25

**SHLAA Reference:** Site 093

**Comments:**

- Pros    Close to local services and facilities
- Limited impacts on landscape setting
- Cons    Need to mitigate impacts on Listed Building settings.

**Milton Site Options**



**Site Option 35:**

The Former EDF Depot & Training Centre, Ely Road, Milton

**Site Size:** 8.53 hectares      **Dwelling Capacity:** 130

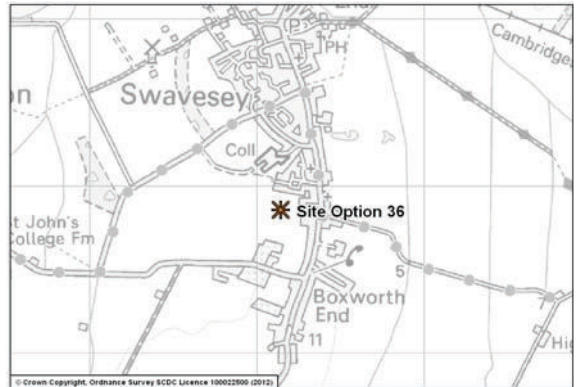
**SHLAA Reference:** Site 132

**Comments:**

- Pros    Close to local services and facilities
- Planning permission for housing already granted for part of site
- Cons    Loss of Green Belt
- Loss of employment land



## Swavesey Site Options



### Site Option 36:

Land south of Whitton Close & west of Boxworth End, Swavesey

**Site Size:** 4.98 hectares

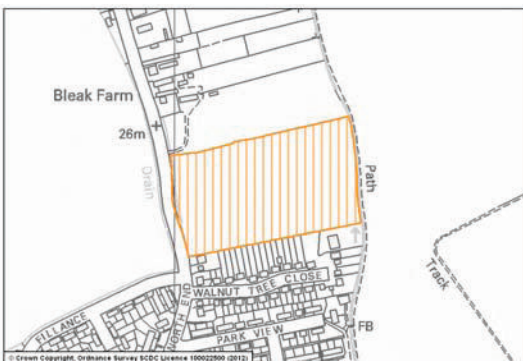
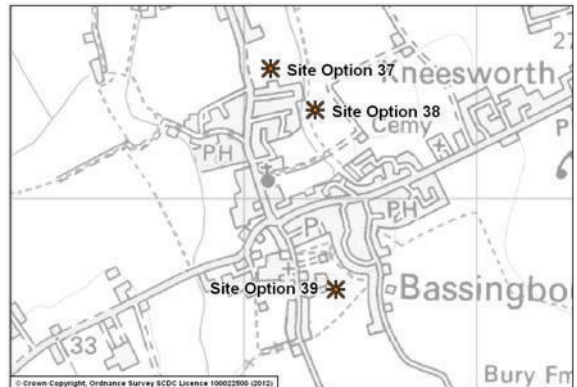
**Dwelling Capacity:** 75

**SHLAA Reference:** Site 083 (part)

### **Comments:**

- Pros Good accessibility by bus, cycle and on foot  
Scope to mitigate adverse impacts by development of part of the site only
- Cons Impact on landscape and townscape  
On village edge so relatively distant from services and facilities

## Bassingbourn Site Options



### Site Option 37:

Next to Walnut Tree Close, North End, Bassingbourn

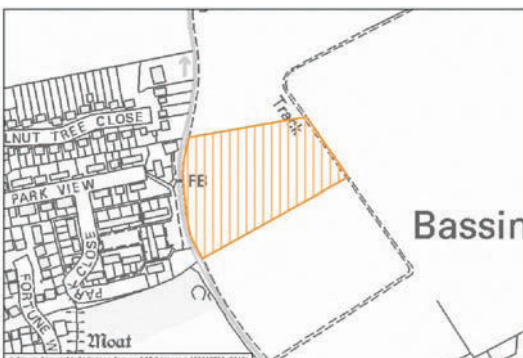
**Site Size:** 3.14 hectares

**Dwelling Capacity:** 55

**SHLAA Reference:** Site 085

### **Comments:**

- Pros Limited landscape and townscape impact
- Cons Flood risk to part of site



### Site Option 38:

Land north of Elbourn Way, Bassingbourn

**Site Size:** 1.51 hectares

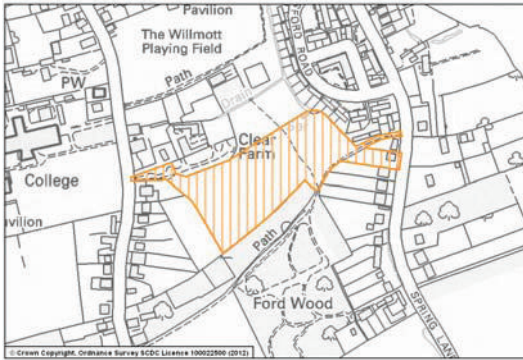
**Dwelling Capacity:** 40

**SHLAA Reference:** Site 219 (part)

### **Comments:**

- Pros Close to local services and facilities  
Scope to mitigate adverse impacts by development of part of the site only
- Cons Flood risk to small part of site.  
Landscape and townscape impacts





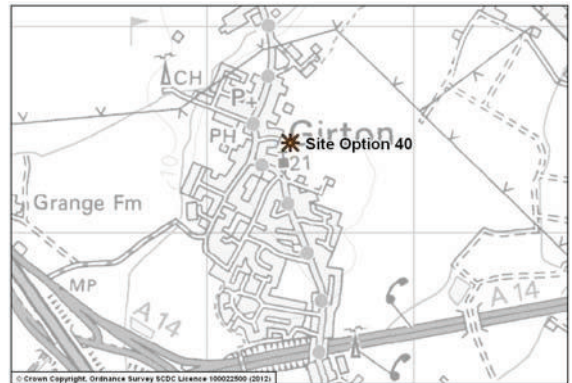
**Site Option 39:**

Land between South End & Spring Lane, Bassingbourn  
**Site Size:** 2.12 hectares      **Dwelling Capacity:** 50  
**SHLAA Reference:** Site 078

**Comments:**

- Pros    Close to local services and facilities
- Limited landscape and townscape impact
- Cons    Impact on setting of Listed Buildings
- Site access suitability

**Girton Site Options**

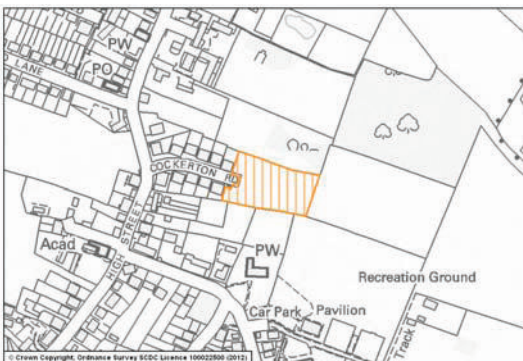


**Site Option 40:**

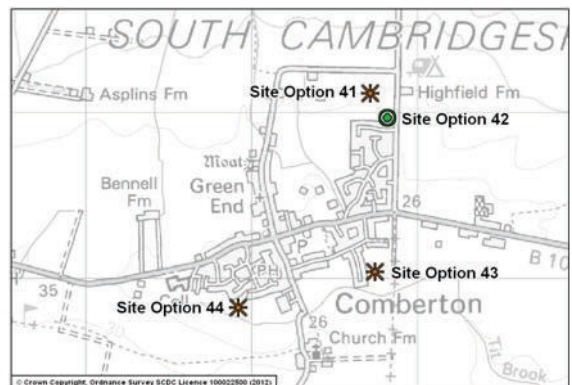
Land at Cockerton Road, Girton  
**Site Size:** 0.63 hectares      **Dwelling Capacity:** 15  
**SHLAA Reference:** Site 143

**Comments:**

- Pros    Close to local services and facilities
- Good accessibility by bus, cycle and on foot
- Cons    Impacts on landscape and townscape and Listed Church



**Comberton Site Options**



**Site Option 41:**

Land off Long Road (south of Branch Road), Comberton  
**Site Size:** 5.71 hectares      **Dwelling Capacity:** 130  
**SHLAA Reference:** Site 158

**Comments:**

- Pros    Well screened site, limited landscape impact
- Cons    On village edge so relatively distant from services and facilities





**Site Option 42:**

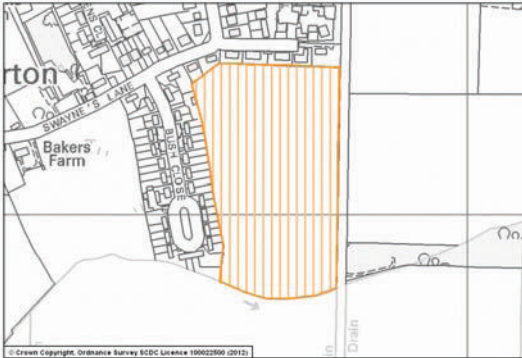
Land adj (north) to 69 Long Road, Comberton

**Site Size:** 0.32 hectares      **Dwelling Capacity:** 10

**SHLAA Reference:** Site 004

**Comments:**

- Pros Well screened site, limited landscape impact
- Cons On village edge so relatively distant from services and facilities



**Site Option 43:**

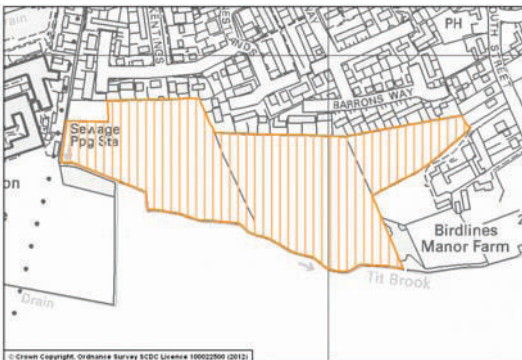
Land to the East of Bush Close, Comberton

**Site Size:** 4.83 hectares      **Dwelling Capacity:** 75

**SHLAA Reference:** Site 255

**Comments:**

- Pros Well screened site, limited landscape impact
- Cons Uncertainty regarding site access arrangements



**Site Option 44:**

Land to the west of Birdlines, Manor Farm, Comberton

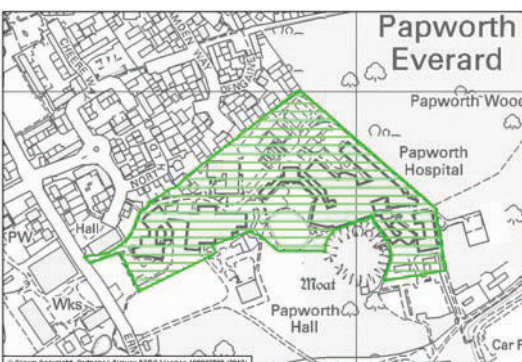
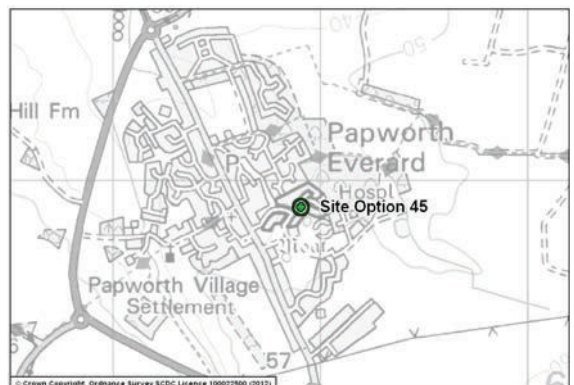
**Site Size:** 6.00 hectares      **Dwelling Capacity:** 90

**SHLAA Reference:** Site 110

**Comments:**

- Pros Good accessibility by bus, cycle and on foot
- Cons Adverse impact on Green Belt purposes, landscape setting and setting of Listed Buildings. Capable of mitigation by limiting development to a part of the site

**Papworth Everard Site Options**



**Site Option 45:**

Papworth Hospital, Papworth Everard

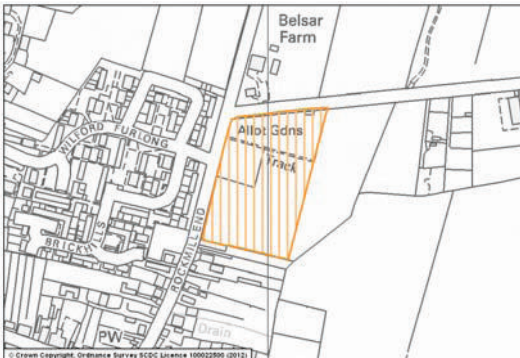
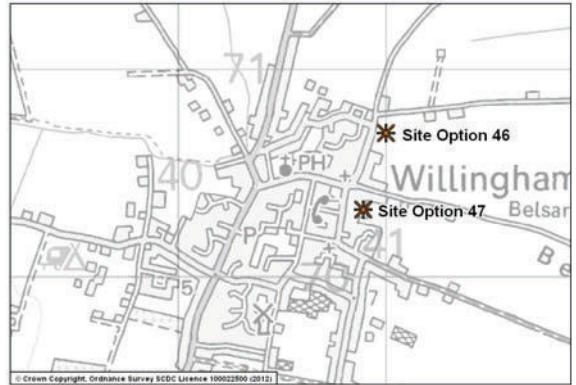
**Site Size:** 5.23 hectares      **Dwelling Capacity:** 120

**SHLAA Reference:** Site 151

**Comments:**

- Pros Reuses previously developed land  
Scope to improve local environment  
Good accessibility by bus, cycle and on foot
- Cons Loss of employment land  
Risk to settings of listed buildings

## Willingham Site Options



### Site Option 46:

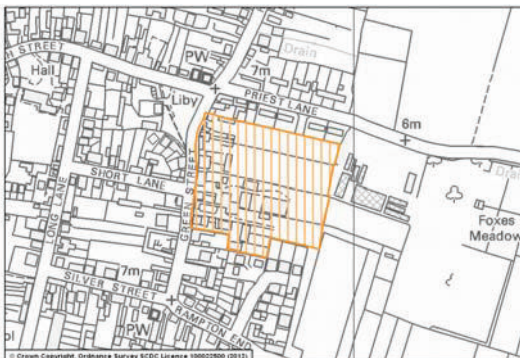
Land east of Rockmill End, Willingham (land east of 39-65 Rockmill End, Willingham)

**Site Size:** 2.12 hectares      **Dwelling Capacity:** 50

**SHLAA Reference:** Site 045 (part)

#### **Comments:**

- Pros Limited impact on landscape setting
- Cons On village edge so relatively distant from services and facilities



### Site Option 47:

Land to the rear of Green Street, Willingham

**Site Size:** 2.60 hectares      **Dwelling Capacity:** 40

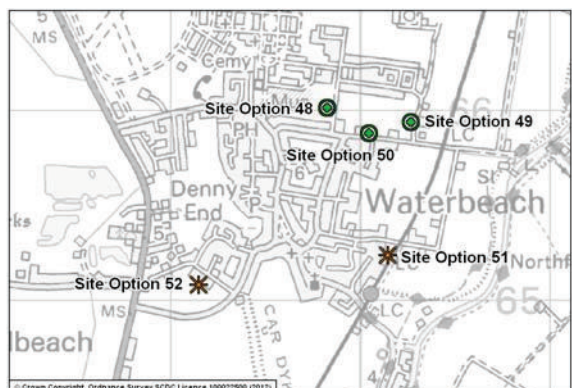
**SHLAA Reference:** Site 204

#### **Comments:**

- Pros Close to local services and facilities  
Scope to mitigate adverse impacts by development of part of the site only
- Cons Impact on townscape and character of Conservation Area  
Impact on setting of Listed Buildings

## Waterbeach Site Options

(Also see the New Settlement section)



### Site Option 48:

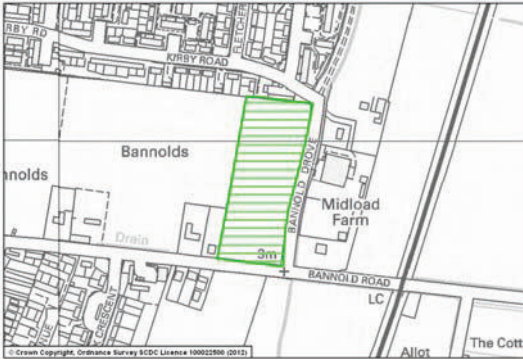
Cody Road, Waterbeach

**Site Size:** 1.86 hectares      **Dwelling Capacity:** 50

**SHLAA Reference:** Site 089 & 189

#### **Comments:**

- Pros Good accessibility by bus, cycle and on foot  
Limited impacts on landscape setting
- Cons Would reduce separation from Barracks



**Site Option 49:**

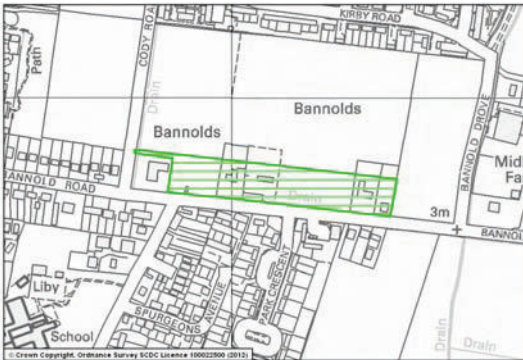
Land at Bannold Road and Bannold Drove, Waterbeach

**Site Size:** 1.77 hectares **Dwelling Capacity:** 35

**SHLAA Reference:** Site 206

**Comments:**

- Pros Good accessibility by bus, cycle and on foot  
Limited impacts on landscape setting
- Cons Potential for noise and odour from farm



**Site Option 50:**

North side of Bannold Road, Waterbeach

**Site Size:** 1.43 hectares **Dwelling Capacity:** 30

**SHLAA Reference:** Site 155

**Comments:**

- Pros Good accessibility by bus, cycle and on foot  
Limited impacts on landscape setting
- Cons Would reduce separation from Barracks



**Site Option 51:**

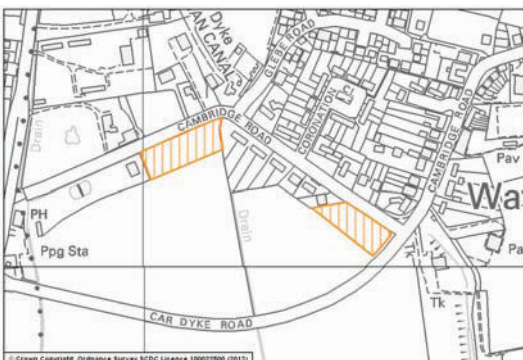
Land off Lode Avenue, Waterbeach

**Site Size:** 0.59 hectares **Dwelling Capacity:** 15

**SHLAA Reference:** Site 001

**Comments:**

- Pros Good accessibility by bus, cycle and on foot  
Limited impacts on landscape setting
- Cons Flood risk to part of site  
Railway noise



**Site Option 52:**

Land off Cambridge Road, Waterbeach

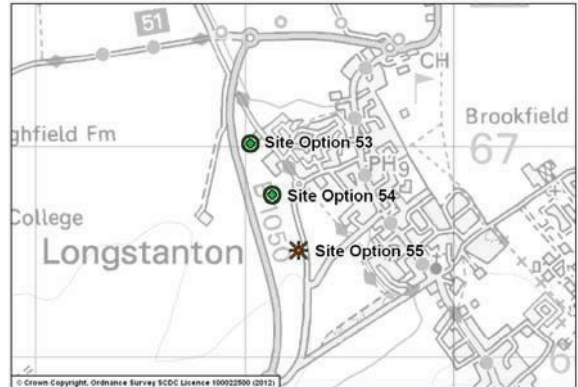
**Site Size:** 0.72 hectares **Dwelling Capacity:** 10

**SHLAA Reference:** Site 202 (part)

**Comments:**

- Pros Good accessibility by bus, cycle and on foot
- Cons Loss of Green Belt  
Impact on landscape setting unless development limited to Cambridge Road frontage

## Longstanton Site Options



**Site Option 53:**

Green End Farm, Longstanton

**Site Size:** 2.39 hectares

**Dwelling Capacity:** 55

**SHLAA Reference:** Site 002

**Comments:**

Pros Limited landscape and townscape impacts

Cons Flood risk to part of site



**Site Option 54:**

Land West of Over Road, Longstanton

**Site Size:** 4.08 hectares

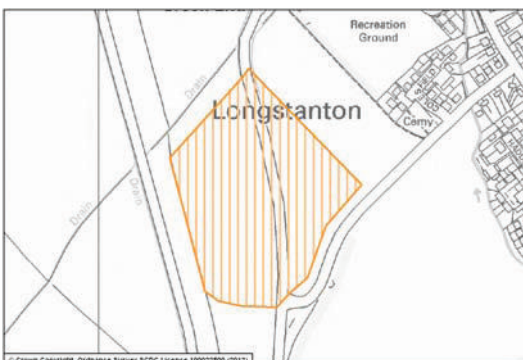
**Dwelling Capacity:** 50

**SHLAA Reference:** Site 244

**Comments:**

Pros Limited landscape and townscape impacts

Cons Partial loss of employment land



**Site Option 55:**

Land east of B1050, Longstanton (employment allocation)

**Site Size:** 6.53 hectares

**Dwelling Capacity:** 145

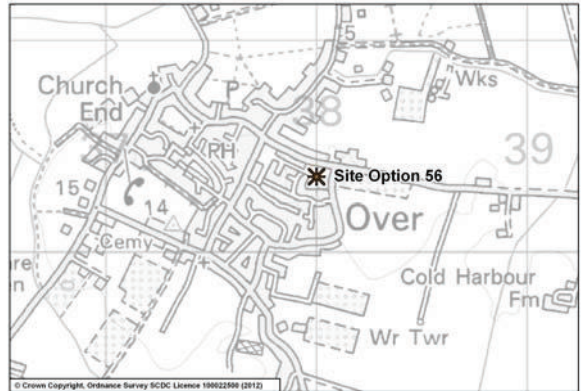
**SHLAA Reference:** Site 246

**Comments:**

Pros Limited landscape and townscape impacts

Cons Partial loss of employment land

**Over Site Options**



**Site Option 56:**

Land at Mill Road, Over

**Site Size:** 1.59 hectares

**Dwelling Capacity:** 45

**SHLAA Reference:** Site 127

**Comments:**

- Pros
  - Limited impact on townscape and landscape
  - Close to local services and facilities
  - Existing housing to three sides
- Cons
  - Loss of a paddock surrounded by hedgerows

## 6. Climate Change

- 6.1. An important issue for the Local Plan is how we can proactively prepare to meet the predicted impacts of climate change. Day-to-day activities and lifestyles are releasing significant quantities of greenhouse gases into the atmosphere evidently affecting the climate in ways that could threaten how we live both today and tomorrow. Greenhouse gas emissions are the collective name for a range of gases that trap some of the sun's warmth within the earth's atmosphere, and the most prevalent greenhouse gas is carbon dioxide. The planning system can help in addressing concerns about climate change by requiring new developments to be designed and constructed in ways that reduce carbon dioxide emissions (mitigation), and by including design solutions that take account of the effects of climate change (adaptation), such as managing flood risk and using water efficiently.
- 6.2. To meet national targets for reductions to greenhouse gas emissions it is necessary for new developments to be designed to be more energy efficient and to maximise the generation of renewable and low carbon energy. Whilst new development in the district provides an opportunity to deliver sustainable schemes these opportunities will need to be balanced with retaining the district's unique built and natural heritage and character.
- 6.3. Existing buildings release high levels of carbon emissions, partly due to the forms of heating used and also due to poor insulation. Significant reductions in carbon emissions from existing buildings could be achieved through retrofitting energy efficiency improvements to existing homes and businesses, which would also reduce energy bills.
- 6.4. Some policy options have an initial additional cost, compared to conventional solutions; however these new solutions will result in lower energy and water bills once installed and may generate a financial return to property owners through Government schemes.

### Key Facts:

- The district has significantly less completed renewable energy generation capacity than the other three rural districts in Cambridgeshire.
- In March 2012 there are planning permissions for approximately 35MW of renewable energy from 18 wind turbines, a solar energy farm, a biomass boiler, and 8 domestic arrays of photovoltaic panels although these may not be implemented.
- Planning permission for the first community wind turbine in the district, near Gamlingay, was approved in April 2012.
- Gas and electricity consumption in the district has fallen in the last few years however fuel poverty is affecting 13.5% of households.
- The Sustainable Parish Energy Partnership consists of 29 Parish Councils working with volunteers to help residents cut fuel bills and reduce carbon emissions.
- Environmentally friendly show homes have been opened at Cambourne, and others are planned for Trumpington Meadows.
- The district is designated an area of Serious Water Stress with areas subject to flood risk.

### Renewable Energy

- 6.5. The National Planning Policy Framework states that local planning authorities should recognise the responsibility on all communities to contribute to energy generation from renewable and low carbon sources and Government has committed to sourcing 15% of energy from renewable sources by 2020. Using renewable and low carbon energy technologies to generate either electricity or heat will help to reduce greenhouse gas

emissions and will also improve the security, availability and affordability of energy through diversification of sources. Renewable and low carbon energy utilises natural sources and includes technologies such as photovoltaic panels, wind turbines, solar thermal panels, air or ground source heat pumps, anaerobic digestion plants, and biomass boilers. These technologies need to be located onsite or close to the energy users.

- 6.6. The Cambridgeshire Renewables Infrastructure Framework (CRIF) published January 2012 identifies South Cambridgeshire as having the second greatest potential for renewable energy generation in the county. The district has a theoretical potential of providing over 5,000 GWh of renewable energy, however the calculations do not take any account of specific constraints including impact on landscape, townscape and heritage assets.
- 6.7. The Council's Climate Change Action Plan 2011-2013 supports community led renewable and low carbon energy initiatives as a key objective. Planning permission for the first community wind turbine in the district, located near Gamlingay, was granted in April 2012. Through the South Cambridgeshire Sustainable Parish Energy Partnership, the Council is encouraging further community renewable energy projects.
- 6.8. In February 2011, local councillors resolved to consider imposing a minimum separation distance of 2 km between a wind farm and any residential property, to protect residents from disturbance and visual impact. If the applicant can prove this is not the case a shorter distance will be considered. In responding to comments on the draft National Policy Statements for Energy Infrastructure that a French study and Scottish regulations banned wind farms within 2 km of human habitation, the Government stated that these allegations are unfounded and therefore there is no rationale for imposing a ban as suggested. The Government also concluded that such a ban would, for most purposes, be impractical in England as suitable sites are likely to be within 2 km of residences. Specific evidence to support 2 km as a minimum separation distance has not been found but it is included as a consultation option.

### **Issue 17: Renewable and Low Carbon Energy Developments**

The National Planning Policy Framework states that local planning authorities should deliver renewable and low carbon energy in their area by:

- designing policies to maximise provision while ensuring adverse impacts are addressed;
- identifying suitable areas for renewable and low carbon energy developments; and
- supporting community led initiatives for generation

To maximise the generation of renewable and low carbon energy in the district, the Local Plan could:

A: Include a criteria based policy seeking to maximise the generation of renewable and low carbon energy identifying the issues that would need to be addressed including:

- impact on heritage and natural assets
- impact on the amenity of nearby residents
- connections to national energy infrastructure unless meeting onsite needs only
- decommissioning once the operation has ceased;
- engagement with the local community and local authority
- impact on high grade agricultural land; and
- cumulative noise, visual and landscape impacts.

B: Include a criteria based policy specifically requiring a separation distance of 2 km between a proposed wind farm (2 or more wind turbines) and any residential property, to protect residents



from disturbance and visual impact. If the applicant can prove this is not the case a shorter distance will be considered.

The Local Plan could identify future growth areas or new settlements as potentially suitable locations for the inclusion of renewable or low carbon district heating systems, such as biomass combined heat and power plants.

**Question 18:** What approach do you think the Local Plan should take for the generation of renewable and low carbon energy?

A. Include a criteria based policy seeking to maximise the generation of renewable and low carbon energy in the district and identifying the issues that would need to be addressed.

B. Include a criteria based policy as set out in option A, but specifically requiring a separation distance of 2 km between a proposed wind farm (2 or more wind turbines) and any residential property, to protect residents from disturbance and visual impact. If the applicant can prove this is not the case a shorter distance will be considered.

Please provide any comments.

6.9. An emerging evidence base study on the effectiveness of the Council's existing planning policy for onsite renewable and low carbon energy generation has suggested that all new dwellings and all buildings of 1,000 sq m or more should be required to install either solar thermal panels (which provide hot water) or photovoltaic panels (which generate electricity). This would not preclude the use of other low carbon or renewable energy sources on sites where more extensive carbon savings are sought or greater energy self-reliance is required. Given the nature of 'solar' technologies, it is not reasonable to require more than 10% of a building's predicted energy requirements to be provided from renewable energy technologies.

6.10. The study also suggests that for landlord estates, such as universities or research institutions the installation of a site wide renewable energy solution that could include a full range of renewable energy technologies including an onsite biomass combined heat and power district heating system that would deliver higher carbon savings for a lower cost.

**Question 19:** Can the District deliver renewable energy?

A: Sites should be identified for district wide renewable and low carbon energy sources and supporting infrastructure (such as combined heat and power generation) in order to secure the development of these energy sources?

If so what type of renewable and low carbon energy sources should the Local Plan consider and at what scale?

B: The Plan does not identify areas but leaves it to developers to make applications for their preferred areas.

**Question 20:** To what extent should new development provide for renewable energy generation?

A: All new developments should be required to provide on-site renewable energy?

If so should 10%, 15% or 20% equivalent provision be required?

Should payment into a community energy fund be allowed to off-set any on-site deficits?

B: Small scale developments of less than 5 dwellings or less than 5k sq m of other floor space should be exempt?

C: No requirements for renewable energy generation should be made.

### Community Energy Fund

6.11. It is likely that the Government's zero carbon policy, which is due to be introduced for new homes from 2016 and for non-residential buildings from 2019, will require new developments to achieve zero carbon from 'regulated' emissions (essentially those arising from heating, lighting and ventilation) using a combination of onsite energy efficiency solutions and renewable and low carbon energy generation and offsite 'allowable solutions'. One possible offsite 'allowable solution' that would retain the benefits locally is the establishment of a Cambridgeshire Community Energy Fund.

#### Issue 18: Community Energy Fund

A Cambridgeshire Community Energy Fund would use developer contributions to invest in energy efficiency and renewable and low carbon energy projects in the county. Further work is needed to develop a suitable collection mechanism for payments to the Community Energy Fund; however the basis for any mechanism would have to be established in the Local Plan.

**Question 21:** Should the Local Plan enable the setting up of a Community Energy Fund?

A: Yes?

B: No? Alternatives?

### Mitigation and Adaptation to Climate Change

6.12. Mitigation against and adaptation to changing climate is relevant during the design, construction and occupation of any new development.

#### Issue 19: Mitigation and Adaption to Climate Change

The Local Plan could ensure that development will only be permitted where the principles of climate change mitigation and adaptation are embedded within the proposal:

To mitigate climate change, proposals could demonstrate:

- energy efficiency;
- use and generation of renewable and low carbon energy;
- promotion of sustainable forms of transport and reduction of car use;
- recycling and waste reduction both during construction and occupation; and
- inclusion of broadband to facilitate home working.

To adapt to the effects of climate change, proposals could demonstrate:

- water use management and conservation;
- management of flood risk to acceptable levels;
- open space and vegetation for shading and cooling, and to detain surface water run-off;
- use of sustainable drainage systems (SuDS); and
- layout, orientation, design, and material measures to minimise overheating.

**The Council considers that there are no reasonable alternatives other than to include a policy requiring the principles of climate change mitigation and adaption to be embedded within all new development.**

- 6.13. In order to secure the reductions in greenhouse gas emissions envisaged by the National Planning Policy Framework, and support the mitigation and adaptation to climate change, the Council could consider requiring buildings to be of a higher standard of design and construction than the national Building Regulations. However this needs to be considered in the context of the impact on development viability. The design of new buildings, including their orientation, internal layout, and shading from adjacent buildings and vegetation, has a significant influence on energy efficiency. The fabric of a building also influences energy efficiency as high performance materials and construction methods can minimise energy, heat and carbon loss.
- 6.14. Improving the energy efficiency of existing buildings is important as the existing building stock within the district emits significant levels of carbon emissions principally from space heating and cooling, water heating, and lighting. The planning system has limited influence over improving the energy efficiency of existing buildings. However, when planning permission is sought to increase the habitable space of a building, for example through an extension the additional energy requirements created by the increased space could be mitigated by installing energy efficient measures within the existing building. Owners could be advised of these opportunities along with the benefits to occupiers of reducing energy consumption and heat loss.
- 6.15. A careful approach is required when considering extensions to and conversions within heritage assets to ensure that any energy efficiency improvements are balanced with conservation and preservation of the heritage asset (see Chapter 8: Conserving and Enhancing the Natural and Built Environment).
- 6.16. The Code for Sustainable Homes and the BREEAM standard for non-residential buildings are nationally recognised standards for measuring the sustainability of buildings. Both standards require high energy efficiency of buildings and high standards of water efficiency beyond the standards set by current Building Regulations, but also assess wider sustainability considerations such as waste and recycling, pollution, health and wellbeing, and construction materials. Existing planning policies require Code for Sustainable Homes Level 4 for any dwellings approved on or before 31 March 2013 (up to a maximum of 50 dwellings) and Level 5 for any dwellings approved on or after 1 April 2013 within the North West Cambridge Area Action Plan area.
- 6.17. There are cost implications of achieving the higher levels of the Code for Sustainable Homes and BREEAM non-residential standard. These additional costs on the development could have implications on the provision of infrastructure such as affordable housing, educational facilities, community facilities, and public open space, or a financial contribution towards off-site provision of such infrastructure. The Government's cost review of achieving the different levels of the Code for Sustainable Homes estimates the following additional costs for a 3 bed semi-detached dwelling:

		3	4	5	6
Edge of Town (100 dwellings at 40 dph)	Energy	£120	£3,393	£13,523	£28,388
	TOTAL	£1,588	£5,361	£21,326	£36,191
Strategic Greenfield (2,000 dwellings at 40 dph)	Energy	£120	£3,393	£13,523	£28,388
	TOTAL	£1,571	£5,344	£21,309	£36,174

**Issue 20: Sustainable Design and Construction**

The Local Plan could require minimum levels of the Code for Sustainable Homes and the BREEAM non-residential standard to be achieved by all new developments. Higher standards could be set for specific types or sizes of development and flexibility could be written into the policy to enable the standards chosen to be increased over time.

An existing planning policy for the former Land Settlement Association estate at Fen Drayton allows ground-breaking and experimental forms of sustainable living, which has been defined as the achievement of either Code for Sustainable Homes Level 6 and BREEAM non-residential ‘outstanding’ standard. A requirement to achieve Level 6 in other locations within the district is not currently deemed a viable option.

**Question 22:** What sustainable building standards should be required?

A: All new buildings should comply with sustainable building standards. If so, should Zero carbon standards should be required in larger scale development areas? Should all domestic schemes including renovations and conversions at least meet Level 4 of the Code for Sustainable Homes, and non-domestic schemes at least meet the BREEAM ‘very good’ standard?

B: Developments should only have to comply with current Building Regulation Part L statutory requirements?

**Sustainable Show-Homes**

6.18. Many buyers like to see what something will look like before they make a decision, and therefore on new developments that include show-homes it is possible to showcase environmentally friendly alternatives for finishes, materials, fixtures and technologies as options that can be purchased when a dwelling is bought off-plan. The Council has secured the provision of sustainable show-homes at Trumpington Meadows and Cambourne.

**Issue 21: Sustainable Show-Homes**

The Local Plan could require all developments that provide a show-home to include a sustainable show-home that will demonstrate environmentally sustainable alternative finishes, materials, fixtures and technologies that could be purchased when a dwelling is bought off-plan.

**Question 23:** Should sustainable show-homes be required?

A: Rely on negotiating their provision on an individual site basis.

- B: Require all developments that include a show-home to provide a sustainable show-home.
- C: Require developments of over 15 dwellings to provide a sustainable show-home.

**Construction Methods**

- 6.19. The construction process for any new development utilises a significant amount of resources and generates construction waste and spoil. It is therefore important that as well as designing developments to be sustainable when complete, development should take account of the principles of sustainable development during the construction process.
- 6.20. Construction of new developments can adversely affect the amenity of surrounding occupiers and the local environment, through the generation of noise, smells and dust. These impacts can be minimised through the use of haul roads, restrictions on hours of operation, and the appropriate siting of storage compounds.

**Issue 22: Construction Methods**

To minimise the adverse impacts generated by the construction process, the Local Plan could ensure:

- careful management of materials already onsite (including soils) or brought to the site to reduce the amount of waste produced and maximise the reuse or recycling of materials either onsite or locally; and
- contractors are considerate to neighbouring occupiers by restricting the hours of noisy operations, requiring the provision of haul roads for larger developments, and siting storage compounds to avoid impacts on existing businesses and residents.

- Question 24:** Should the Local Plan specify construction methods?
- Option A: The Local Plan should continue to include a construction methods policy
- Option B: Construction methods should not be specified in the Plan

**Sustainable Drainage, Water Management and Flood Risk**

- 6.21. **Water Efficiency of New Housing:** New housing and development creates new demand for water. South Cambridgeshire lies in an area identified as at ‘Serious Water Stress’ by the Environment Agency. Water is a finite resource, and abstraction can have environmental costs. Cambridge Water Company’s Resources Management Plan shows that beyond 2035, without additional resources or greater efficiency, the need for water to serve development will be greater than currently available supply. Cambridge Water Company are carrying out an enhanced programme of installing water meters to encourage reduced water use and are raising awareness of the need to save water.
- 6.22. The average person in the UK uses 150 litres per day. Evidence included in the Cambridge Water Cycle Strategy shows that in a standard home, water consumption can be reduced to 105 litres per person per day by installing water efficiency measures such as low flush toilets. However, to achieve water consumption of less than 80 litres per person per day (the equivalent of Code for Sustainable Homes Level 5 or 6) requires water recycling through rainwater harvesting or greywater recycling.

6.23. The Water Cycle Strategy estimates the costs associated with installing water efficiency measures to be £268 to reduce water consumption from 125 litres per person per day to less than 105 litres per person per day, and that this initial outlay would be recouped by savings to water bills in 2-3 years. It has been estimated that there is a considerable increase in costs (up to £4,500) to deliver the additional measures required to reduce water consumption to less than 80 litres per person per day.

6.24. **Water Efficiency of Non-Residential Development:** Non-domestic buildings, such as schools, community facilities, and offices, also have the potential to be more water efficient through installation of low flush toilets and urinals, aerated taps and showerheads, and through implementation of rainwater and greywater recycling systems. The BREEAM (Building Research Establishment Environmental Assessment Method) offers a way of testing water efficiency.

### Issue 23: Water Efficiency of New Housing

Development can be designed to encourage less water usage. Whilst current Building Regulations require measures to reduce usage in new dwellings to 125 litres per head per day, the Local Plan could require higher standards of water efficiency, reflecting the pressures on water resources facing the district. The Code for Sustainable Homes includes a water element, with higher levels of the code requiring higher levels of efficiency. Achieving the highest levels of the Code for Sustainable Homes will generally require rainwater and greywater recycling systems, which can increase development costs, which needs to be balanced alongside other infrastructure priorities.

**Question 25:** What approach should be taken to improved water efficiency?

A: Reduced average water use should be required in new housing development. If so, what level should be required and should non-housing development achieve reductions also?

B: Developments should only comply with current Building Regulations.

6.25. **Water Quality:** Water quality is the chemical, biological and physical quality of water bodies. The EU Water Framework Directive requires all inland and coastal waters to achieve 'good status' by 2015 or, where this is not possible, by 2021 or 2027. In South Cambridgeshire the majority of rivers are currently of moderate or poor ecological status. In much of the south east of the district the underlying geology is chalk, providing a significant source of groundwater which is used for public drinking water supply. It is particularly important that the quality of this water is protected from pollution in these areas.

### Issue 23a: Water Quality

The Local Plan needs to ensure that development does not result in deterioration of water quality, and opportunities are taken for enhancement to support achievement of the standards. Policies should ensure that:

- There is adequate water supply, sewerage and land drainage systems (including water sources, water and sewage treatment works).
- Development would not harm quality of ground, surface or water bodies, and opportunities are taken for improvements to water quality, including hydromorphology and ecology.
- Foul drainage to a public sewer should be provided but where not feasible, alternative facilities must not pose unacceptable risk to water quality or quantity.

- Appropriate consideration is given to sources of pollution, and appropriate SuDS measures incorporated to protect water quality from polluted surface water runoff.

**The Council consider that there are no reasonable alternatives other than to include a policy about protecting water quality.**

6.26. **Sustainable Drainage Systems:** Well planned and well-designed surface water management infrastructure can contribute to the creation of sustainable communities by providing flood risk management functions, which is integrated with amenity, biodiversity and linked to a network of green (and blue) open spaces. It can also help improve water quality as it passes through the system. This needs to be considered from the beginning of the design process. As a result of the Flood and Water Management Act 2010, Sustainable Drainage Systems (SuDS) will soon be required for all developments. However, SuDS are often seen as additions to development, and do not fully realise their potential multifunctional benefits. The increasing emphasis on SuDS is something we need to consider in the Local Plan.

#### **Issue 24: Sustainable Drainage Systems / Managing Flooding**

Development proposals should ensure that sustainable surface water drainage is integrated within the built environment:

- Development should demonstrate it is aligned with the forthcoming National SuDS Standards, and local Cambridgeshire SuDS Manual.
- Surface water drainage proposals should maximise opportunities to create amenity, enhance biodiversity, and contribute to a network of green (and blue) open space.
- Surface water drainage should be considered at an early stage of the master planning process, to allow maximum integration of drainage and open space.
- Proposals should demonstrate maximum use has been made of low land take drainage measures, such as green roofs, permeable surfaces and water butts.

**Question 26:** What measures should be taken to reduce flooding?

A: All new development should include water recycling systems, and SuDS should be required wherever technically possible?

B: New development should only be required to incorporate SuDS.

6.27. **Flood Risk:** National planning policy requires a risk based sequential approach to flood risk, to avoid high risk areas and steer development to areas at lower risk, and this needs to be reflected in the Local Plan. As well as minimising risk to the development itself, development should not increase flood risk elsewhere, and opportunities should be taken to reduce risk downstream, such as by reducing run off rates.

6.28. South Cambridgeshire District Council, in partnership with Cambridge City Council, commissioned a Strategic Flood Risk Assessment, which explores the nature and extent of flood risk across the area, taking account of the anticipated impacts of climate change. In addition, Cambridgeshire County Council, now the lead local flood management authority, has prepared a Surface Water Management Plan. These have been used to assess options for development for allocation in the Local Plan, and should be used to support the consideration of planning applications.

**Issue 25: Flood Risk**

The Local Plan could include a policy to manage development and flood risk. The policy should include

- Applying the risk based sequential approach to flood risk established through the National Planning Policy Framework and supporting Technical Guidance.
- Requiring development to utilise opportunities for flood risk management to reduce flood risk elsewhere, including discharge of surface water limited to greenfield rates or lower.
- Requiring applicants to consider available sources of information including the Strategic Flood Risk Assessment, and the Surface Water Management Plans. Development proposals in locations that have been subject to previous localised flooding events (including surface water, groundwater, or sewer floods) will need to demonstrate that the issue has been taken into account and appropriate mitigation measures incorporated.

**The Council consider that there are no reasonable alternatives other than to include a policy about managing flood risk.**



## 7. Delivering High Quality Places

- 7.1. Planning should “always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings” (National Planning Policy Framework, page 5).
- 7.2. South Cambridgeshire has been voted amongst the top 10 places in the country to live in a number of national surveys over recent years. The Local Plan needs to shape development to create sustainable and successful places that protect the special qualities of the district, whilst using the opportunities presented by development to enhance the built and natural environment.
- 7.3. South Cambridgeshire has adopted the Cambridgeshire Quality Charter for Growth, alongside a range of other Councils and agencies. The Charter aims to inspire innovation and the pursuit of higher standards, to help communication, and support a cooperative approach between stakeholders. The Charter is organised around the ‘4 Cs’:
- Community: creating healthy communities with a good quality of life where people choose to live;
  - Connectivity: creating places that enable easy access for all to jobs and services using sustainable modes;
  - Climate: creating places that anticipate climate change in ways that enhance the desirability of development and minimise environmental impact; and
  - Character: creating places with distinctive neighbourhoods and where people create ‘pride of place’.

### Key Facts:

- The district has settlements of varied and distinct local character, ranging from compact hamlets through larger villages with linear street patterns to new settlements and extensions to the urban fabric of Cambridge.
- The Council has signed up to the Cambridgeshire Quality Charter for Growth, which sets out core principles of the level of quality expected in new developments.
- South Cambridgeshire has adopted a District Design Guide to provide additional guidance on how developments can ensure they are sustainable and achieve a high quality of design in a way that respects the local context.
- Through its public art policy the Council has delivered more than 20 schemes since 2008 including Kenny Hunter’s Deer at Orchard Park (Travelodge) and Emma Smith’s Living Museum at Waterbeach (Morris Homes).

### Securing High Quality Design

- 7.4. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. The design of new development needs to create viable and vibrant spaces and buildings that respect, preserve and enhance the special character of South Cambridgeshire.
- 7.5. All new development will have an impact on its surroundings. The aim must be that any development, from a new urban area to an extension to an individual home, takes care to respond to its surroundings, creating environments where people wish to live, work, shop and study. The Local Plan needs to set out the quality and standard of design that any development is expected to achieve.
- 7.6. Larger scale developments can take a number of years to complete, and are often delivered and planned in stages. In order to ensure developments take place in a

coherent and structured way, masterplans and design codes can be produced to agree an overall vision and strategy for a development as a whole at the outset.

- 7.7. The Council monitors the design quality of new housing developments in the district using the Building for Life assessment tool, and the results are reported in the Annual Monitoring Report. The Council proposes to continue to use this tool to help it assess proposals for new housing developments.

### **Issue 26: Securing High Quality Design**

The National Planning Policy Framework requires that the Local Plan includes comprehensive policies that set out the quality of development that will be expected for the area. All development must be of high quality design and make a positive contribution to its local and wider surroundings.

Design principles could include:

- Achieve variety and interest in design to create a sense of place and identity while respecting and enhancing the natural, historic and built forms of the site and its surroundings.
- Create easy access and movement within the development and to the surrounding area for all, focussing on walking, cycling and public transport.
- Provide a harmonious mix of uses both within the site and its surroundings that contributes to provision of the services and facilities necessary to meets the needs of the community.
- Include high quality landscaping and public spaces that provide opportunities for recreation and social interaction, biodiversity, sustainable drainage, and climate change mitigation.
- Protect trees and other landscape features of amenity and biodiversity value.
- Ensure developments deliver flexibility that allows for future changes in needs and lifestyles.
- Protect the amenity of occupiers from unacceptable impacts such as noise, odour and overshadowing, and minimise opportunities for crime.

The District Design Guide provides more detailed information on how to deliver high quality development locally, and assists applicants by setting out the information required to accompany planning applications and issues to consider in Design and Access Statements. This could be retained and updated, or new design guides for individual villages or clusters of villages could be produced. We are interested to know whether villages would like to produce their own design guides to provide local guidance on design issues important to the local community.

**Question 27:** Do you think the Local Plan should require high quality design in all new developments?

**Question 28:** Do you think the Council should retain and update the District Design Guide?

**Question 29:** Would you like your village to produce its own design guide? If so, please let us know which village so that we can discuss how to take this forward with the local Parish Council.

Please provide any additional comments on any of these questions.

### Public Art

- 7.8. The provision of quality visual arts and crafts as part of new developments can bring social, cultural, environmental, educational and economic benefits, both to new development and the local community. Done well, it can assist in adding local distinctiveness and creating a sense of place. An appropriate balance needs to be struck between all the competing demands on development and the benefits of public art.
- 7.9. The Council's existing policy encourages the inclusion of public art within new developments as a means of enhancing the quality of the development. Examples of public art delivered can be found on the Council's website:  
<http://www.scambs.gov.uk/leisureandculture/artsdevelopment/publicart.htm>

### Issue 27: Public Art

Public art that is designed to reflect and enhance its surroundings can help to raise the visual quality of developments and create a sense of place.

Public art can encompass a range of approaches. It could be a landmark work such as a sculpture but could also include designing a development so that functional elements such as lighting, seating, fencing, landscape, fountains and water features, and signage are bespoke and designed to give a new development a sense of place and individuality.

The Local Plan could continue to include a separate approach on public art or public art could be included as part of the design principles.

**Question 30:** Do you think public art should be:

- a. in the form of a piece of art such as a sculpture?
- b. included in the overall design such as in the fencing, seating, lighting and detail of buildings?
- c. either or a combination of the above?

**Question 31:** What approach do you think the Local Plan should take on public art?

**Question 32:** Should local communities be involved in the design and development of any public art proposed?

Please provide any additional comments.

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## 8. Conserving and Enhancing the Natural and Built Environment

- 8.1. South Cambridgeshire has over a hundred villages with many beautiful buildings and landscapes. Within the District the underlying geology has created a number of distinctive landscapes. South Cambridgeshire has a lot of good quality agricultural land and medium to large-scale arable farmland dominates the landscape. Within the fields and hedgerows are a variety of habitats for plant and animal species. The Council wants to make sure these landscapes with their biodiversity are protected for the future.
- 8.2. The Council regards the Cambridge Green Belt as vital to retaining the rural character of land and villages around Cambridge City. Within villages are green spaces of particular importance to local communities or views into open countryside which all help to create what is special about the villages in South Cambridgeshire. These special features need to be protected. The Cambridgeshire Green Infrastructure Strategy highlights opportunities for improving landscapes and creation of accessible countryside recreation.
- 8.3. There is a long history of people living and working here dating back to Neolithic times. This can be seen in the landscape, for example crop marks in fields and thatched cottages. Buildings need to be used and there are challenges about adapting older and/or listed buildings for modern living whilst retaining their character.
- 8.4. South Cambridgeshire has many heritage assets, ranging from the statutory designated Scheduled Monuments and Listed Buildings, to undesignated, but nevertheless important, archaeological remains and historic sites. Conservation areas within villages in South Cambridgeshire help to protect the character of these settlements and also the setting of the listed buildings within them. These historic assets should be cared for.

### Key Facts:

- Five distinctive landscape characters in the district – from the Fens in the north to the chalklands and clay to the south.
- The waterways flowing through the district are important wildlife corridors but other uses for recreation may put pressure on these environments. The River Cam is identified as a County Wildlife Site.
- South Cambridgeshire is rich in wildlife sites some of which are officially recognised for protection. Farming can threaten the future of some habitats.
- The Green Infrastructure Strategy highlights the parts of South Cambridgeshire where there is a shortage of natural green space that is open to the public. It targets projects in Northstowe, Cambourne and the West Cambridgeshire woodlands.
- The area of the Green Belt in South Cambridgeshire comprises 23,000 hectares covering 25% of the district.
- There are 2,668 listed buildings; 120 Scheduled Monuments; 12 historic parks and gardens and 85 Conservation Areas in South Cambridgeshire. 53 of these listed buildings and 26 scheduled monuments are at risk (2009-10);
- Historic landscapes are particularly important in South Cambridgeshire where they add interest and variety to an intensively farmed countryside.

### Protecting and Enhancing Landscape Character

- 8.5. Five out of the 159 'National Character Areas' identified by Natural England can be found in our district. A key issue within South Cambridgeshire is that the distinctive character and quality of the district's landscape has been eroded by changes made to the land as a result of agriculture or development.

#### Issue 28: Landscape Character

To protect the distinctive landscape characters, the Local Plan could include a policy to require development proposals to reflect and enhance the character and distinctiveness of the landscape. This should include consideration of the relevant National Character Area, and other available information including landscape character assessments. Further information could continue to be provided in a Supplementary Planning Document (SPD) (currently the Landscape SPD).

**Question 33:** Should the Local Plan include a policy requiring development proposals to reflect and enhance the character and distinctiveness of the landscape?

Please provide any additional comments.

### Protection of Agricultural Land

- 8.6. Within the district are large areas of high quality agricultural land. Much of the best agricultural land lies around Cambridge and the larger settlements, which may be the most sustainable locations for future development. The need to identify and maintain a large supply of land for development means there is pressure for development of agricultural land. The Local Plan needs to balance these competing demands.

#### Issue 29: Agricultural land

National Policy requires the Council to take into account the economic and other benefits of the best and most versatile agricultural land. The Local Plan could seek to protect the best agricultural land within the district from significant development unless sustainability considerations and the need for the development outweigh the need to protect the agricultural value of the land.

This has already been taken into consideration in developing the site options within the development options chapter (chapter 5).

**Question 34:** Should the Local Plan include a policy seeking to protect high quality agricultural land?

Please provide any additional comments.

## Biodiversity

- 8.7. National legislation and planning guidance place a duty on Local Authorities to consider biodiversity through their Local Plans. South Cambridgeshire has a range of important sites and habitats for biodiversity, recognised through designations, from international to local importance, and through local Biodiversity Actions Plans. Some of these are also of geological importance. The Local Plan needs to provide appropriate protection, having regard to the importance of these sites, and seek opportunities for biodiversity enhancement and the creation of new habitat through development. For example, where habitats would be fragmented by new developments, it may be possible to create biodiversity corridors for animals linking habitats areas.

### Issue 30: Biodiversity

An option for the Local Plan is to include policies to ensure that development proposals minimise negative impacts on biodiversity and provide net gains in biodiversity where possible, taking account of the status of the designation.

This could include the aim to maintain, enhance, restore or add to biodiversity. It could also involve reducing habitat loss and fragmentation, the achievement of biodiversity action plan targets, and creating areas that link habitats.

The Local Plan can continue to identify map components of the local ecological network, including the hierarchy of international, national and locally designated sites of importance for biodiversity or geodiversity.

Further guidance could continue to be provided in a Supplementary Planning Document.

**Question 35:** Should the Local Plan seek to protect and enhance biodiversity, and to protect designated habitats and species?

Please provide any comments.

## Green Infrastructure

- 8.8. Green Infrastructure is a relatively new term in planning, and refers to the network of multi-functional green spaces and green links, which can include country parks, wildlife habitats, rights of way, commons and greens, nature reserves, waterways and bodies of water and other open spaces.
- 8.9. In 2011 a partnership of local organisations, including the Council, produced the Cambridgeshire Green Infrastructure Strategy. This highlights shortages in certain parts of the district regarding access to countryside open space. The level of growth planned for South Cambridgeshire and Cambridge will also put pressure on existing green infrastructure and will require investment to develop the green infrastructure network. Delivery of green infrastructure can contribute to improving links between different areas of green space and links; including wildlife corridors, areas of landscape

character and biodiversity enhancement, climate change adaptation, as well as delivering public access to countryside open space.

8.10. The Green Infrastructure Strategy identifies a range of opportunities for enhancement in and around the district, including:

- Wicken Fen Vision
- West Cambridgeshire Hundreds Habitat Enhancement Project
- Wimpole Cycle Link
- Cambourne and Northstowe Large-scale public open space provision
- Coton Countryside Reserve
- Gog Magog Countryside Project
- North Cambridge Heritage Trail
- Cambridge Sport Lakes
- Trumpington Meadows Country Park
- Chalk Rivers project
- Fowlmere Nature Reserve extension and development of facilities
- Linear monuments
- Woodland linkage project
- Fens Waterways Link
- The Environment Agency Ouse Washes Habitat Creation Project

8.11. A bid has been made to the government to recognise a Cambridgeshire and Peterborough Local Nature Partnership, which would have a key role in implementing the Green Infrastructure Strategy.

### **Issue 31: Green infrastructure**

An option for the Local Plan could be that all new development should be expected to contribute towards the provision of additional green infrastructure and the protection and enhancement of the district's existing green infrastructure. Specific opportunities may be identified in the Local Plan in relation to major development proposals, subject to the viability of the development and local opinion.

**Question 36:** Should the Local Plan include a policy relating to providing opportunities for Green Infrastructure?

Please provide any additional comments.

### **The Green Belt**

8.12. As detailed in the Chapter 4: Spatial Strategy, the Green Belt is a key designation in the district, designed to protect the setting and special character of Cambridge. This section looks at how the rural character can be protected and enhanced, and the particular opportunities offered by the Green Belt for recreation.

8.13. Even where a development proposal is considered an appropriate form of development in the Green Belt, it still needs to be designed and landscaped to ensure it does not have an adverse impact on its rural character and openness.



**Issue 32: Impact of Development on the Green Belt**

The Local Plan could require that, where appropriate, development takes place in or adjoining the Green Belt; it is designed and appropriately landscaped so that it minimises its impact on the rural character and openness of the Green Belt.

**Question 37:** Should the Local Plan include policies to ensure that development in and adjoining the Green Belt does not have an unacceptable impact on its rural character and openness?

Please provide any additional comments.

8.14. The Council’s existing plan identifies a small number of ‘major developed sites’ in the Green Belt (Babraham Hall, Fulbourn and Ida Darwin Hospital, and Girton College), where national policy allowed limited infilling to support their continued economic use.

8.15. The new National Planning Policy Framework (NPPF) no longer refers to identifying specific ‘major developed sites’, but instead refers to appropriate development in the Green Belt including ‘*minor limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.*’

**Issue 33: Redevelopment in the Green Belt**

The NPPF now enables limited infilling on, or complete redevelopment of, previously developed sites in the Green Belt. An issue for the Local Plan is whether to rely on this national guidance, or whether more detailed guidance should be included in the Local Plan, addressing issues such as floor area, footprint, height and degree of impact from development.

**Question 38:** Regarding infilling on, or complete redevelopment of, previously developed sites in the Green Belt, should the Local Plan:

- a. Rely on National Planning Policy Framework (NPPF) guidance for determining planning applications; or
- b. Include more detailed guidance regarding design, such as scale and height of development?

Please provide any additional comments.

8.16. The Cambridge Green Belt plays an important role in providing opportunities for access to the countryside for the people of Cambridge. This is recognised in the Cambridgeshire Green Infrastructure Strategy (see section on Green Infrastructure above). The major urban extensions already planned around Cambridge will create additional demands at the same time as providing opportunities to deliver new areas of

Green Infrastructure. Any planned new development could create further opportunities.

- 8.17. The NPPF guidance on Green Belt continues to allow for the provision of 'appropriate facilities' for outdoor sport and recreation where it does not conflict with Green Belt purposes. With the growth proposed in the extensions around the City in the Cambridge Green Belt it is likely that land will become more intensively used, which could result in uses such as playing fields being relocated to, or specifically developed on, Green Belt land. It is important this is done in a way which protects the overall rural character of the Green Belt, rather than creating a character more associated with the built environment.

#### **Issue 34: Green Belt and Recreation Uses**

The Local Plan could continue to support recreation uses in the Green Belt, but require the cumulative impact of sports pitches and recreation development to be considered, to avoid the over-concentration of such sports grounds where it would be detrimental to the character and setting of the Green Belt.

**Question 39:** Should the Local Plan include a policy requiring the cumulative impact of sports pitches and recreation development to be considered, to avoid the over-concentration of such sports grounds where it would be detrimental to the character and setting of the Green Belt?

Please provide any comments.

#### **Protected Village Amenity Areas**

- 8.18. The Council's existing plan identifies open areas that are considered important to the amenity and character of villages, known as Protected Village Amenity Areas (PVAA). They include land in a variety of uses, such as allotments, playing fields or recreation areas, but also some private areas such as gardens. In these areas development which would have an adverse impact on the character, amenity, tranquillity or function of the village will not be permitted. PVAA's are only identified within village frameworks where the risk of harm is greatest.

- 8.19. The existing policy has successfully protected these areas and an issue for the plan will be to consider whether to review the existing areas protected within villages and consider if any additional ones should be identified. See also issue 36 below on local green space.

#### **Issue 35: Protected Village Amenity Areas**

The Local Plan could retain the approach to Protected Village Amenity Areas, in order to protect the character, amenity, tranquillity or function of valued open space in villages.

The plan making process can offer the opportunity to review the sites included, or for new ones to be suggested.

**Question 40:** Should the existing policy for Protected Village Amenity Areas be retained in the Local Plan?

Please provide any comments, including if there any existing PVAAs in villages (as shown on the Proposals Map) that you think should be removed or any new ones that should be identified.

Please provide any additional comments.

### **Local Green Space**

8.20. An issue for the Local Plan is to consider whether to include a policy for the new designation of Local Green Space, introduced by the NPPF, and whether any particular spaces should be identified. There are some similarities between PVAAs and the new Local Green Spaces (LGSs), although the level of protection given by the PVAA policy is not as strong and not all PVAAs would be suitable for the LGS designation. A LGS could also be located on the edge of a village beyond the development framework, whereas PVAAs have been identified within villages only.

### **Issue 36: Local Green Space**

The NPPF has introduced a new designation of Local Green Space, to identify and protect green areas of particular importance to a local community. An issue for the Local Plan is whether it should identify Local Green Spaces, and the issues and options consultation is an opportunity for local communities to suggest where such spaces should be identified that meet the tests set out in the NPPF which state that “the designation should only be used: where the green space is in reasonably close proximity to the community it serves; where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and where the green area concerned is local in character and is not an extensive tract of land.

**Question 41:** Should the Local Plan identify any open spaces as Local Green Space and if so, what areas should be identified, including areas that may already be identified as Protected Village Amenity Areas?

Please provide any comments, including particular sites, with a map if possible.

### **Important Countryside Frontage**

8.21. In South Cambridgeshire there are many villages where parts of the village are open to views of the wider countryside or where open countryside separates two parts of the built up area. These areas have been identified in existing plans to show that the frontage and the open countryside beyond should be kept open and free from development to protect the setting, character and appearance of the village.

**Issue 37: Important Countryside Frontages**

The Local Plan could continue to protect important countryside frontages, because such land enhances the setting, character and appearance of the village by retaining a sense of a rural connection within a village.

The plan making process also offers the opportunity for people to comment on the frontages currently identified, or suggest new ones that warrant protection.

**Question 42:** Should the existing policy for Important Countryside Frontages be retained in the Local Plan?

Please provide any comments, including if there are any existing Important Countryside Frontages in villages that you think should be removed or any new ones that should be identified.

**Community Orchards**

8.22. South Cambridgeshire District Council is supporting local people to establish or restore community orchards. They provide a range of benefits, including biodiversity, landscape enhancement, and fruit for local communities and a catalyst for the community to come together.

**Issue 38: Community Orchards**

An option for the Local Plan is to include a policy to support the planting of community orchards or new woodland in or near to villages. New development could also be required to utilise opportunities for enhancing existing or delivering new orchards, as part of landscaping and open space proposals.

**Question 43:** Should the Local Plan should include a policy seeking to encourage the creation of community orchards or new woodland areas in or near to villages and that existing sites be protected.

Please provide any comments.

**The River Cam and other waterways**

8.23. Rivers and streams are particularly important features in South Cambridgeshire in contributing to the biodiversity of the district. However, these waterways are also a major recreation and tourism resource, and careful management is required to preserve the special qualities that attract users.

**Issue 39: River Cam and other waterways**

An issue to be considered in the Local Plan is whether a policy should be developed for the waterway networks in the district given their importance in providing wildlife corridors.

This would need to be balanced between biodiversity, landscape, and the role for tourism and leisure.

Alternatively the Plan could have no specific policy relating to waterways within the district, and rely on other policies within the plan.

**Question 44:** Should a policy be developed for the waterways within the district that seeks to preserve and enhance the special qualities of waterways, whilst supporting their use as a recreation resource?

Please provide any additional comments.

### Heritage Assets

8.24. The high quality of life enjoyed within South Cambridgeshire owes much to the historic environment within the district which makes it a special place, with different areas having distinctive characters. There is a wealth of 'heritage assets' in the district, ranging from listed buildings, areas rich in historic character identified by Conservation Areas, as well as historic landscapes and features influenced by centuries of occupation by man. The Local Plan will have a valuable role in providing a positive strategy for the conservation, enhancement, and enjoyment of this historic environment that balances the importance of protecting heritage assets with ensuring they are able to adapt to modern living.

8.25. 'Heritage assets' is an all-embracing term used to describe a significant building, monument, site, place, area or landscape. The NPPF says that such assets should be conserved in a 'manner appropriate to their significance', so that they can be enjoyed for their contribution to the quality of life of this and future generations.

8.26. The Local Plan is important for implementing the NPPF principles, ensuring local character and distinctiveness of different areas of the district are protected and reinforced, and contributes to place-making. Development proposals using traditional and modern approaches need to respect the local identity of a village and its surroundings. The Local Plan will establish policy principles, supported by Supplementary Planning Documents, which elaborate on policy, and provide information including on historic character and significance, to assist applicants to develop their proposals.

### Issues 40: Heritage assets

The Local Plan needs to include policies to provide appropriate protection and enhancement of the historic environment, having regard to the importance of these sites.

Existing planning policies in the district consider historic landscapes; archaeological sites; listed buildings and their settings and Conservation Areas as separate policies.

An alternative option for the Local Plan is to follow the lead provided by the NPPF and cover all types of heritage assets in a single policy.

Further information and guidance will continue to be provided in Supplementary Planning Documents, (currently the District Design Guide SPD, Conservation Areas SPD and Listed Buildings SPD).

**Question 45:** Taking account of the importance of the heritage asset, should the Local Plan include:

- a. Individual policies addressing historic landscapes; archaeological sites; listed buildings and their settings and Conservation Areas; or
- b. A single policy regarding the protection of heritage assets

Please provide any additional comments.

8.27. Many heritage assets within South Cambridgeshire have national statutory protection. Others are still of significant local historic importance that should be given proper weight in considering proposals that affect their historic interest. A formal list of some of these assets, such as locally important historic buildings, could be created / recorded, subject to the availability of resources.

#### **Issue 41: Assets of local importance**

An option for the Local Plan is to consider protecting undesignated heritage assets to support appropriate consideration of their contribution to the local environment. This could include assets identified in neighbourhood or parish plans identified as locally important.

A list of these assets and further guidance on their consideration could be provided in a Supplementary Planning Document.

**Question 46:** Do you consider the Local Plan should protect undesignated heritage assets?

Please provide any comments.

#### **Heritage Assets and Adapting for Climate Change**

8.28. Historic buildings can be good examples of sustainable layouts and construction, and an efficient use of energy and local resources. Their survival reflects their success and adaptability. Conserving and re-using historic buildings retains their materials and 'embodied energy' which is the energy used in the materials and construction.

8.29. The energy efficiency of buildings is covered in Chapter 6 (Sustainable Development, Climate Change, Water and Flooding). However, the implications of energy efficient measures for historic buildings need particular consideration. There are opportunities in most historic buildings to improve energy conservation without causing harm, through measures such as secondary glazing, improved loft insulation using natural materials, low energy lighting, and use of fuel efficient boilers. In some situations, renewable energy technologies can also be installed without causing harm. Where harm would be caused by energy conservation or renewable energy measures, then less harmful measures should be considered. Where conflict is unavoidable, the benefits of the energy conservation measures and the extent of harm to the heritage significance should be weighed against public benefits.

8.30. The South Cambridgeshire Listed Building SPD provides guidance on general sustainability, improving energy efficiency and renewable energy relating to listed buildings. An issue for the Local Plan is how climate change mitigation can be carried out on historic assets. Future detailed guidance could be provided in an SPD.

**Issue 42: Heritage Assets and adapting for climate change**

An option for the Local Plan is to include a policy that considers how listed buildings can be adapted to improve their environmental performance. The preferred method would be the one that causes the least harm to the heritage significance of the building. The Council would welcome / encourage the use of innovative design solutions to mitigate climate change whilst making every effort to preserve the historic fabric by the use of traditional construction methods to achieve the adaptation.

**Question 47:** Should the Local Plan should include a policy to guide how listed buildings can be adapted to improve their environmental performance?

Please provide any comments.

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## 9. Delivering High Quality Homes

- 9.1 Building new market and affordable homes to meet the housing needs will support the creation of healthy communities and contribute to the success of the local economy. Building the right type of homes in the right places can also promote energy efficiency and help to reduce fuel poverty. The Local Plan needs to do this whilst ensuring the protection and enhancement of our natural, built and historic environment.
- 9.2 The Local Plan needs to consider the housing needs of the whole community including single person households, families, elderly people, people with disabilities, service families, Gypsies and Travellers, and people wishing to build their own homes. A proportion of the housing will need to be available to buy or rent at below market costs to help households who cannot open market prices or rents.
- 9.3 Housing needs and aspirations can often be met by extending existing homes or by replacing them. Where non-residential buildings lie vacant, turning them into homes can provide attractive places to live provided that this is not at the cost of providing appropriate local places of employment. National planning policy requires that the Local Plan considers restricting inappropriate development in gardens and limiting new housing development in the countryside.

### Key Facts:

- High house prices in relation to earnings and in 2010 average house prices were 7.4 times average household incomes.
- In December 2010 the average house price in South Cambridgeshire was £306,032, compared to an average price across England of £215,337.
- A large and growing housing register with over 4,000 households seeking affordable housing in April 2012, with around 500 affordable lets per year.
- A net annual need for affordable housing of 1,372 affordable homes per year over the next 5 years which include making up the current backlog of need, with 527 affordable homes a year required after that..
- 1,273 new affordable homes built between April 2007 and December 2011 including 215 built on exception sites
- The Gypsy and Traveller community, the District's largest ethnic group, has a need for additional site and pitch provision
- South Cambridgeshire has an ageing population with growth forecast between 2001 to 2021 of 95% of the 60-74 age group and 108% for those 75+
- In 2001 the census recorded that 44% of homes were detached houses or bungalows, 35% semi-detached houses of bungalows, 17% terraced houses or bungalows, 4% flats or maisonettes, and 1% were caravans and other dwellings.
- In 2001 the census recorded that 24.4% of households were of one person (12.2% pensioners), 29.3% were households with dependent children, 9% were households with non-dependent children, 32.8% were households with no children (10% pensioners), and 4.5% were other types of household.

### Housing Density

- 9.4 The density of residential development describes the number of houses or flats that are developed on an area of land. Achieving the right density of

development for a location is important to the character of a place and impacts on quality of life. The appropriate density for any particular location is determined by the nature of the area and by its surroundings. If designed well, higher densities can produce high quality, sustainable developments with a strong sense of place. In other circumstances, lower densities are required to fit in with existing character, but also need to be carefully designed so not to create developments which contribute little to local character.

- 9.5 Previous national planning guidance discouraged developing land at densities below 30dph and encouraged higher density development in town centre locations and where there is good accessibility by public transport. This policy approach has increased the efficiency with which land is used but may have given insufficient recognition to local character and amenity. In recognition of these concerns the National Planning Policy Framework does not set minimum density requirements, but instead requires Councils to set out their own approach to housing density to reflect local circumstances but expecting developments to make best use of development sites.
- 9.6 The issue of car parking standards is addressed in Chapter 12: Promoting and Delivering Sustainable Transport and Infrastructure. The options consider the case for varying the parking standards for different size of villages, reflecting that car ownership is higher in areas with poorer public transport. These can all be accommodated within the density options without needing a different approach.

**Issue 43: Housing Density**

A number of choices exist concerning our approach to the density of development.

- a. Provide no guidance on density - development proposals would be decided using the National Planning Policy Framework guidance on the optimisation of site potential, and other local plan policies dealing with design, amenity, housing mix and heritage.
- b. Include a policy setting an average density target of 30 dph across all sites in the District but allowing for variation from site to site to reflect local circumstances – most of Cambourne has been developed at 30dph.
- c. Include a policy with higher average target densities in the most sustainable locations and lower densities in the less sustainable but allowing for variation from site to site to reflect local circumstances. This would reflect differences in access to services and facilities, jobs and ability to get around without using a car.

Cambridge Fringe	40 dph
New Settlements	40 dph
Rural Centres	30 dph or 40 dph
Minor Rural Centres	30 dph
Group Villages	30 dph

It would not be appropriate to apply density policies to small scale development in infill villages, which should be guided by a design-led approach taking account of the character of the area in which it is located.

**Question 47:** Which of the following options do you agree with?

- a. Provide no specific guidance on density.
- b. Include a policy setting an average net density target of 30 dph across all sites in the District but allowing for variation from site to site to reflect local circumstances.
- c. Include a policy with higher average target densities for development on the edge Cambridge and in any new settlements and 30dph in villages but allowing for variation from site to site to reflect local circumstances.

Please provide any comments.

### Housing Mix

- 9.7 In order to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, it is important that we plan for a mix of housing based on the needs of different groups in the community including families with children, older people, people with disabilities and people wishing to build their own homes. The high cost of housing in South Cambridgeshire also affects the size of home that many people can afford, even if their preference would be for a larger property, and it is important to provide for everyone's needs and help create mixed and balanced communities.
- 9.8 The current plan includes targets for housing mix to reflect the trend over the previous 10-15 years for a very high proportion of very large new homes, with more than 50% of housing over that period being of 4 bedroom or larger. That trend has started to change since the introduction of the policy and a better overall mix has been achieved.

### Issue 44: Housing Mix – House Types

A number of choices exist concerning our approach to housing mix (house types).

- a. Provide no guidance on the issue, development proposals would be decided on a site by site basis after consideration of local circumstances, affordable housing need and the National Planning Policy Framework guidance on the optimization of site potential and plan policies dealing with design, amenity, and heritage.
- b. Provide guidance only for the market housing (the affordable housing mix will always be determined by need).
- c. Apply the policy guidance to all housing sites or only to larger sites providing 10 or more homes.
- d. Provide housing mix guidance which seeks to balance demographic trends for smaller homes with market preferences for larger homes:
  - At least 30% 1 or 2 bedroom homes,
  - At least 30% 3 bedroom homes
  - At least 30% 4 or more bedroom homes
  - With a 10% allowance for flexibility which can be added to any of the above categories taking account of local circumstances.

**Question 48:** Which of the following options do you agree with?

- a. Provide no guidance on housing mix (house types).
- b. Include a policy on housing mix (house types) but only for market housing.
- c. Any policy on housing mix (house types) should only apply to sites of 10 or more homes.
- d. Any policy on housing mix (house types) should seek to balance demographic trends for smaller homes with market preferences for larger homes by seeking the provision of market housing as follows:
  - At least 30% 1 or 2 bedroom homes,
  - At least 30% 3 bedroom homes
  - At least 30% 4 or more bedroom homes
  - With a 10% allowance for flexibility which can be added to any of the above categories taking account of local circumstances.

Please provide any comments.

9.9 The Lifetime Homes Standard (November 2011 ) is a widely used national standard for ensuring that the spaces and features in new homes can readily meet the needs of most people, including those with reduced mobility. The Government's strategy requires all new housing built with public funding to meet the Lifetime Home standard by 2011.

9.10 Having homes built to the Lifetime Homes Standard helps to ensure that housing suits householders' needs and changing circumstances. Whilst lifetime homes can accommodate or adapt to the needs of many wheelchair users, the standards do not match the enhanced accessibility provided by a property constructed to the Wheelchair Housing Design standards. At present provision of fully wheelchair accessible housing is only made as part of the affordable housing element of schemes and in response to identified need.

**Issue 45: Housing Mix – Flexible Housing to Support Reduced Mobility**

Choices exist concerning our approach to housing mix to provide for changing needs and reduced mobility.

- a. Provide no guidance on making provision in new developments for those with reduced mobility and an ageing population. Provision would be regulated by the Building Regulations which currently do not go so far as the Lifetime Homes Standard.
- b. Include a policy in the Local Plan to require 5% of market housing and all affordable housing to meet Lifetime Homes standards. The policy would not require a set provision for fully wheelchair accessible housing. Such provision to be limited to the affordable housing element of developments and then only in response to an identified need.

**Question 49:** What approach do you think the new Local Plan should take to securing houses adapted to meet the needs of people with reduced mobility, looking at the following options?

- a. Provide no guidance on the provision of housing for people with reduced mobility.
- b. All affordable and 5% of market housing should be designed to Lifetime Homes standards

Please provide any comments.

### **Affordable Housing**

- 9.11 Affordable housing is housing that is subsidised and provided to eligible households in the district whose needs are not met by the market. It includes rented housing and housing where occupiers purchase part of the property.
- 9.12 The provision of affordable housing to meet housing need is a key issue for the Council. The Housing Strategy 2012-2016 aims to deliver a range of homes that are affordable to all and where people want to live that will support economic growth and economic activity. The key driver affecting the need for affordable housing is the high cost of buying or renting on the open market in comparison to local household incomes. There is a high level of housing need in the district, with provision in the order of 15,049 affordable dwellings being required to fully meet identified needs in the period to 2031.
- 9.13 The NPPF states that where there is a need for affordable housing, Local Plans should set policies for meeting this need on site, unless off site provision or a financial contribution of broadly equivalent value can be justified. The policies should contribute to the creation of mixed and balanced communities and be sufficiently flexible to take account of changing market conditions over time.
- 9.14 Affordable Housing in South Cambridgeshire is provided by the District Council and a number of Registered Providers (Housing Associations). Over the last twenty years new Affordable Housing has been provided mainly by Housing Associations but the Council is now able to deliver its own affordable housing. This will include the replacement of old, unpopular and difficult to manage housing stock with more modern accommodation, as well as providing additional new homes. Nevertheless, the main source of new affordable housing will continue to be through market housing developments and it is important to ensure an appropriate policy in the Plan to address housing need.

### **Issue 46: Affordable Housing**

Given the scale of need it would not be reasonable to stop seeking affordable housing contributions from housing development schemes, but a number of choices exist concerning our approach to affordable housing.

- a. We could choose to maintain the current 40% level of affordable housing provided it is accompanied by policy provisions which allow greater flexibility to

- take account of current and changing market conditions over time. Evidence from the Annual Monitoring Report shows that in almost all cases the Council has been able to secure 40% affordable housing from new housing development, either on site or via financial contributions as an exception to the normal policy of provision on site. However it is proving to be challenging to achieve this level for very large strategic scale sites and there is viability evidence undertaken as part of the Strategic Housing Land Availability Assessment which shows that achieving this level currently in some parts of the district with low house prices would threaten the viability of development.
- b. A specific reduction in the level of affordable housing to be sought to 30% for very large strategic scale sites and in those parts of the district with low house prices, with 40% elsewhere. Such a change could be accompanied by policy text which would allow flexibility to increase the level to 40% in response to changing market conditions over time.
  - c. A separate issue is the appropriate threshold for provision of affordable housing to be made. There is evidence that the current threshold of 2 dwellings is discouraging small scale development by placing a greater requirement on very small schemes. The Council could increase the threshold to 3 or more subject to viability to encourage more small scale developments to come forward.

**Question 50:** What approach do you feel the Local Plan should take as a target to address the need for affordable housing?:

- a. The target for affordable housing remain at 40% of the number of dwellings granted planning permission accompanied by policy provisions which explicitly allow greater flexibility to take account of current and changing market conditions over time.
- b. The target for affordable housing be reduced to 30% of the number of dwellings granted planning permission in relation to very large strategic scale sites and in those parts of the district with low house prices and remain at 40% elsewhere. Such a change could allow flexibility to increase the level to 40% in response to changing market conditions over time.
- c. The threshold for seeking affordable housing provision could be increased to 3 dwellings.

Please provide any comments.

### Exception Sites Affordable Housing

- 9.15 Many of our rural villages face particular difficulties in securing an adequate supply of land for affordable housing to address local needs. Village house prices are often high and existing social rented housing is usually under long term occupancy and properties are rarely available to re-let. An exception site is currently a site that provides 100% affordable housing provided within or adjoining a rural settlement, as an exception to normal planning policy.
- 9.16 There is a high level of unmet need for local affordable housing in our rural villages as revealed by village need surveys. The Council has a very good record of delivering exception sites and much progress has been made to deliver new local affordable housing in this way. However more could be done if landowners were prepared to make additional land available and the

NPPF asks that the Local Plan consider allowing some market housing to enable the provision of significant additional affordable housing to meet local needs.

**Issue 47: Exception Sites Affordable Housing**

The Local Plan could continue to require that all the housing provided on exception sites is affordable. However, it is no longer expected that there will be government grant available to help fund affordable housing and therefore some new method needs to be identified to help secure funding for affordable houses on exceptions sites. As set out in the NPPF, the proposed method is to allow some market housing to help cross fund affordable housing. Options are:

- a. To provide for the minimum amount of market housing necessary on a site to facilitate the provision of significant additional affordable housing.
- b. Considering the wider issue of housing provision in smaller villages as discussed in Chapter 4: Spatial Strategy, to provide for a little more market housing to achieve dual objectives of securing affordable housing and also some limited additional market housing in villages. The level could be set greater than 40% so that a greater proportion of affordable housing is secured than on normal market sites.
- c. A further issue is whether it would provide greater flexibility in providing for local needs if the policy allowed the housing needs of a group of neighbouring villages to be taken into account in bringing forward an exception site, particularly to assist those villages where need is very low and it is proving difficult to identify suitable exception sites or villages where need is high but there are no suitable exception sites. This would allow the occupation of exception site affordable housing to include:
  - Those resident in the parish within which the exception site is located, and*
  - Those resident in the group of neighbouring villages even if outside the parish, and*
  - Those who have an employment connection to the village within which the exception site is located; and*
  - Those who have a family connection to that local community*

**Question 51:** What approach do you think the Local Plan should take for exception site affordable housing?

- a. Allow the minimum amount of market housing necessary on exception sites to support the provision of more than 40% of any new dwellings as additional affordable housing.
- b. To provide an element of market housing to support local communities, the Local Plan allows a slightly greater amount of market housing on exception sites but still secures the provision of more than 40% of any new dwellings as additional affordable housing.
- d. To allow greater flexibility in the occupation of exception site affordable housing.

Please provide any comments.

**Residential Space Standards**

- 9.17 The provision of sufficient space within and associated with new homes is an important element of good residential design and new dwellings should provide sufficient space for basic daily activities and needs. The National Planning Policy Framework states that Local Planning Authorities should plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community such as families with children, the elderly and people with disabilities. Currently we do not set any guidance with regard to the space within new market homes but all new affordable housing is expected to meet national standards set by the Homes and Communities Agency’s (HCA). The Council’s current Affordable Housing SPD specifies affordable housing ‘should meet Housing Corporation Design and Quality Standards or any future replacement’, which provide guidance on space standards and layout. The Council’s Scrutiny Committee Report on Orchard Park identified small bedroom size as a concern to residents.
  
- 9.18 One of the Council’s Housing Strategy objectives is around making best use of existing homes. Older people and other households wishing to down-size, thus freeing-up family-sized housing, can often be discouraged from doing so if they don’t consider the new home to be of a reasonable size.
  
- 9.19 The introduction of new policy for space standards will help align private market housing with that of affordable housing in South Cambridgeshire, and help to make better use of existing homes. However, it is acknowledged that such a requirement may impact upon the viability of developments, and that developers and landowners may have concerns.

**Issue 48: Residential Space Standards**

We need to decide whether we should provide guidance on residential space standards. If we provide no guidance space standards in new market housing would essentially be controlled by the market and what people want to buy and can afford to buy. If we wanted to provide guidance we could either include space and layout standards in the Local Plan or include a more general policy in the Local Plan and include the space and layout standards in a Supplementary Planning Document, this latter option would allow the standards to be more easily changed if national standards change or if experience points to the need for changes to better meet local conditions.

**Question 52:** Do you think that new homes are often too small? How do you think we should deal with the size of new homes?

- a. Not include a policy on residential space standards in the Local Plan.
- b. Include a policy on residential space standards in the Local Plan which would cover both affordable and market housing and which would be consistent with national standards set by the Homes and Communities Agency.
- c. Include a more general policy on residential space standards in the Local Plan and include the actual standards in a Supplementary Planning Document.



Please provide any comments.

### **Extensions to Dwellings in the Countryside**

- 9.20 There is a wide range of properties in the countryside outside villages, from large farmhouses and substantial residences to small dwellings built at a time when families had few possessions and were used to living in cramped, crowded conditions, many of whom would have worked on the land. These dwellings although small, often sit on large plots of land. Today these properties can be ill-suited for modern family life but remain expensive to purchase or rent because of the land that comes with the dwelling. Such properties are found across the district but with a notable concentration at the Land Settlement Association Estate at Great Abington (see chapter 11: Site Specific issues).
- 9.21 The existing policy aims to control the scale of extensions to dwellings in the open countryside to avoid a situation where all countryside properties become large and unaffordable to those on more average or lower incomes, particularly those who still work in agriculture or rural businesses. It imposes a limit that prevents increases in floorspace or volume greater than 50% of the original building and, prevents extensions that would enable the creation of a separate dwelling. However, experience of implementing the policy has seen a number of decisions where the policy has been overturned at planning application stage and on appeal.

### **Issue 49: Extensions to Dwellings in the Countryside**

A number of choices exist concerning our approach to extensions to dwellings in the countryside. The Local Plan could:

- a. Delete the policy and rely on design policies to consider matters such as design quality, local character, traffic, countryside and landscape character and the scale and nature of the development.
- b. Include a simplified version of the policy which would remove limitations concerning height, floorspace, volume and the requirement for the extension to be in scale and character with the existing dwelling (relying on the design policies to ensure design quality and amenity).
- c. Include a simplified version of the policy as in b, which would in addition remove limitations concerning the creation of a separate dwelling.

All of these choices if any were to be followed in the Local Plan would mean that no specific policy would be required for the Land Settlement Association Estate at Great Abington.

**Question 53:** How do you think the Local Plan should deal with extensions to dwellings in the countryside?

- a. Not include a policy.

- b. Include a simplified version of the policy requiring the extension to be in scale and character with the existing dwelling.
- c. Include a simplified version of the policy as in b), but also remove from it limitations concerning the creation of a separate dwelling.

Please provide any comments.

### Replacement Dwellings in the Countryside

- 9.22 Similar issues apply to proposals to replace existing dwellings in the countryside outside villages to those for extensions to dwellings and to minimize the impact of development on the countryside. The existing policy limits extensions to no greater than 15% more than the size of the existing dwelling.
- 9.23 This policy may be too restrictive for very small houses and make updating to modern living standards impossible. It may also have had the unintended effects of preventing the re-use of large housing plots to provide high quality executive homes and for small and medium sized plots of preventing their use for self-build housing - one key attractions of self-build is to allow people to live in a more spacious home than could otherwise have been afforded. There is a growing trend for people to build their own homes which is limited by the availability of land and the NPPF asks that this issue be considered by our plans for housing.

### Issue 50: Replacement Dwellings in the Countryside

A choice exists concerning our approach to extensions to replacement dwellings in the countryside. The Local Plan could:

- a. Keep the existing policy and continue to limit replacement dwellings in the countryside to being no more than 15% larger than the dwelling they replace ; or
- b. Keep the requirement that the use of the dwelling has not been abandoned and that caravans will not be permitted to be replaced by permanent dwellings but delete the remainder of the policy and rely on the design policies of the Local Plan to consider such matters as design quality, scale, local character and countryside impact

**Question 54:** How do you think the Local Plan should address the issue of replacing existing housing in the countryside?:

- a. Keep the existing policy and continue to limit replacement dwellings in the countryside to being no more than 15% larger than the dwelling they replace.
- b. Include a less restrictive policy on replacement dwellings in the countryside.

Please provide any comments..

### Development of Residential Gardens

9.24 Over the years there has been a trend for development to take place in residential gardens as one of the only means available to provide new housing in villages and a means of property owners gaining value from their land. This has led to concerns including impacts on residential amenity, local character, heritage and from increased traffic. In some cases, development on gardens may appropriate as it:

- Reduces the need to extend development into the countryside;
- Creates new homes without the need for significant increased infrastructure provision;
- Provides better use of land in areas where people no longer demand large gardens due to lifestyle changes; and
- Provides small sites appropriate for local developers who employ local people.

However, gardens represent an important part of the character and amenity value of many villages. Other arguments against developing on gardens include:

- Increased building mass;
- Loss of or change in local character;
- Increased population density;
- A gradual associated increase in demand on local infrastructure;
- Loss of green space and paving over gardens;
- A reduction in habitats and biodiversity; and
- An increased risk of flash flooding due to increased run off.

#### Issue 51: Development of Residential Gardens

Choices exist concerning our approach to the development of residential gardens. The Local Plan could:

- a. Not include a specific policy, relying instead on the design policies of the Local Plan to consider such matters as design quality, scale, mass, siting, materials, local character, residential amenity, and ecology.
- b. Include a policy on the development of residential gardens setting out what factors would be taken into account to determine whether a proposal was appropriate or inappropriate, including residential amenity, access, traffic and parking, local character and heritage, biodiversity and trees, and implications for the development of adjoining sites. The policy would apply where an existing house or houses are demolished, and where an existing house is retained and new dwellings are erected in the garden.

**Question 55:** What do you think the Local Plan should say about development of residential gardens?

- a. Should the Local Plan include a policy on the development of residential gardens, setting out what factors would be taken into account.

- b. Do you think that no more new homes should be allowed by building in existing gardens.

Please provide any comments.

### Re-use of Buildings in the Countryside

- 9.25 South Cambridgeshire has a rich heritage of agricultural buildings, some which are no longer needed for agricultural purposes. The Council is supportive of economic enterprise, including making the best use of our rural assets. Current policy gives priority to re-use for employment purposes and only exceptionally for residential conversion in order to concentrate housing development within our larger villages where residents would have better access to services, facilities and public transport.
- 9.26 The NPPF has changed Government planning policy to be less restrictive stating that such residential conversions are acceptable where there are special circumstances including where the development would re-use redundant or disused buildings and lead to an enhancement to the immediate setting.

### Issue 52: Re-use of Buildings in the Countryside

A number of choices exist concerning our approach to the re-use of buildings in the countryside. The Local Plan could:

- a. Not include a specific policy and rely on that in the NPPF.
- b. Include a policy based on the NPPF taking account of local circumstances, setting out the factors that would be taken into account, including whether the building is disused or redundant, the degree of reconstruction required, the need for extensions, their scale and impact, and scope for enhancement of setting.

**Question 56:** How do you think the Local Plan should address reuse of buildings in the countryside?

- a. Not include a policy on the re-use of buildings in the countryside for residential use?
- b. Include a policy on the re-use of buildings in the countryside for residential use setting out what factors would be taken into account.

Please provide any comments.

### Working at Home

- 9.27 A growing number of people are working at home either full time or part time and in self-employment or as an alternative to going into the office. Many successful businesses have been set up and operated from residential properties before moving on to purpose built business accommodation. Home working can help to maintain economic prosperity and employment and

relieve commuting pressure on our roads, and can be expected to grow further as rural broadband speeds increase. Normally the use of part of an existing dwelling for homeworking will not require planning permission. The level of demand for new purpose built properties designed to enable a wide range of home working may have been held back by the lack of a specific plan policy to encourage provision.

**Issue 53: Working at Home**

A number of choices exist concerning our approach to live/work homes. The Local Plan could:

- a. Not include a specific policy on the issue and rely on other plan policies and the policy of the NPPF that where a plan is silent on an issue grant planning permission unless the adverse impacts of doing so would outweigh the benefits of the development.
- b. Include a policy on working at home stating that proposals will be approved unless there would be an effective loss of residential use, or there would be unacceptable impacts on factors such as residential amenity, local character, heritage assets, and traffic and parking.

**Question 57:** What approach should the Local Plan take to working at home?

- a. Not include a policy on working at home working and rely on the other policies of the Local Plan and the NPPF to consider proposals.
- b. Include a policy setting out what factors would be taken into account to make it easier for more homeworking to become established.

Please provide any comments.

**Countryside Dwellings of Exceptional Quality**

9.28 The Council's Economic Development Strategy shows an unfulfilled demand for large high quality homes in the £1 million plus category suitable for business executives. The desirability of the district as a place to live and work is key to attracting and retaining businesses in the area. So too is the availability of homes that meet the needs of top executives.

9.29 The NPPF says we should avoid the construction of isolated country homes which may be suitable for such executives unless there are special circumstances such as the exceptional quality and innovative nature of the design, that the house would enhance its immediate setting and that it is sensitive to the defining characteristics of the local area.

**Issue 54: Countryside Dwellings of Exceptional Quality**

A number of choices exist concerning our approach to countryside dwellings of exceptional quality. The Local Plan could:

- a. Rely on the normal policies for housing development in the countryside along with the design policies of the plan and the policy guidance in the NPPF to control such proposals.
- b. Introduce a new policy concerning such homes with criteria based upon the NPPF guidance and taking into account local circumstances.

**Question 58:** What approach should the Local Plan take to new countryside homes of exceptional quality?

- a. Not include such a policy.
- b. Include a policy on exceptional homes in the countryside.

Please provide any comments.

### **Gypsy, Traveller and Travelling Showpeople Accommodation**

- 9.30 The Council has a responsibility to plan for the housing needs of all resident. Gypsies and Travellers form South Cambridgeshire's largest minority ethnic community, comprising around 1% of its population. The Council's Gypsy and Traveller Community Strategy commits it to:
- improve access for Gypsies and Travellers to services
  - work with partners to address social exclusion
  - foster good community relationships
  - address accommodation needs, and
  - seek to address unauthorised camping in an efficient and effective way, having regard to the welfare requirements, rights and responsibilities of Gypsies and Travellers, the environment and the potential level of nuisance for local residents.
- 9.31 Over the last few years the Council has twice consulted on the early stages of a Gypsy and Traveller Development Plan Document, including the criteria for identifying suitable new sites, the role that major developments should have in providing for Gypsy and Traveller needs, and a number of possible site options have also been considered.
- 9.32 Account has been taken of comments already made in drawing up the options for the Local Plan Issues and Options consultation. These comments will inform the preparation of the draft Local Plan regarding the criteria to be used to guide land supply allocations and the criteria to be used to judge the merits of planning applications for 'windfall' site proposals. In term of the site options previously consulted on, several were rejected following the last consultation in the light of views received. The others remain as options that the Council can draw on as appropriate when preparing policies for meeting the needs of this group.
- 9.33 The Council has now determined that Gypsy and Traveller and Travelling Showpeople planning issues should be addressed by the new Local Plan, rather than a separate document, reflecting the guidance in the National Planning Policy Framework. The main new issue to be considered in this

consultation is the target for making provision of new permanent sites for Gypsies and Travellers and Travelling Showpeople.

- 9.34 Over the next 20 years assessments show an unmet need for the provision of 85 pitches of which 60 need to be provided in the period between 2011 and 2016. Since 2011 a total of 9 pitches have been developed, and a further site of 26 pitches has been permitted but not yet completed. This leaves a total of 25 pitches for which permanent sites need to be identified to 2016. For the period 2016 to 2031 if site allocations cannot be identified, broad locations should be identified in the plan. For this purpose, the conclusion from earlier consultations was that large scale new housing allocations can be considered to be broad locations as it will not be possible to allocate a specific site until master planning is much more advanced and fixed.
- 9.35 There is an important distinction between individual caravans and what is known as a “pitch” which can accommodate several caravans belonging to an individual family. At January 2011 there were 232 authorised residential pitches in the district. The highest concentrations of authorised sites are in the Chesterton Fen Road area of Milton parish, and Smithy Fen, Cottenham. There are a number of small sites located around the district, including in Rampton, Willingham, Meldreth, and Histon.
- 9.36 At time of writing there were also 69 pitches with temporary planning permission. This allows sites to be occupied for a set number of years. The majority of sites with temporary permission are in Chesterton Fen Road and at Willingham. Sites with temporary permission are not counted as part of supply, because there is no certainty that they will provide for Gypsy and Traveller needs in the long term. If any sites with temporary permission were granted permanent planning permission, they would then count towards the needs of the district.
- 9.37 In respect of Travelling Showpeople the numbers of plots needed is very low, and will arise over a long period. There is uncertainty over whether this will generate a need for a new site in the district in the longer term, or if need could be met on existing sites. It is therefore proposed to rely on additional provision coming forward as windfalls over the period of the plan for the longer term.

#### **Issue 55: Gypsy, Traveller and Travelling Showpeople Accommodation**

The Local Plan must include policies to meet the needs of our Gypsy and Traveller population. A target for the provision of new accommodation must be set to guide delivery of new sites over the plan period and the plan must allocate sites to meet identified needs. The Local Plan could:

- a. Set a target to provide 85 pitches for Gypsy and Traveller occupation over the period to 2031, which means we need to provide an additional 25 permanent pitches by 2016.
- b. Either set a target for Travelling Showpeople of 4 plots to 2016 and an additional 3 to 6 plots to 2031, or rely on an additional windfall site coming forward to meet this need over the plan period.
- c. Explore with adjoining local planning authorities the extent to which local needs can be met in adjoining districts.
- d. Include a policy that requires that site provision be made for Gypsy and Traveller occupation in all new settlements, and other allocated and windfall

developments of at least 500 new homes. Any land not needed during the plan period to 2031 to be safeguarded for occupation after the plan period.

**Question 59:** What approach shall the Local Plan take to the accommodation needs of Gypsies, Travellers and Travelling Showpeople?

- a. Set a target to provide 85 pitches for Gypsy and Traveller occupation over the period to 2031, which means we need to provide an additional 25 permanent pitches by 2016.
- b. Not set a target for Travelling Showpeople occupation and rely on an additional windfall site coming forward over the plan period.
- c. Explore with adjoining local planning authorities the extent to which local needs can be met in adjoining districts.
- d. The Local Plan require that site provision be made for Gypsy and Traveller occupation in all new settlements, and other allocated and windfall developments of at least 500 new homes.

Please provide any comments.

### **Dwellings to Support a Rural Based Enterprise**

9.38 New housing in the countryside is generally resisted. However, the current plan sets out the circumstances in which it will be acceptable to build a new home for an employee of a rural based enterprise to help support successful rural businesses and retain a living countryside. The National Planning Policy Framework says that plans should avoid new isolated homes in the countryside unless there are special circumstances, one of which being 'the essential need for a rural worker to live permanently at or near their place of work in the countryside'.

### **Issue 56: Dwellings to Support a Rural Based Enterprise**

A number of choices exist concerning our approach to dwellings to support a rural based enterprise. The Local Plan could:

- a. Include a policy which sets out the circumstances in which it will be acceptable to build a new home for an employee of a rural based enterprise to help support successful rural businesses and retain a living countryside. The policy would be consistent with the guidance in the National Planning Policy Framework, but add additional details concerning such matters as the evidence that would be required from the applicant, any restrictions to be placed on the occupation of such dwellings and when they might be relaxed and that dwellings associated with the keeping of horses would not be appropriate.
- b. Not include such a policy in the plan and rely on the policy in the National Planning Policy Framework.



**Question 59:** How should the Local Plan address the needs of dwellings to support rural enterprises?

- a. Include a policy which sets out the circumstances in which it will be acceptable to build a new home for an employee of a rural based enterprise.
- b. Not include such a policy and rely upon the policy guidance in the National Planning Policy Framework.

Please provide any comments.

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## 10. Building a Strong and Competitive Economy

- 10.1 How can we assist strong and sustainable local economic growth, where entrepreneurship, innovation and inward investment are actively encouraged?
- 10.2 South Cambridgeshire is intrinsically linked economically to Cambridge and the wider Cambridge Sub-Region. In developing the evidence base to support the plan review the Council has worked closely with partners including Cambridge City Council.
- 10.3 During the last 30 years, the Cambridge Sub-Region has developed into the premier location for high technology research and development in Europe. Planning policies favouring research and development and discouraging large scale office and warehouse development have helped foster one of the highest rates of job growth outside any of the UK's major cities.
- 10.4 The Council has recently adopted an Economic Development Strategy seeking to maintain a progressive, modern, innovative balanced and resilient economy and be open for new business. The Strategy was supported by an economic assessment, and developed through consultation with partners, stakeholders, businesses and residents. The findings and priorities of the Strategy have guided the development of options for the Local Plan which must anticipate growth sectors and capture opportunities provided by planned growth areas including Northstowe, and the urban extensions to Cambridge.
- 10.5 Recent evidence suggests that the local high-tech cluster is 'maturing' and that growth in the research and development sector will be slower than in the past, and other sectors will account for a higher proportion of growth. New sectors could include renewable technologies, the creative ICT sectors, digital, health/bioscience, professional business services, tourism and leisure.
- 10.6 The Local Plan needs to ensure there is sufficient employment land available, in the right places to support the economy, and provide the right balance between supporting growth, whilst protecting the quality of the built and natural environment.
- 10.7 The Local Plan must also address issues which underpin economic development including delivering strategic infrastructure such as affordable homes and services, and consider transport providing jobs close to people's homes, and where jobs can be accessed by means other than the car.

### Key Facts:

- The District has a diverse high value economy with 81,200 jobs in 2011 (Source: Cambridge Econometrics).
- Sectors anticipated to grow in future include professional, computing and business services, construction, and health.
- Unemployment at 1.4% is lower than national level of 4%, and median pay levels are higher.
- The area has proved resilient of the impacts of the downturn with a range of successful business and research parks including Cambridge Science Park, Granta Park, and the Babraham Institute.

- Despite policies protecting employment in villages there is a gradual loss of premises.
- There is a significant agricultural sector with many farms diversifying into other sectors particularly tourism.
- There are a significantly higher proportion of micro businesses than regionally or nationally with 86% of businesses employing fewer than 10 people.
- Homeworking is growing making access to Broadband more important.
- Important local tourist attractions include Duxford Imperial War Museum, Wimpole Hall, the American Military Cemetery, Chilford Hall and Linton Zoo.
- Primary retail and service centres are outside the district (Cambridge and Market towns), but some larger villages provide services to smaller villages, and village shops are a vital service. New High Street facilities are planned for Cambourne and Northstowe.

### Employment Land Needs

10.8 To support sustainable economic growth plans should objectively identify the development needs of businesses in the area and plan to meet those needs. The Council in partnership with Cambridge City Council commissioned an Employment Land Review (ELR), which has explored the need for different types of employment land up to 2031. The ELR has estimated the potential implications of the three potential economic growth scenarios in terms of new employment building floorspace, and land required to accommodate the number of jobs. Reflecting the anticipated jobs growth, the majority of the land requirement is focused on offices (use class B1a) and Research and Development (B1b).

Table 1: Jobs targets and forecast land requirements for South Cambridgeshire

	Jobs Target		Office	R&D	Other	Warehouse	TOTAL
Low	14,000	Land (ha.)	21.3	10.7	-10.6	1.0	22.5
		Floorspace ('000 m2)	70.0	35.2	-44.4	5.2	66.0
Medium	23,300	Land (ha.)	30	15	-7	4	42
		Floorspace ('000 m2)	98.4	49.9	-27.3	18.3	139.4
High	29,000	Land (ha.)	36	19	-2	6	59
		Floorspace ('000 m2)	119.7	61.6	-9.9	30.1	201.5

Source: South Cambridgeshire and Cambridge City Employment Land Review 2012

### Issue 57: Employment Land Supply

Depending on the strategy option selected, the Local Plan should plan to meet in full the forecast employment growth in South Cambridgeshire by providing a supply and range of employment sites over the Plan period. The Land Use breakdown will be of interest to those involved in development provision.

Question 60: Should the Local Plan aim to meet in full the forecast employment growth in South Cambridgeshire depending on the option selected, by providing a supply and range of employment sites over the Plan period?

Please provide any comments.

### Employment Land Supply

- 10.9 South Cambridgeshire has a good supply and range of existing employment site sites. Additionally commitments with planning permission provide a wide range variety of types and locations for employment development, including significant land areas at research parks. Planning permissions at March 2011 have a floorspace capacity of 160,000m<sup>2</sup> with offices and research and development accounting for 55% of the total. In 2012 further planning permissions were granted at Granta Park, and Cambridge Research Park for offices and research and development. Whilst there may be sufficient supply overall not all sites are equally attractive to new employers. The ELR identified a particular need for office space in or on the edge of Cambridge. We must also consider sustainability giving people the opportunity to live near work.
- 10.10 A significant element of new employment provision is planned at Strategic Employment locations of Northstowe, and Northwest Cambridge delivering jobs in accessible locations close to new homes. The Northstowe Area Action Plan plans for approximately 20 hectares of employment land, including a substantial business area to be integrated with Northstowe town centre and a smaller area close to the Park and Ride site. Some of this land may come forward late, or even after, the plan period. The North West Cambridge site partly in Cambridge City is being developed to meet the needs of Cambridge University, and is planned to accommodate educational uses and research and development as part of a mixed use urban extension. Cambridge East was previously identified as a Strategic Employment Location but will not deliver in the lifetime of the Local Plan.

### New Employment Provision

- 10.11 The ELR evidence suggests a shortage of office space, particularly focused on two areas of pressure: the city centre, and the northern fringe around Cambridge Science Park. To continue the success of the economy more office space is needed in these areas. There are two areas in South Cambridgeshire where more employment development is possible to address this issue.

#### Issue 58: New Employment Provision near Cambridge

Further employment opportunities could be sought through development at:

Cambridge Northern Fringe East, where a new railway station and transport interchange is planned providing opportunities for further employment development. (Greater detail in the Site Specific Policies chapter)

Cambridge Science Park where some of the early 1970's phases were built at low densities offers scope for intensification or redevelopment. Increased accessibility

provided by the guided bus and the new railway station means that higher employment densities are suitable.

A further possibility would be to allocate new land for employment on the edge of Cambridge. This could be purely employment, or as part of a housing development. The Strategy chapter explores the potential for growth through Green Belt review on the edge of Cambridge, and identifies and assesses 10 broad locations.

Question 61: Should employment provision be planned for:

- A: Cambridge Northern Fringe East, and densification on the Cambridge Science Park?
- B: On new allocations on the edge of Cambridge which have previously designated Green Belt (See identified broad locations in the Strategy Chapter)
- C: Both Option A and Option B
- D: Neither Option A or Option B

### Previous Allocations for Employment Land

10.12 The previous plan includes a small number of employment land allocations located in villages around the district.

### Issue 59: Employment Allocations

These are substantially complete and remaining areas of undeveloped land do not warrant consideration for alternative uses although faster take up could be encouraged:

- Pampisford: West of Eastern Counties Leather, London Road (1.9 hectares Class B1 Employment uses)
- Over: Norman Way (1.7 hectares for Class B1, B2 and B8 Employment Uses)
- Papworth Everard: Ermine Street South (2.5 Hectares for Class B1, B2 and B8 Employment Uses)

One employment allocation at is for a completely new employment where development has not commenced:

- Longstanton (6.7 Hectares Class B1 North of Hattons Road up to the proposed bypass). Note: it has been identified as an option for housing development

Question 62: Should the existing employment allocations where development is partially complete be carried forward into the Local Plan?

Question 63: Should the existing employment allocation at North of Hattons Road Longstanton be carried forward into the Local Plan? Note: it has been identified as an option for housing development (option 55).

Question 64: Are there another other areas that should be allocated in the Local Plan for employment?

Please provide details, including a map.

## Local Development Orders

- 10.13 South Cambridgeshire would like to consider the use of Local Development Orders to help speed up employment development. A Local Development Order would identify certain types and scales of development that could take place without the need for planning permission within a defined area, such as a business park or planned development site. A Local Development Order can include a number of conditions just like a planning permission, and would have the same requirements for the development to pay for any necessary infrastructure.

### Issue 60: Local Development Orders

Although outside the plan making process, the Council could consider issuing LDOs to support economic development. We are therefore using this consultation to seek your views.

Question 65: Should the Council consider issuing Local Development Orders to help speed up employment development?

If so, where?

## Limitations on the Occupancy of New Premises in South Cambridgeshire

- 10.14 Earlier plans have encouraged high technology, research and development and related industries, which can demonstrate a need to be in the area. Large scale warehousing or industry that could locate away from the Cambridge area was not encouraged, due to the pressure on land resources and the need to protect the environment. Consultations leading to the Council's Economic Development Strategy highlighted that some businesses and stakeholders perceived planning policies to be insufficiently flexible (for change of use, extensions and new premises), and that the policy was a particular problem for small and medium sized businesses. A study on the future of the high technology cluster (The Cambridge Cluster at 50) also identified that the Cambridge area may not have been making the best use of its knowledge based assets, by discouraging large scale high value manufacturing, as well as headquarter functions of high-tech firms. The Cambridge area has nevertheless developed successfully whilst the policy has been in place, and pressure on resources remains. The policy has helped the development of existing clusters, and ensures there is enough land for these uses.

### Issue 61: Limitations on the Occupancy of New Premises in South Cambridgeshire

The review of the Local Plan should consider whether selective management of the economy as a policy approach should be continued, amended, or discontinued.

- Continuation of the policy could maintain a prioritisation of land for firms that can demonstrate a need to be here. This policy is a long running feature of planning policy for the area and it could be argued it has contributed to current economic success, and priorities land for uses that support the Cambridge clusters. However it also holds certain types of employment development back.

- Maintaining the policy on selected high technology business parks could continue to protect specific areas for research and development uses, whilst providing greater flexibility elsewhere.
- Amending the policy to additionally allow high value manufacturing and high tech headquarters could further support Cambridge's high technology research and development clusters, by encouraging them to further develop ideas into products and to bring high value jobs to the area.
- Maintaining a restriction on large scale warehousing and distribution, would mean new uses requiring a large land area but that do not need a Cambridge area location would not be permitted.
- Removing the restrictions entirely would allow the market to decide the type of employment use in new premises. This risks greater competition for land for uses such as research and development or lower value uses that need to locate here, but it could also allow other sectors to develop.

Question 66: What approach do you think the Local Plan should take to the Limitations on the Occupancy of New Premises policy?

- a) Retain the current policy approach to encourage high tech research and development but offices, light industry and warehousing being small scale local provision only.
- b) Retain the policy in its current form for specified areas:
  - Cambridge Science Park
  - Granta Park
  - Babraham Institute
  - Wellcome Trust
  - Melbourn Science Park
  - North West Cambridge (University)
- c) Amend the policy to allow for large scale, high value manufacturing and high tech headquarters to locate to South Cambridgeshire.
- d) Remove the policy apart from the restriction on large-scale warehousing and distribution.
- e) Remove the policy entirely.

Please provide any additional comments.

### **The Promotion of Clusters**

- 10.15 The National Planning Policy Framework requires local planning authorities to plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries. The Council's Economic Development Strategy identified a particular need for premises to support start-ups and enterprise, and low cost lab/office space.



**Issue 62: The Promotion of clusters**

Current policy sets out the clusters that are fundamental to the success of the Cambridge Phenomenon and positively promotes development that can demonstrate a clear need to cluster in the Cambridge area. The policy also supports the development of a range of units, including incubator units.

Question 67: Should the plan continue to include a policy supporting the development of clusters?

Please provide any additional comments.

**Shared social spaces as part of employment areas**

10.16 The Cambridge Cluster at 50 study identifies the fact that a number of peripheral employment sites are perceived to be isolated, both in relation to each other and in relation to Cambridge City Centre. The lack of a social aspect could be making them less attractive places to locate to.

**Issue 63: Shared social spaces as part of employment areas**

The Local Plan could include a policy to promote shared social spaces on employment parks, such as cafes, restaurants, or social hubs.

Question 68: Should the Local plan seek shared social spaces on or near employment parks?

Please provide any additional comments.

**Broadband**

10.17 The Council's Economic Development Strategy highlighted uneven delivery of broadband across the district as an issue affecting business competitiveness and economic productivity in the district. Provision of quality broadband is particularly important for rural areas, for community integration to help ensure a vibrant rural economy and assist with farm diversification and for home working. The Strategy includes the objective to improve utilities and infrastructure (e.g. Broadband and ICT) for residents and employers, including those located in the new communities and rural locations. The Northstowe Area Action Plan seeks broadband provision for the new town but currently the same approach is not applied across the rural parts of the district.

**Issue 64: Broadband**

Provision for broadband (such as ducting for cables) should be designed and installed as an integral part of development, which minimises visual impact and future disturbance during maintenance. All telecommunications infrastructure should be capable of responding to changes in technology requirements over the period of the development.

Question 69: Do you think that the Local Plan should include a policy seeking provision for broadband infrastructure in new developments?

Please provide any additional comments.

## The Rural Economy

### Established Employment Areas in the Countryside

10.18 South Cambridgeshire includes a number of existing employment areas in the countryside. There are currently 12 sites identified: Buckingway Business Park; Cambourne Business Park; Cambridge Research Park, Landbeach; Site to North of Cambridge Research Park, Landbeach; Granta Park, Great Abington; Wellcome Trust Genome Campus, Hinxton; Norman Way Industrial Estate, Over; Land at Hinxton Road, South of Duxford; Convent Drive / Pembroke Avenue site, Waterbeach; Brookfields Business Estate / Park, Twentypence Road, Cottenham; Spicers Ltd, Sawston; Daleshead Foods Ltd, Cambridge Road, Linton. Policies generally restrict development in the countryside. However, these major employment areas do not form a typical part of the countryside.

#### Issue 65: Established Employment Areas in the Countryside

Existing policy allows employment development within these areas, subject to the requirements of other policies in the plan. Two additional potential sites have been identified. Both are around 10 hectares, and provide areas of significant existing employment development:

- Eternit UK site between Meldreth and Whaddon;
- Barrington Cement Works (area of existing buildings)

Question 70: Should development within established employment areas in the countryside be allowed?

Question 71: Should additional areas at Eternit UK between Meldreth and Whaddon, and/or the area of existing buildings at Barrington Cement Works (both around 10 hectares), be included?

Please provide any comments.

### New Employment Development in Villages

10.19 Supporting employment development in villages can help maintain them as vibrant sustainable communities where people can live and work. It can also help provide a variety of local employment opportunities.

**Issue 66: New Employment Development in Villages**

Current plans limit the scale of development to specific floorspace sizes. These policies have proven to be insufficiently flexible and may have discouraged employment which might have been appropriate in villages but just fell the wrong side of the policy limitations. The Local Plan could consider a more flexible approach.

Question 72: What approach should the Local Plan take to the scale of employment development in villages?

- a. Restrict to small scale development (employing 25 people and the size limitations: Offices (B1a): 400sq m, High tech / R & D (B1b): 725sq m, Light Industry (B1c):800sq m. General Industry (B2-B7):850sq m. Warehousing (B8):1,250sq m).
- b. A more flexible approach that development should be in keeping with the scale, character and function of the settlement.

Please provide any additional comments.

**New employment buildings on the edge of settlements**

**Issue 67: New employment buildings on the edge of settlements**

The Councils current plan includes flexibility to utilise previously developed land adjoining or very close to the larger villages in the district for small scale employment uses. A more flexible approach could be to allow development of greenfield land adjoining the village frameworks of any villages. This could benefit the local economy, but could also impact on the rural character of the edges of settlements and could be exploited to secure inappropriate housing development on the basis that there was no demand for employment. Other considerations will include accessibility of the site, particularly for walking, cycling or public transport, and that it would not have an adverse impact of the character of the area. These will be addressed by other policies in the plan.

Question 73: What approach should the Local Plan take to employment development on the edges of villages?

- a. Flexibility to utilise previously developed land adjoining or very close to the village frameworks of any villages.
- b. Flexibility to utilise green-field land adjoining, and logically related to the built form of the settlement of Rural and Minor Rural Centres.
- c. Also should applicants be required to demonstrate there is a lack of suitable buildings and sites within the settlement?

Please provide any additional comments.

**Extensions to existing businesses in the countryside**

10.20 There are many existing firms in the rural areas. In order to support the continued development of their business, they may need to adapt or expand

their premises. Policies are generally restrictive towards new development in the countryside, but the plan could consider how to support and retain these existing firms.

**Issue 68: Extensions to existing businesses in the countryside**

The Local Plan could continue to apply a generally restrictive approach to development in the countryside, and proposals would have to demonstrate exceptional circumstances, or it could support the appropriate expansion of existing firms in the countryside.

Question 74: What approach should be taken to extension of existing businesses in the countryside?

A: continue to apply a generally restrictive approach and proposals would have to demonstrate exceptional circumstances; or

B: support expansion of existing firms where schemes are of an appropriate scale, do not have an adverse effect in terms of character and amenity, and can be justified through submission of a business case.

Please provide any additional comments.

**Conversion or Replacement of Rural Buildings for Employment**

10.21 South Cambridgeshire contains a stock of agricultural buildings. When they are no longer needed for agriculture they can be converted to provide employment opportunities. There are many examples around the district of converted agricultural buildings supporting successful rural businesses. Where it would bring about environmental improvements and result in improvements in the design and its integration with the surroundings, and result in a more sustainable form of development, the replacement with a building of the same size may have been accepted. It may also be important to consider whether development is in scale with its location, so that those attracting significant numbers of visitors or employees are located where they can be accessed by means other than the car.

**Issue 69: Conversion or Replacement of Rural Buildings for Employment**

The Local Plan could continue to support the economic reuse of rural buildings, where they are appropriate to the location, and are appropriately accessible.

Question 75: Should the Local Plan should continue to prioritise employment uses for rural buildings where traffic generation is not a problem?

Question 76: Should the plan support modest extensions where they enhance the design and are not out of scale and character with the location.

Please provide any comments.

### Farm diversification

- 10.22 Farm diversification schemes, such as farm shops, holiday accommodation, and farm based food processing and packaging, can help maintain working farms.

#### Issue 70: Farm Diversification

The Local Plan could support farm diversification, where schemes directly support a working farm, are in scale with their location, reuse existing buildings where possible, and any new development forms part of an existing group of buildings.

Question 77: Do you agree that the Local Plan should continue to support farm diversification?

### Retention of employment sites

- 10.23 High land values for housing in the district mean there is considerable pressure to redevelop employment sites for housing, even when they are still in active use. Without appropriate policies, the uncontrolled loss of employment sites, particularly in villages, could reduce the availability of jobs, increase commuting levels, make it harder for those people less able to travel to access jobs, and impact on the vitality and viability of villages. Existing policy protects employment land in villages from change of use to non-employment uses unless certain criteria are met.

#### Issue 71: Retention of employment Sites

The current approach is that conversion, change of use, or redevelopment of existing employment sites to non-employment uses in villages will be resisted unless it can be demonstrated as inappropriate for continued employment use (demonstrated by evidence of it being appropriately marketed for at least 12 months), overall community benefit outweighing the loss, or the existing use generating environmental problems (and alternative employment use would continue to generate problems).

Despite this policy sites are being lost principally to housing development which is a cause of concern to a number of local communities who are sceptical about the marketing processes carried out to comply with the current Local Plan policy. Alternative tests could be:

- An impact assessment of the relative sustainability for the village including accessibility to alternative employment by modes of travel other than the car
- Evidence of 12 months appropriate marketing of the facility for continued employment use. The marketing exercise should include extensive advertising. Both freehold and leasehold options should be made available without restrictive covenants preventing re-use as an employment use. All details of offers should be provided to the Council during the marketing period together with full reasons as to why any offer has not been accepted. The facility should only be marketed at an appropriate value agreed by the Council and an independent assessor for its existing use.
- Where an applicant is seeking to prove that the employment use is no longer economically financially viable, full financial evidence produced by a suitably qualified independent assessor must be presented which clearly demonstrates

that the premises are no longer viable and cannot be made viable for employment use.

Question 78: Should the local plan continue to resist the loss of employment land to alternative uses?

A: in villages only

B: include areas outside frameworks on the edges of villages.

Question 79: Should the requirements before development for alternative uses be amended as indicated?

Please provide any comments.

### **Tourist Accommodation**

10.24 The area draws large numbers of visitors every year generating significant demand for visitor accommodation. Cambridge City Council has undertaken a study of the need for Hotel Accommodation for Cambridge, and is exploring options in their Local Plan. Taking account of existing and planned facilities in and on the edge of the city, additional need is limited. The South Cambridgeshire Local Plan does not therefore need to allocate land specifically for tourist accommodation but can continue to provide policy guidance for any new or expanding accommodation businesses that come forward.

### **Issue 72: Tourist Accommodation**

Whilst major hotel facilities should continue to be focused in the City of Cambridge, the plan should support appropriately scaled development in villages, and the conversion/redevelopment of rural buildings for small scale visitor and holiday accommodation. Alternatively, the plan could additionally provide greater flexibility, and permit the use of previously developed land in the countryside for small scale holiday and visitor accommodation.

Question 80: Should appropriately scaled development for visitor and holiday accommodation in villages, and the conversion or redevelopment of rural buildings in the countryside be supported?

Question 81: Should the plan provide greater flexibility for new visitor accommodation by allowing redevelopment of any previously developed land in the countryside for small scale holiday and visitor accommodation?

Please provide any comments.

### **Tourist facilities and visitor attractions**

10.25 Within the District, there are a number of assets which have become major tourist visitor attractions, such as the WW2 airfield at Duxford which is now home to the Imperial War Museum, and Wimpole Hall which is owned by the

National Trust. Facilities such as these can only be developed where the assets exist.

### **Issue 73: Tourist Facilities and Visitor Attractions**

New development or expansion of existing tourist facilities and visitor attractions in the countryside could be permitted where the need for a rural location has been demonstrated, and the use cannot be located elsewhere. The need for new buildings should be demonstrated, including evidence that opportunities for reuse or replacement of existing buildings have been explored. Proposals must also not detrimentally impact on landscape, be in scale with the location, and provide appropriate transport accessibility, including by sustainable modes.

Question 82: Should the Local Plan contain a policy supporting the development of appropriate tourist facilities and visitor attractions?

Question 83: Could these be located in the countryside?

Please provide any comments.

## **Retail**

### **The Retail Hierarchy**

10.26 The National Planning Policy Framework aims to maintain the vitality and viability of town centres, promoting their competitiveness, and requiring plans to deliver sites to meet retail needs. It requires the operation of a sequential approach to development, focusing development of major retail and other main town centre uses into town centres. In South Cambridgeshire primary centres are located outside the district, in the City of Cambridge, and the ring of Market Towns surrounding the district.

### **Issue 74: The Retail Hierarchy**

The Local Plan needs to establish a retail hierarchy for the district.

The new town of Northstowe will have a new town centre. Village centres at Rural Centres and other villages fulfil the role of local centres, providing a small rural hinterland with local shopping facilities. These out of town locations are not a suitable location for uses that serve wider urban areas that would be subject to the sequential test. New Local Centres are proposed in the growth areas on the edge of Cambridge, to meet the local shopping needs generated by these new developments. Again, these centres would not be suitable for large scale uses serving a wider area.

Question 84: Where should new retail and service provision occur?

A: New retail provision and main town centre uses be in scale with the position of the centre in the retail hierarchy as follows:

- a) Town centres: Northstowe;
- b) Rural Centres village centres;
- c) All other villages.

B: New facilities should be provided differently – please describe.

Please provide any comments.

### Assessing the Impact of Retail Development

10.27 It is important that the impact of retail proposals large enough to have an impact on the vitality and viability of other centres, and on the rural economy including village shops is properly assessed. The National Planning Policy Framework sets a default threshold of 2500m<sup>2</sup> gross retail floorspace above which impact assessments would be required. Only the very largest superstores in the district would reach this threshold. Given the rural nature of the district it is likely that a much smaller development could impact on the viability of other village centres. It is therefore reasonable to consider whether the plan should set a lower threshold.

#### Issue 75: Assessing the Impact of Retail Development

When assessing applications for retail development or change of use development outside of town centres, which are not in accordance with an up-to-date Local Plan, local planning authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold. The following options have been identified:

- a) 2500m<sup>2</sup>. The default scale set by the National Planning Policy Framework. Only large superstore proposals would be assessed.
- b) 500m<sup>2</sup> – The size of the larger central village supermarkets in the Rural Centres. Setting this threshold would enable village scale supermarkets to be developed without a retail assessment, but there could be less consideration of cumulative impact than setting a lower threshold.
- c) 250m<sup>2</sup> – Reflects the scale of a more typical village shop. Using this threshold would enable continued development of small shops, but larger stores would require an assessment. This could mean additional information required from applicants, but it would enable greater consideration of cumulative impact.

Question 85: What should be the floorspace threshold above which retail impact assessments are required?

A: 2500m<sup>2</sup> - large superstore

B: 500m<sup>2</sup> - village scale supermarket

C: 250m<sup>2</sup> - typical village shop

Please provide any comments.



**Meeting Retail Needs**

- 10.28 In order to explore future needs for retail development, Cambridge City Council and South Cambridgeshire District Council commissioned the Cambridge Sub-Region Retail Study 2008. This showed that retail in Cambridge was performing well and provided an assessment of the need for new floorspace for both comparison goods (items not generally purchased on a frequent basis e.g. clothing, shoes, electrical goods, furniture, books.) and convenience goods (everyday and essential items e.g. food and drink) to 2021. It identified that additional needs were generally related to serving the planned major developments such as Northstowe.
- 10.29 A Supplementary Retail Study commissioned in 2010 examined the specific retail needs of the northwest Cambridge area. This was necessary because a number of sites were being planned in the same area, and there was a need to consider how their shopping needs could best be accommodated. It led to the adoption of Informal Planning Policy Guidance on foodstore provision in North West Cambridge.

**Issue 76: Meeting Retail Needs**

Informal planning policy guidance for North West Cambridge sets out a strategy for two medium sized supermarkets of 2,000sq m net floorspace, one in the local centre at the University site and one in the local centre at the NIAB site (planned in the Cambridge City part of the development), and one small supermarket in the local centre at Orchard Park. The Informal Planning Policy Guidance also sets out a number of development principles in relation to the development of foodstores and local centres, which should be followed by developers. The Local Plan could incorporate the information guidance into policy.

Question 86: Should the Informal Planning Policy Guidance on foodstore provision in North West Cambridge should be reflected in the new Local Plan?

Please provide any comments including any alternative approach that should be pursued?

- 10.30 Depending on the nature of any new developments allocated in the Local Plan, additional retail provision may be needed in order to meet the needs generated. This will depend on the nature and location of development.

**Village shops and related local services**

- 10.31 Village shops are a vital local amenity, important for ensuring people can access services locally, and maintaining the vitality of village communities.

**Issue 77: Village shops and related local services**

The Local Plan should support development of village shops of an appropriate size related to the scale and function of the village.

Question 87: Do you agree that the Local Plan should support development of village shops and local services of an appropriate size related to the scale and function of the village?

**Retail in the Countryside**

- 10.32 Sporadic development in the countryside could result in unsustainable patterns of development, and harm the vitality and viability of villages, but some retail is appropriately found in the countryside, supporting the local economy and farm diversification.
- 10.33 This includes sales from farms and nurseries of produce and craft goods, where the majority of goods are produced on the farm or in the locality supports farm diversification and local businesses. There may also be cases where sales of convenience goods ancillary to other uses are appropriate, for example at a garage forecourt.

**Issue 78: Retail in the Countryside**

In the Countryside, retail development should not be permitted, other than sales from farms and nurseries of produce and craft goods, where the majority of goods are produced on the farm or in the locality, or sale of convenience goods ancillary to other uses where it does not have a significant adverse impact on surrounding villages.

Question 88: Do you think that retail development in the countryside should be restricted?

A: As described

B: To include additional facilities

Please provide any comments.

## 11. Promoting Successful Communities

- 11.1. Healthy and sustainable communities are about people and places. Developments need to be designed to promote good health, including the right balance of services and facilities that are delivered when needed, opportunities to access open space, and to move around safely by walking and cycling. The people that move into the newly built houses are as important for the development of a healthy and sustainable community as the houses and buildings that are provided for them. The Local Plan needs to ensure they are given the right support to form communities.
- 11.2. A number of new communities are already planned in South Cambridgeshire, at the new town of Northstowe and a number of urban extensions to Cambridge. These follow on from Cambourne, which in over a decade has grown into a rural centre with a range of facilities and a thriving community. As outlined in the development strategy chapter, there are options for growth which could see further new communities planned.
- 11.3. The Local Plan also needs to support and develop existing communities. South Cambridgeshire is a predominantly rural authority with 103 villages of varying scales, providing a variety of services and facilities for their local communities. Larger villages provide a greater choice since they serve larger populations and a larger catchment area. Many smaller villages have very few facilities, but those facilities can be very important in ensuring at least a basic level of services is available locally. The Council aims to play its part in protecting and improving rural services, in order to maintain viable and sustainable communities.
- 11.4. Equally important to health, the Local Plan needs to ensure that development is suitable for the location, that it is not exposed to unacceptable levels of pollution, and also that it does not have an unacceptable adverse impact on the surrounding environment.

### Key Facts:

- The “health” of people living in the district is generally better than the average for England. South Cambridgeshire has an ageing population. The highest growth is expected to occur in the 65+ age group;
- Whilst services and facilities are concentrated in larger villages, rural shops and services are vital for maintaining communities supporting access to the less mobile members of society;
- New developments need a range of new services and facilities to meet the need generated, but also need support to develop into new communities;
- Sport and play space is important for supporting healthy lifestyles;
- There are high levels of demand for new allotments, which provide opportunities to support healthy lifestyles;
- Areas around the A14 north of Cambridge, and the centre of Cambridge, are designated as Air Quality Management Areas.
- Improving health
- To ensure that new developments have a positive impact on the health and

wellbeing of new and existing residents, the Local Plan should continue to require HIA of major development proposals. However, HIA is most effective on large scale developments, and smaller developments can be sufficiently addressed in sustainability and design and access statements. An option for the plan could be to include a higher threshold when an HIA is required.

### Improving health

11.5. A key role of the Local Plan is to provide for development in a way that supports and encourages active and healthy lifestyles as an important part of sustainable development.

#### Issue 74: Health Impact Assessment

Health Impact Assessment (HIA) is a method of considering the positive and negative impacts of development on health of different groups of the population, in order to enhance the benefits and minimise any risks to health.

**Question 85:** Should the Local Plan continue to seek Health Impact Assessments (HIA) to accompany major development proposals?

Should the threshold when HIA are required:

- a. Remain at 20 or more dwellings or 1,000m<sup>2</sup> floorspace; or
- b. Be raised to 100 or more dwellings, or 5,000m<sup>2</sup> floorspace.

Please provide any additional comments.

### Protection of existing village services and facilities

11.6. Village services and facilities in South Cambridgeshire perform a vital function in rural communities, particularly for the less mobile. The National Planning Policy Framework advises that plans should guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs.

11.7. The new Localism Act creates the ability to set up an asset register of land and buildings worthy of protection. The Council will work with Parish Councils to prepare a Community Asset Register.

11.8. The Act also provides communities with the opportunity to set up or take over and run their own facilities, such as local pubs and shops.

#### Issue 75: Protecting village services and facilities

The Local Plan should resist the loss of local services and facilities where it would cause an unacceptable reduction in the level of service provision in the locality.

Village services include village shops, pubs, post offices, libraries, community meeting places, health centres or leisure facilities.

Significance of the loss is currently determined by the availability of accessible alternative services, and the future economic viability of the use (demonstrated by marketing over a 12 month period).

Alternatively, the plan could include more detailed and stringent tests. Relevant evidence to demonstrate the facility is no longer needed will come from:

- Up to date studies, including a local needs survey;
- 12 months marketing of the facility for community use;
- Details of spare capacity in alternative facilities and how remaining uses will cope with displaced users; and
- The accessibility of alternative facilities.

The marketing exercise should include extensive advertising. Both freehold and leasehold options should be made available without restrictive covenants preventing re-use as a community facility and ensure potential community groups are not excluded. All details of offers should be provided together with full reasons as to why any offer has not been accepted. The facility should only be marketed at an appropriate value agreed by the Council and an independent assessor for its existing purpose, i.e. a community facility.

**Question 86:** Should the Local Plan seek to protect local services and facilities such as village shops, pubs, post offices, libraries, community meeting places, health centres or leisure facilities?

**Question 87:** Are there any other services and facilities that should be included?

Please provide any comments?

**Question 88:** Should the Local Plan include the alternative more detailed and stringent tests proposed in Issue 75 for determining when an alternative use should be permitted?

If not, why not? What alternative policies or approaches do you think should be included?

Please provide any additional comments.

### **Provision of new services and facilities**

11.9. It is important that adequate provision of community facilities and infrastructure, based upon local needs, is provided in accessible locations. Where development increases the burden on existing infrastructure, it should support improvement of existing facilities, or provision of new facilities, depending on the scale and location. This could include services and facilities, community buildings, sports facilities, faith, leisure and cultural facilities.

11.10. The Council has commissioned an infrastructure study to explore the infrastructure needs of development, and consider issues regarding development viability. The government has introduced the option of setting a Community Infrastructure Levy (CIL), which applies a standard charge for development to address wider infrastructure requirements. Planning obligations (section 106 agreements) will still play an important role in mitigating site specific impact and securing infrastructure. If the Council decides to implement a CIL charging schedule, it will also be required to publish an infrastructure list under CIL regulation 122 identifying those items that will be paid for in whole or in part by the CIL receipts.

### **Developing new communities**

11.11. The development strategy and site options allocated in the new Local Plan will determine where there are to be new communities or expansions to existing communities. Experiences from developing Cambourne, and the on-going work to deliver Northstowe and the urban extensions to Cambridge, can help guide new development.

11.12. The work of different agencies needs to be coordinated to deliver the range of public, commercial and voluntary services, when they are needed. Depending on the scale and nature of development, assessments and strategies for service provision will be required, prepared in partnership with the landowner and stakeholders, which will also need to address future management and governance issues.

11.13. New developments take time to develop into new communities. Support is needed to help people to settle and start the groups, clubs and activities found in more established neighbourhoods. Community Development Strategies provide a useful method of coordinating actions, outlining roles, partnership working and the professional people needed to help establish the new community. This could include support to help establish good communication and information for new residents, establish new groups, support mechanisms, sports clubs and community events.

### **Issue 76: Developing new communities**

When developing policies, the Local Plan should be based on the following principles for service and facility provision:

- **Accessibility** to the people using services and facilities, for example focussing provision at town, district or local centres, accessible on foot or cycle and public transport;
- **Combining** or concentrating services and facilities which will be mutually supportive and convenient for the public, as well as cost efficient to service and facility providers. Enables journeys for one purpose the opportunity to serve another purpose, reducing the number of journeys, and providing opportunities for community interaction;
- **Reflecting the range of needs** of different groups within the population,

including the specific needs generated by older and younger age groups, people with disabilities, different faiths, and be adaptable to population growth and demographic change;

- **Community involvement** engaging positively and creatively with the new community to establish a strong feeling of community ownership of facilities and community space. Encouraging and securing continued community involvement in future management of their community;
- **A high standard of design and quality** to be flexible to community needs, and adaptable to population growth and demographic change, making the most of the latest technology, and responding to climate change;
- **Timely delivery** when they are needed, including the provision of key services and facilities for early phases of the development, and interim facilities and meeting places or short term rent subsidies to help build sense of community and minimise car dependency;
- **Community development support**, initial and on-going, to help establish vibrant and sustainable communities from the outset of development;
- **Management and maintenance** to ensure robust and effective implementation, adoption and maintenance in the long term.

**Question 89:** Do you agree with the principles of service provision in Issue 76?

If not, why not? What alternative issues do you think should be included?

Please provide any additional comments.

### **Provision for sub regional sporting, cultural and community facilities**

11.14. Studies into arts, culture, and major sporting facilities undertaken for Cambridgeshire Horizons identified Cambridge as a possible location for new sub-regional facilities, including a community stadium, ice rink and concert hall. There are also proposals for a multi-lane rowing facility.

### **Issue 77: Provision for sub regional sporting, cultural and community facilities**

As Cambridge and the sub-region grow it is important that this is accompanied by a range of facilities to meet the wider needs of the area. This will enable people to develop pride in the places where they live and work, create local distinctiveness and help make communities healthy and sustainable, and support economic success of the area. However, there is limited land available in Cambridge and there are a number of competing uses. Cambridge City Council and South Cambridgeshire District Council are working in partnership to consider the needs of the area and plan for appropriate provision of these sub-regional facilities in appropriate locations.

**Question 90:** Is there a need for any other sub-regional sporting, cultural and community facilities that should be considered through the Local Plan review?

If there is a need, what type and size of facility should they be?

If there is a need, where is the most appropriate location?

Is there a need for any other sub-regional sporting, cultural and community facilities that should be considered through the Local Plan review?

If there is a need, what type and size of facility should they be?

If there is a need, where is the most appropriate location?

Please provide any additional comments.

### Community Stadium

11.15. The term 'community stadium' is used to describe a stadium facility that delivers amenities and services to local communities beyond its core operations. These may include health, leisure and general community provisions and/or sports and education facilities, as well as local retail and other local businesses. A community stadium also aims to be accessible to the local community at all times during the day and evening, on weekdays and weekends. Studies have identified the potential benefit to the Cambridge Sub-Region of a community stadium, meeting the needs of one or more of its major sports clubs and providing supporting facilities to local communities.

11.16. Cambridgeshire Horizons undertook studies in 2006 and 2007 into the need for a community stadium and an appropriate location. After considering a range of evaluation criteria including site size, proximity to housing, ground condition, visibility, current facilities, neighbouring uses, other plans for the location, plans for the neighbouring sites, planning status, transport and access, ownership and development implications, it concluded three sites around the fringes of Cambridge could be suitable. These were Milton, Cambridge East and land at Cowley Road. However, the Milton site was in the Green Belt, for Cambridge East timing and availability was a barrier, and land at Cowley Road would restrict the size of stadium.

### Issue 78: Community Stadium

The Local Plan could make provision for a community stadium and develop an appropriate policy. Any provision would be subject to proven need and support for such a facility as well as finding a suitable location. As this facility would be to serve the whole of the Cambridge Sub-Region, this location may not necessarily be in South Cambridgeshire.

**Question 91:** Is there a need for a community stadium?

If there is a need, what type and size of facility should it be, and where is the most appropriate location?

Please provide any additional comments.



### **Community Stadium – specific proposal by Grosvenor Estates**

11.17. A specific proposal has been put to the Council and to Cambridge City Council by Grosvenor Estates for land west of Hauxton Road, as an extension to the current proposals for development of Trumpington Meadows.

11.18. Grosvenor bought the Abbey Stadium site in April 2010 and since then, has indicated their intentions to redevelop the Abbey Stadium and provide a community stadium elsewhere in Cambridge or South Cambridgeshire for Cambridge United Football Club. It is important to acknowledge that the concept and the early work looking at a community stadium are different from the proposals that Grosvenor Estates are currently proposing.

11.19. Grosvenor have advised the City Council and South Cambridgeshire District Council that they have considered a wide range of sites in and on the edge of Cambridge but that all other sites have proved to be either unsuitable or not deliverable because the landowner is not prepared to make it available. They advise that their evidence for this will be provided to the Councils, but it had not been received at the time of writing this report. Early site selection work by Grosvenor included an assessment of the following ten sites:

- Blue Circle (20 hectares)
- Marshall – north of Newmarket Road (51 hectares)
- Cowley Road (25 hectares)
- Trumpington Meadows – adjacent to the M11 (32 hectares)
- NIAB 2 (30 hectares)
- Addenbrooke's (38 hectares)
- Peterhouse – adjacent to the Technology Park (57 hectares)
- Trumpington Road (32 hectares)
- Milton (70 hectares)
- Barton Road (165 hectares)

11.20. From this list, land at Barton Road, land north of Newmarket Road, NIAB 2 and Trumpington Meadows were looked at in more detail. Land at Barton Road has subsequently been ruled out on the grounds of inappropriate use and land north of Newmarket Road and NIAB 2 have been ruled out due to landowners being unwilling to put them forward for consideration for this form of development.

#### **Issue 79: Community stadium option at Trumpington Meadows**

Grosvenor Estates is proposing to the Councils the provision of a new community stadium on land south of the current allocation at Trumpington Meadows, together with 420 dwellings and other supporting infrastructure. Other facilities may include outdoor community provision for active sports, a country park extension and facilities for sport science and sports medicine.

The Council could reach a view that the proposal put forward by Grosvenor is an appropriate form of community stadium and an appropriate location. This would be closely linked to the consideration of the issue of reviewing the Green Belt, considered at chapter 3. Alternatively it could conclude that other sites should be considered, including those considered by Grosvenor.

**Question 92:** Regarding Grosvenor's proposals for a community stadium at Trumpington Meadows, what is your view on the following issues:

Do Grosvenor's proposals accord with the definition of a community stadium?

Do you support all or parts of the community stadium and sporting village proposals put forward by Grosvenor?

Do you support Grosvenor's proposals for enabling development (i.e. the provision of housing to generate the necessary funding to build the stadium)?

If proposals for enabling development are not supported, how else can a community stadium be funded / delivered?

Should any other sites considered by Grosvenor be considered as potential sites?

Are there any other reasonable locations to be explored?

Please provide any additional comments.

### Ice rink

11.21. The concept of an ice rink emerged a few years ago and was first referred to in the Major Sports Facilities (MSF) Strategy for the Cambridge Sub-Region (2006, prepared by Cambridgeshire Horizons) which identified gaps in sports provision within the Cambridge Sub-Region. Analysis showed that there is demand for a facility and proposals have been developed by a group known as Cambridge Leisure Ice Centre (CLIC). The MSF Strategy recommended that an ice rink is developed with a vision to provide an ice centre which offers a range of ice based activities (ice hockey, public skating, figure skating, curling etc.) with a focus on providing opportunities for community, local clubs and the University. CLIC have looked at various locations including North West Cambridge, Cambourne and West Cambridge but no firm proposals have been put forward.

### Issue 80: Ice rink

The Local Plan could include provision for an ice rink and develop an appropriate policy. Any provision would be subject to proven need and support for such a facility as well as finding a suitable location. As this facility would serve the whole of the Cambridge Sub-Region, this location may not necessarily be in South Cambridgeshire.

**Question 93:** Is there a need for an ice rink in or near to Cambridge?

If there is a need, where should it be located?

Please provide any additional comments.

### **Concert Hall**

11.22. The concept of a concert hall also emerged a few years ago and was first referred to in the Arts and Cultural Strategy for the Cambridge Sub-Region 2006 prepared by Cambridgeshire Horizons which identified gaps in arts and cultural provision within the Cambridge Sub-Region. The analysis found that although there is a wide range of small and medium scale music venues in and around Cambridge, there is a growing interest in testing the case for a purpose built auditorium for large scale music. Cambridge East was suggested at that time as a possible location for a purpose built concert hall. Whilst the proposal has not yet been taken forward, it is appropriate for the Issues and Options consultation to explore the issue.

### **Issue 81: Concert Hall**

The Local Plan could make provision for a concert hall and develop an appropriate policy. Any provision would be subject to proven need and support for such a facility as well as finding a suitable location. As this facility would be to serve the whole of the Cambridge Sub-Region, this location may not necessarily be in South Cambridgeshire.

**Question 94:** Is there a need for a concert hall in or near to Cambridge?

If there is a need, where should it be located?

Please provide any additional comments.

11.23. Due to the interrelationship with land in Cambridge, the District Council is committed to working in partnership with Cambridge City Council in order to consider the issue of provision for sub-regional sporting, cultural and community facilities in suitable locations.

### **Meeting needs for open space**

11.24. The villages of South Cambridgeshire and the parts of the district on the edge of Cambridge have a range of sports pitches and pavilions, children's play spaces, and informal open spaces for activities such as dog walking. These are primarily owned and operated by Parish Councils, although the use of management companies is becoming more common within new developments. Access to good quality open space and children's play facilities has significant benefits for community health and wellbeing. It is important that new

developments provide new open spaces or contribute to the improvement of existing facilities to meet the new needs generated and benefit existing communities.

11.25. The Council has carried out an assessment of open space, sports and recreation facilities across the district. This includes an audit of the quality, quantity and accessibility of existing facilities and an assessment of future needs, with input from stakeholders including Parish Councils, sports clubs, and sports governing bodies. This concluded that the Council's current open space standards remain appropriate.

### **Issue 82: Open Space**

The Local Plan should continue to require all new residential development to contribute to the provision of open space in new developments. The standards for provision should remain as the existing plan:

Minimum standard of 2.8 hectares per 1,000 people, comprising:

Outdoor Sport	1.6 hectares per 1,000 people
Children's Play Space	0.8 hectares per 1,000 people
Informal Open Space	0.4 hectares per 1,000 people

**Question 95:** Should the Local Plan continue to include a policy for open space provision?

Do you agree with the standards of provision listed in Issue 82 that is similar to the current adopted policy?

If not, why not? What alternative policy or approach do you think should be included?

Please provide any additional comments.

### **Allotments**

11.26. Consultations with local stakeholders have highlighted that allotments are an important form of open space to the people of South Cambridgeshire. They help support a healthy lifestyle, provide a source of food and exercise, and provide an important community resource. The Council has already informally adopted a standard for allotment provision in the major developments on the edge of Cambridge, consistent with that in Cambridge.

### **Issue 83: Allotments**

The Local Plan could include a requirement for allotments to be provided through new housing developments. The new assessment of open space needs identified

that a standard of 0.4 hectares of allotments per 1,000 people, equivalent to around 32 allotments per 1,000 households, was appropriate for the district.

**Question 96:** Should major new housing developments include provision of allotments?

Do you agree with the standard of provision proposed in Issue 83?

If not, why not? What alternative policy or approach do you think should be included?

Please provide any additional comments.

### **Scale of development where open space should be provided on-site**

11.27. Currently the Council secures the provision of, or funding for, open space for all residential development to meet the needs generated. On-site provision is preferable, where practicable, to provide accessible spaces integral to the development close to where people live. Generally smaller developments can only deliver informal open space or play areas, whilst larger sites are capable of delivering a wider range of spaces, including sports pitches. Further guidance on the quantity, quality, and accessibility of open space is provided in the Open Space Supplementary Planning Document (SPD). This will be reviewed after adoption of the Local Plan.

11.28. The Local Plan needs to establish when on-site provision will be sought. Existing policy requires developments of 10 dwellings or more to include children's play space, because it is large enough to deliver a useful space capable of being maintained. Sports pitches and outdoor sport generally require a larger space, and need a larger scale of development to enable effective delivery. The Open Space SPD provides guidance seeking on-site provision from developments of 200 dwellings or more. The threshold for allotments has also been identified as 200 dwellings, sufficient to deliver a site of six typical allotment plots.

11.29. On individual sites negotiation may take place on the types of space provided on-site, taking account of the needs of the area, existing provision and deficiencies.

### **Issue 84: On-site open space**

On-site provision of open space should be sought from the following scales of development so that provision is integrated into the development and can maximise benefits to health and wellbeing of new residents:

Informal open space: all scales of development

Children's play space: 10 or more dwellings

Sports pitches and outdoor sport: 200 or more dwellings

Allotments: 200 or more dwellings

**Question 97:** Do you agree the thresholds for when on-site open space will be required in new developments?

If not, why not? What alternative policy or approach do you think should be included?

Please provide any additional comments.

11.30. Other forms of larger open space are also important resources for local people, such as country parks, and access into the countryside for leisure is also valuable to health and well-being. The provision of green infrastructure, such as public rights of way, is dealt with in chapter 6 on Conserving and Enhancing the Natural and Built Environment.

### **Allocations for open space**

11.31. The current plan allocated a number of sites for open space and recreation uses. These were identified, in conjunction with the local Parish Council, in areas where there was an identified shortage of existing provision. These issues still remain. Whilst there has been progress in bringing forward some allocations, on most there has been no progress and there is no imminent prospect of their delivery.

### **Issue 85: Allocations for Open Space**

The Site Specific Policies DPD currently allocates a number of sites for recreation and open space. The local need for additional open space remains and the plan could include a policy carrying forward the allocation:

Extensions to existing recreation grounds:

Land east of recreation ground, Over 2.19 ha.

Land east of Bar Lane, Stapleford and west of the access road to Green Hedge Farm 1.42 ha.

Land north of Hatton's Road, Longstanton 2.65 ha.

Land north of recreation ground, Swavesey 2.16 ha.

Land east of recreation ground, New Road, Impington 5.7 ha.

New areas for recreation use:

Land east of Mill Lane, Impington.

Land to the south of Manor Park, Histon.

Land at Barrowcroft (Gunns Lane), Histon

**Question 98:** Should the Local Plan carry forward the existing allocations for recreation and open space?

Are there other areas that should be allocated?

Please explain your reasons in relation to any particular sites.

Please provide any additional comments.

### **Protecting existing playing fields and recreation facilities**

11.32. Most villages in the district have playing fields, recreation grounds, pavilions, or buildings providing sport and play facilities for local communities. These form an important part of village life, and are a valuable resource.

#### **Issue 86: Protecting existing recreation areas**

The Local Plan should protect existing recreation areas (land or buildings), and ensure alternative uses are only considered where it would be replaced by equivalent or better facilities in a suitable location, where the proposal includes sufficient open space, sport or recreation facilities to outweigh the loss, or it is demonstrated to be surplus to requirements in all functions it can perform, taking into account views of local people and users.

**Question 99:** Should the Local Plan include a policy seeking to protect existing playing fields and recreation facilities?

If not, why not? What alternative policies or approaches do you think should be included.

Please provide any additional comments.

### **Indoor community facilities**

11.33. Indoor community facilities, including village halls, community halls, church halls and other publicly accessible buildings, play a crucial role in maintaining a sense of local identity, as well as providing a base for a variety of different groups and activities, from pre-school groups, to indoor carpet and short mat bowls, yoga, meetings or coffee mornings. The Council is keen to ensure that all residents have access to facilities which are appropriate and suit their needs.

11.34. South Cambridgeshire District Council commissioned a community facilities assessment in 2009 to understand the size and condition of village halls, community halls, church halls and other publicly accessible facilities. It identified a standard approach for indoor community space per capita that can be used when considering the needs generated by new development, which has been used to guide negotiations on planning obligations since January 2010. As for open space, only very large developments would justify provision

of new facilities within the development, therefore contributions for off-site provision would be sought, whether via a planning obligation or through a Community Infrastructure Levy.

**Issue 87: Indoor community Facilities**

The Community Facilities Assessment indicates that the Local Plan should require new development to contribute to the provision of indoor community space, at a standard of:

111m<sup>2</sup> of indoor community space per 1,000 people.

A higher standard may be needed in new communities, where existing facilities do not exist.

**Question 100:** Should the Local Plan include a policy for indoor community space provision?

If not, why not? What alternative policy or approach do you think should be included?

Please provide any additional comments.

**Light, noise and odour issues**

**Issue 88: Light, noise and odour issues**

Noise can have a significant impact upon environmental quality, public health and amenity. It is important that noise sensitive developments are located away from existing sources of significant noise, and that potentially noisy developments are located in areas where noise will not have an unacceptable impact on surrounding land uses or the environment, unless its impact can be mitigated.

Similarly, the Local Plan needs to ensure development would not have an unacceptable adverse impact as a result of odour emissions. Odour assessments may be required to demonstrate this.

Although artificial light is needed for safety and amenity, it can have negative effects if is it not properly designed or appropriately located. The Local Plan needs to ensure development proposals avoid adverse impact on nearby uses or the surrounding countryside.

**Question 101:** Should the Local Plan include policies dealing with lighting, noise, and odour issues?

If not, why not? What alternative polices or approaches do you think should be included?



## 11. Contaminated land

11.35. Across the district there are sites with residual contamination from former uses, from industry to agriculture. The planning system can ensure appropriate investigation and remediation so that land is suitable for redevelopment.

### Issue 89: Contaminated land

Where development is proposed on contaminated land, or land suspected of being impacted by contaminants, the Council will require developers to investigate and identify any remedial measures that may be required. The Council will require best practice mechanisms to enhance remediation of contaminated sites to ensure land is of an appropriate standard for the proposed use, and encourage in principle the transformation of land back into beneficial use.

**Question 102:** Should the Local Plan include a policy seeking appropriate investigation and remediation of contaminated land?

If not, why not? What alternative policy or approach do you think should be included?

Please provide any additional comments.

## Air Quality

11.36. Air pollution and poor air quality can have detrimental impacts on health and the environment. The Council has a general duty to protect its local area from air pollution, and has produced a Local Air Quality Strategy.

### Issue 90: Air quality

Where development proposals would be subject to unacceptable air quality standards or would have an unacceptable impact on air quality standards, they should be refused.

**Question 103:** Should the Local Plan include a policy dealing with air quality?

If not, why not? What alternative policies or approaches do you think should be included?

Please provide any additional comments.

## Low Emissions Strategies

11.37. Clear links have been established between air quality and land-use planning, with transport identified as the main source of pollutants in towns and cities. Good planning can help by guiding the location of new development, reducing the need to travel by co-locating uses, and promoting smarter and cleaner transport choices. Site-based Low Emission Strategies can help minimise emissions from developments, by integrating design and low emissions

transport measures. Examples of measures include travel to work plans, residential travel plans, priority parking for low emission vehicles and provision of infrastructure for recharging electric vehicles.

11.38. Further guidance is included in the current South Cambridgeshire District Design Guide SPD, and good practice guidance has been produced by the department for Environment, Food and Rural Affairs (DEFRA):

<http://www.defra.gov.uk/environment/quality/air/air-quality/laqm/guidance/policy/>

#### **Issue 91: Low Emissions Strategies**

The Local Plan could include a policy that requires proposals for development that have the potential to contribute significant emissions to the local area to prepare and implement a site-based Low Emissions Strategy (LES).

This would apply to:

- Developments within or adjacent to an Air Quality Management Area;
- Proposals resulting in increased congestion change in traffic volumes (an Average Annual Daily Traffic (AADT) or peak traffic flow which increases by more than 5% for roads with more than 10,000 AADT).
- Proposals which change the traffic composition (i.e. increase the proportion of Heavy Goods Vehicles).
- Proposals that include car parking or the increase in provision for more than 300 spaces.
- Developments that could give rise to significant dust emissions in areas where people and/or commercial activities could be exposed.

**Question 104:** Should the Local Plan include a requirement for Low Emissions Strategies?

If not, why not? What alternative policy or approach do you think should be included?

## 12. Transport and Infrastructure

- 12.1. Transport provides a key element in achieving sustainable development. The transport system needs to be balanced in favour of sustainable modes; walking, cycling and public transport, in order to provide people with a real choice about how they travel. Cambridgeshire County Council, as the local transport authority, is responsible for producing the Cambridgeshire Local Transport Plan (LTP) which seeks to address existing transport challenges as well the needs generated by new development, and plan for the delivery of new transport infrastructure, such as road improvements.
- 12.2. In parallel with this issues and options consultation, Cambridgeshire County Council is consulting on a new Transport Strategy for Cambridge and the surrounding area. Work on the strategy is at an early stage and is being undertaken alongside the development of the new Local Plan and Cambridge City's new Local Plan. The aim is to co-ordinate. There will be a series of joint exhibitions and people can make their views known at these or online at: <http://www.cambridgeshire.gov.uk/tscsc>
- 12.3. The Local Plan can have a significant impact on transport. It can directly influence where and how development takes place, ensuring that distances and links between homes and employment, education, health, shopping, leisure and other services and facilities, are practical. The Local Plan can also ensure development mitigates its traffic impacts. This can include measures designed to encourage people to make sustainable travel choices, such as car clubs, car sharing, electric charging points, and provision of cycle lanes and parking. The Local Plan can ensure that development is designed promote road safety, and to create places where walking and cycling have priority over motorised traffic, so that people feel safe.
- 12.4. South Cambridgeshire is located at the crossroads of the M11 / A14 roads and has direct rail access to London and Stansted Airport. The A14 is a major east / west route linking the east coast ports with the Midlands and the north, and carries considerable international freight traffic. The A14 is also a key routes for local and regional commuter, business and freight traffic and, like some other major routes, has high traffic flows and congestion, particularly around Cambridge, and high levels of accidents. In July the Government announced a range of option sit is exploring to relieve congestion on the route.
- 12.5. There are a number of major road corridors between the market towns and Cambridge, and villages located along these routes tend to be well served by public transport and cycling infrastructure. Away from these corridors, rural parts of the district are more isolated. In these areas Community Transport is particularly important, and the Council has adopted a Community Transport Strategy to help coordinate and develop services. A recent significant improvement to public transport is the Guided Busway between Cambridge and St.Ives. Providing services to a number of villages as well as the planned new town at Northstowe. This will also link to the planned new railway station at Chesterton on the edge of Cambridge.

### Key Facts:

- There are high levels of congestion on radial routes into Cambridge at peak times.
- Average commuting distances have increased (10.2 miles in 2010 compared to 8.1 miles in 2009), and 62% of journeys are by car or van.
- High levels of traffic on the A14 and radial routes into Cambridge at peak times.
- Good public transport services in larger villages, but limited services in many smaller villages away from transport corridors.
- Cycling levels are higher than the national average.

### Planning for sustainable travel

- 12.6. The National Planning Policy Framework requires that plans and decisions ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. The development strategy, addressed in chapter 3, considers the development needs of the district, and options regarding where that development should be focused. Achieving sustainable transport has been a key consideration influencing the strategy, and the identification of site options for allocation in the Local Plan. Transport impacts of individual developments will still need to be considered at the planning application stage.

#### Issue 92: Planning for sustainable travel

The Local Plan needs to ensure the transport impacts of developments are fully considered when considering proposals. The following principles should be developed into policies in the Local Plan:

- Developments should not approved that are likely to give a significant increase in travel demands, unless the site has or can provide sufficient standard of accessibility, offers an appropriate level of travel choice by walking, cycling or public transport.
- Developments should be expected to address the transport issues they generate, such as through improvements to provide safe road access, improvements to the road, footway or cycleway network, or to address environmental impacts such as noise or air quality. This could be through the direct provision of transport infrastructure through the development, or financial contributions through planning obligations or the Community Infrastructure Levy, to address transport infrastructure in the wider area.
- Development can provide opportunities to encourage sustainable travel, and, in particular, increase the use of non-car modes (public transport, walking and cycling), by providing safe, direct routes that offer people real travel choice for some or all of their journey. Developers should be expected to demonstrate they have maximised opportunities to integrate travel modes, and access by non-motorised modes
- New cycle and walking routes should connect to existing networks, strengthening connections between clusters of villages, and Northstowe, Cambridge, and market towns.
- In a rural area like South Cambridgeshire, the wider Rights of Way network provides an important resource for walkers, and in some cases, for cyclists and horse riders. As well as providing links between villages, they offer leisure and recreation routes improving access to the surrounding countryside as part of a healthy lifestyle. Developments should protect such routes, and may provide opportunities for improvement to the network.

**Question 105:** Should the local plan include the principles regarding sustainable travel in outlined in issue 92, or are there any additional issues that should be included?

Please provide any additional comments

### Transport Assessments and Travel Plans

- 12.7. Transport Assessments and Travel Plans are required from developers to explore the transport impacts of their proposals, and how they will be addressed, and how sustainable travel will be delivered in the long term. National guidance refers to the requirement applying to developments which generate 'significant amounts of movement'. For smaller developments with lower impacts, a simpler Transport Statement' is required.
- 12.8. Given the existing constraints on parts of the transport network even small levels of additional traffic could have a significant impact in some locations, therefore an option could be to retain a general threshold for major development when a Transport Assessment and Travel Plan will be required, but require that where appropriate they may also be sought on smaller developments. This could include developments in particularly congested locations and/or generating larger numbers of trips, where there are particular local travel problems, or affecting Air Quality Management Areas.

#### Issue 93: Transport Assessments and Travel Plans

Transport Assessments and Travel Plans could be required for major developments (over 20 dwellings or 0.5ha. for residential development and over 1,000m<sup>2</sup> or 1 ha. for other development) and smaller developments in particularly congested locations and/or generating larger numbers of trips, where there are particular local travel problems, or affecting Air Quality Management Areas. Other smaller developments would continue to provide a Transport Statement.

**Question 106:** Should the Local Plan continue to require 'major developments' to produce a Transport Assessment and Travel Plan, as well as smaller developments with particular transport implications?

Should an alternative threshold be used, if so what, and why?

Please provide any additional comments.

### Car parking

- 12.9. The provision of car parking has a significant influence on the design of development, and the amenity of its eventual occupiers.
- 12.10. Historically, national policy sought to restrict the level of car parking provision in new development, imposing maximum car parking standards. This was considered to be a tool for minimising car use as part of a comprehensive approach to encouraging use of more sustainable modes of travel, such as public transport, cycling and walking. However, car ownership and car use should not be confused as being the same. Where good convenient pedestrian or cycle routes, or public transport, facilities are provided, people may choose to use those in preference to driving for regular journeys. They will very still own a car for convenient use for other journeys.

### Car parking standards

- 12.11. Changes to government guidance mean there is now greater flexibility on how councils address parking in local plans.
- 12.12. The Councils current plan includes set of maximum standards, indicating the maximum number of spaces per house allowed in a development. The Council could continue this approach, which could help promote more sustainable travel choice, but it could also mean insufficient parking where ownership is high, particularly in more remote parts of the district. This can result in spill-over parking in inappropriate and sometimes dangerous locations, causing nuisance and/or hazard to other road users.
- 12.13. Whilst the use of the car may be becoming both more restricted and expensive, ownership of cars is expected to grow until 2021. This would suggest levels of car parking need to rise to accommodate the extra vehicles. The 2001 census showed average vehicle ownership levels per household in the larger villages as typically 1.5 or less; and smaller villages typically between 1.6 and 2.0. In response, the local plan could raise the current maximum standards in the new Local Plan to allow for current and future levels of demand.
- 12.14. A further option would be to include no maximum standard. This would allow for a design-led approach whereby car parking provision could be tailored to reflect the specific development in terms of its location (whether there are local services available which may reduce the need to travel long distances by car), the density of development, the residential properties proposed (whether flats or large houses), together with consideration of any 'smart' measures being incorporated into the development, (such as car clubs), which may reduce the level of need for private car parking.
- 12.15. This could potentially lead to better quality of built design, with potentially less land required for car parking if it is provided in innovative way, for example on appropriately designed streets and/or in small communal car parking areas which can be designed into the 'street scene'. It would allow greater flexibility for some developments, in appropriate locations, to reduce overall levels of car parking. Disadvantages are that it would provide less clarity to developers.

#### Issue 94: Car Parking and Residential Development

Current policy sets a maximum standard of an average of 1.5 spaces per dwelling, up to a maximum of 2 spaces per 3 or more bedrooms in poorly accessible areas (garages count as parking spaces). Lower parking levels may be sought in areas with good accessibility to services, facilities, and public transport in appropriate circumstances.

An alternative option is that the level of provision could be raised slightly to take into account rising levels of car ownership. This could retain an average of 1.5 spaces per dwelling for developments on the edge of Cambridge, but increase to an average of 2 spaces per dwelling across the remainder of district, with an average of 2.5 spaces per 3 or more bedrooms in less accessible areas.

A further option could be to remove all car parking standards and make developers determine a suitable level of car parking provision through a comprehensive design-led approach, reflecting the location, (whether there are local services available which may reduce the need to travel long distances by car), the density of development, the residential properties proposed (whether flats or large houses), together with consideration of any 'smart' measures being incorporated into the development, (such as car clubs), which may reduce the level of need for private car parking. The developer would need to demonstrate that they have provided enough car parking to ensure highway safety. Further guidance could be provided in the District Design Guide SPD.

Further information exploring residential parking issues is included in appendix 4.

**Question 107:** What approach should the Local Plan take towards residential car parking standards? (note – all options are subject to achieving appropriate highway safety)

- a. Maximum parking standards - an average of 1.5 spaces per dwelling, up to a maximum of 2 spaces per 3 or more bedrooms in poorly accessible areas
- b. Maximum parking standards - an average of 1.5 spaces per dwelling for developments on the edge of Cambridge, but increase to an average of 2 spaces per dwelling across the remainder of district, with an average of 2.5 spaces per 3 or more bedrooms in poorly accessible areas.
- c. Remove all car parking standards and adopt a design-led approach to car parking provision in new developments.

Are there any alternative policies or approaches you think should be included?

Please provide any additional comments.

### Allocation of car parking within residential developments

- 12.16. Historically the most common approach to the provision of car parking in residential developments, is within designated space on a private driveway or in designated communal parking areas (particularly with flats). Allocating spaces in this way has tended to lead to inflexibly designed developments, often with narrow streets unable to accommodate households with a larger number of vehicles.
- 12.17. Residential Car Parking Research undertaken by the government shows that allocating car parking spaces to individual properties reduces the efficiency of car parking provision across the whole development, as not all households own a car. This results in some on-plot car parking spaces not being used, whilst some other households may have more cars than allocated spaces. Not allocating spaces would allow provision of much less car parking overall yet still able to serve the overall needs of the whole development.
- 12.18. Even allocating a limited amount of car parking to individual properties, for example one space per dwelling, could reduce the overall level of provision and therefore the amount of land-take within the development for parking. Those households that own more than one car would be able to park additional cars in unallocated parking areas. Unallocated parking could be in the form of small communal parking areas, but it could also be in the form of on-street parking, which can be incorporated into the design of the development to ensure that road widths and specific areas are provided so it is safe to park without causing nuisance or hazard to other road users.

### Issue 95: Allocation of car parking within residential developments

An option for the Local Plan is whether it should include a policy regarding the allocation of parking spaces within a development.

In order to maximise the efficiency of car parking provision across the whole development, it could require parking spaces to not be allocated to individual properties. This would reduce the overall levels of car parking needed to serve the development as a whole.

An alternative option would be to only allocate a proportion of car parking spaces needed to serve the whole development to individual properties, for example one space per dwelling. The design of the development will incorporate safe areas on-street or in designated areas to ensure additional cars can be parked without nuisance or hazard to other road users.

Alternately the plan could not set a specific requirement, and the issue could be left to the design of individual developments to consider.

Further information exploring parking allocation is included in appendix 4.

**Question 108:** What approach should the Local Plan take to the allocation of car parking spaces in residential developments?

- a. The Local Plan should not address the allocation of parking spaces, and it should be left to the design of individual developments.
- b. The Local Plan should maximise the efficiency of car parking provision by not allocating any residential car parking to individual properties.
- c. The Local Plan should only allocate a proportion of the car parking spaces to individual properties.

Are there any alternative policies or approaches you think should be included?

Please provide any additional comments.

### Residential garages

- 12.19. Residential garages provided in new developments are often too small to accommodate modern, larger, cars and residents frequently use garages for storage, due to inadequate storage provided within homes.

#### Issue 96: Residential Garage Sizes

Current policy counts garages towards car parking provision but does not provide any minimum size requirements to ensure they are fit for this purpose. There is also a policy requirement for the provision of minimum levels of secure cycle parking, which is often accommodated within garages.

The Local Plan could specify minimum dimensions for residential garages that are able to accommodate modern cars, cycles and other storage needs before they can be counted towards car parking provision.

Further information exploring garage sizes is included in appendix 4.

**Question 109:** Should the Local Plan?:

- a. Specify minimum size dimensions for garages to ensure they are large enough to easily accommodate modern cars and storage needs.



b. Not address the issue residential garage sizes.

Please provide additional comments.

### **Car Parking Standards for other types of developments**

- 12.20. The Council's existing plan includes maximum parking standards for non-residential development, providing a range of different thresholds for different uses including employment, retail and community uses. Whilst these are maximum standards, the Council may still require a certain level of parking form individual developments on a case by case basis, in order to secure highway safety.

#### **Issue 97: Car Parking Standards for other types of developments**

The Councils current plan sets maximum parking standards for a range of non-residential uses. It also encourages shared use of car parking, particularly in mixed-use developments where there is a mixture of day time and night time uses. These could be carried forward into the new plan.

For information: Existing standards can be found in the current Development Control Policies Development Plan Document.

**Question 109:** Should the Local Plan carry forward the maximum parking standards for non-residential development included in its existing plan?

Please provide additional comments.

### **Cycle parking standards**

- 12.21. To achieve national and local objectives for sustainable transport, the transport system needs to be balanced in favour of sustainable modes, including cycling, in order to provide people with a real choice about how they travel. There is no national requirement to set cycle parking standards, although the provision of secure cycle parking at key destinations will encourage cycle use.
- 12.22. Nearly all of South Cambridgeshire is within 10km of Cambridge or a market town, which is a reasonable cycling distance. New and improved cycle infrastructure (cycle paths and parking) is continually being provided through new developments and through national funding of schemes. In addition, many businesses install showers as part of their Travel Plan, to encourage cycling to work. At the same time costs of motoring are rising and the increasingly publicised health benefits of cycling are causing more people to switch to cycling. As a result, this could be justification for requiring higher levels of cycle parking in homes, employment and other developments.

#### **Issue 98: Cycle Parking Standards**

Residential development is currently required to provide one secure cycle space per dwelling, within the curtilage where possible. Alternatively, the level of provision could be raised to one secure cycle space per bedroom.

The existing plan also sets standards for non-residential development, with different levels for different types of use. The plan could retain these, or consider higher standards. An alternative option would be for the Local Plan to remove cycle parking standards, and make developers determine a suitable level of cycle parking provision through a comprehensive design-led approach.

For information: Existing standards can be found in the current Development Control Policies Development Plan Document.

**Question 110:** What approach should the Local Plan take towards cycle parking standards?

- a. Retain the current minimum cycle parking standards for different types of development.
- b. Continue to set minimum cycle parking standards for different types of development, but develop new higher levels of provision.
- c. Remove cycle parking standards and adopt a design-led approach to secure cycle parking provision.

Are there any alternative policies or approaches you think should be included?

Please provide any additional comments.

### Rail freight interchanges and rail freight

- 12.23. Cambridgeshire's roads already have higher than the national average heavy commercial vehicle traffic and the use of inappropriate routes can have considerable impacts on villages. Freight traffic is predicted to quadruple by 2030. Given the importance of supporting the economic prosperity of the Cambridge area and existing levels of congestion, it is important that existing freight interchange sites are protected.

#### Issue 99: Rail freight interchanges

Current policies promote the use of rail for freight movements by permitting freight interchange facilities where they accord with other policies in the plan. In addition, existing freight sites are safeguarded for such purposes.

The Local Plan could continue this approach.

**Question 111:** Should the Local Plan continue to protect rail freight interchange sites?

Are there any alternative policies or approaches you think should be included?

Please provide any additional comments.

### Airfields and public safety zones

- 12.24. South Cambridgeshire has a long association with flying and there are a number of established aerodromes and smaller airfields in the district. Aviation contributes to national, regional and local economies and there are a number of industries established on local airfields. However, airfields can also raise environmental issues which need careful consideration to balance the different interests that can be in conflict. In particular, noise

resulting from flying activities has been a source of complaints in the past and is still a very sensitive issue in some areas of the district.

- 12.25. Public safety zones have been established around Cambridge Airport and one falls within South Cambridgeshire district. Within this area development is restricted whilst the airport is operational in order to minimise the number of people at risk of death or injury in the event of an aircraft crash on take-off or landing.

**Issue 100: Aviation related development**

The current policy provides a number of criteria for assessing new airfields or flying sites, to ensure all the impacts are fully considered and, where necessary, appropriate conditions are applied, to ensure they remain compatible with surrounding land uses.

The Local Plan could continue this approach.

**Question 112:** Should the plan continue to include a criteria-based policy for assessing and mitigating the impact of aviation related development proposals?

Are there any alternative policies or approaches do you think should be included?

Please provide additional comments.

**Cambridge Airport – Aviation Development**

- 12.26. Whilst Cambridge Airport remains in operation, consideration needs to be given to airport activity and the approach that would apply to any future aviation development proposals coming forward at Cambridge Airport in order to ensure that any development would not have a significant adverse effect on the environment and residential amenity. Whilst airports have permitted development rights which mean that some types of development in connection with the provision of services and facilities do not need planning permission, other proposals such as the construction or extension of a runway, or new passenger terminal above 500 square metres or increasing the size of the existing building by 15% or more would need planning permission and a policy to deal with any such proposals would be appropriate reasonable option for consultation.

**Issue 101: Cambridge Airport – Aviation development**

This option is to include a policy that would only permit aviation development at Cambridge Airport where it would not have a significant adverse effect on the environment and residential amenity.

Whilst this approach will only apply where certain types of airport development need planning permission, it would allow for due consideration of the impact of any proposals on the surrounding environment and residential amenity.

**Question 113:** Should the plan include a policy that would only permit aviation development at Cambridge Airport where it would not have a significant adverse effect on the environment and residential amenity?

Are there any alternative policies or approaches do you think should be included?

Please provide additional comments.

### **Provision of Infrastructure and Services**

- 12.27. It is important that the infrastructure needs generated by development are appropriately planned for, and that infrastructure is available when it is needed.
- 12.28. The National Planning Policy Framework requires Local Plans to consider a wide variety of infrastructure needs, including transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat), health, security, community and cultural infrastructure and other local facilities.
- 12.29. The Council has commissioned an infrastructure Delivery Study (IDS), in partnership with Cambridge City Council. It is being developed in consultation with stakeholders. It is exploring infrastructure needs and costs, when and where infrastructure will need to be provided, the scale of funding needed to achieve this, and potential sources of funding. The IDS will also identify infrastructure critical to the delivery of the Local Plan. The IDS examines three infrastructure categories, physical (transport, energy, water and drainage, waste), social (education, health care, leisure and recreation, community and social and emergency services) and green (open space).

### **Funding Infrastructure and services**

- 12.30. Infrastructure provision will be funded through a number of sources. Mainstream funding, such as the County Council's capital programmes, service providers' investment programmes, and Government grant, will continue to infrastructure spending. However, other initiatives such as planning obligations and the Community Infrastructure Levy can provide an additional resource for locally determined priorities.
- 12.31. Developer funding makes an important contribution to infrastructure. When planning permission is granted for new development the Council can seek contributions from developers towards a range of infrastructure. Currently this mainly achieved through planning obligations (section 106 agreements), negotiated on individual developments to mitigate the impacts generated by the development.
- 12.32. The Government has introduced the option for Councils to develop a Community Infrastructure Levy (CIL). The CIL takes the form of a standardised charge applied per square metre of new development, to fund a range of infrastructure. This will replace planning obligations for many forms of infrastructure, although planning obligations can still be used for site-specific mitigation measures and for affordable housing provision.
- 12.33. If the Council decides to implement a CIL charging schedule, it will also be required to publish an infrastructure list under CIL regulation 122 identifying those items that will be paid for in whole or in part by the CIL receipts.

#### **Issue 102: Provision of infrastructure and services**

The Local Plan needs to include a policy regarding infrastructure provision, to require that development has made appropriate arrangements for the improvement or provision of infrastructure necessary to make the development acceptable in planning terms.

The nature, scale and phasing of any infrastructure or funding sought will be related to the form of the development and its potential impact. Contributions could also be used to secure future upkeep or maintenance where this is deemed appropriate. This will be by means of either planning obligations and/or a future CIL.

**Question 114:** Should the plan include a policy to require development to provide appropriate infrastructure?

Are there any alternative policies or approaches do you think should be included?

Please provide additional comments.

### **Waste Infrastructure**

- 12.34. Cambridgeshire County Council is responsible for minerals and waste planning in Cambridgeshire. The Cambridgeshire and Peterborough Minerals and Waste Plan was recently adopted, the Core Strategy in July 2011 and Site Specific Proposals Plan in February 2012. There is also an adopted Proposals Map, which shows allocated sites and areas of search for future minerals and waste facilities, and safeguarding areas for existing and future facilities.
- 12.35. The Site Specific Proposals Plan includes areas of search for waste recycling and recovery facilities at Cambridge Northern Fringe East, Cambridge East (the airport site and North of Newmarket Road), and Northstowe.
- 12.36. The draft plan had an allocation for a household recycling centre (HRC) south of the Addenbrooke's Road. However, following the examination into the plan, the Inspector recommended removal of this site due to its impact on the Green Belt and the historic environment and lack of conformity with the Cambridge Local Plan 2006. Reflecting the duty to cooperate, the Council will continue to work with the County Council and Cambridge City Council during the review of the Local Plan to try to identify a suitable site for a HRC to serve the south of Cambridge. However, this remains the responsibility of the County Council.

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## 13. Site Specific Issues

### Existing Site Specific Proposals

13.1. The Council's existing plans include a number of policies for development to meet the needs of the district to 2016 and beyond. We think that the following policies from current plans should be included in the new Local Plan. Even where planning permission has already been granted, the policies should remain until the development has actually taken place.

#### Issue 103: The policies to be carried forward are:

- Cambridge Northern Fringe West (Orchard Park) – this major housing-led development is now largely built. The current plan allows for additional housing in place of other uses, some of which now has planning permission.
- North West Cambridge - Huntingdon Road to Histon Road – this major housing-led development, will adjoin and integrate with development of a new neighbourhood in Cambridge (NIAB) that already has planning permission.
- Former Bayer Cropscience Site, Hauxton – the redevelopment of this brownfield site has planning permission and works to deal with land contamination have been carried out.
- Fulbourn and Ida Darwin Hospitals – the plan provides for redevelopment involving further healthcare uses on the Fulbourn Hospital site and redevelopment of the Ida Darwin Hospital site for housing. Discussions to bring forward development proposals on this major developed site in the Green Belt are progressing well and a planning application is anticipated later this year.
- Conservation Area and Green Separation at Longstanton (Northstowe) - areas of countryside within the conservation area at Longstanton will form part of the green separation between Longstanton and Northstowe. A policy addressing the areas not covered by the Northstowe Area Action Plan will be included in the new Local Plan.
- Lords Bridge Radio Telescope - The Observatory contains radio and optical telescopes that measure signals that are very weak, and hence susceptible to electrical interference. Current policies allow impacts to be avoided or mitigated.

**Question 115:** Do you agree that the current policies for development of the following sites should be carried forward to the new Local Plan:

- a. Cambridge Northern Fringe West (Orchard Park)
- b. North West Cambridge - Huntingdon Road to Histon Road (NIAB2)
- c. Former Bayer Cropscience Site, Hauxton
- d. Fulbourn and Ida Darwin Hospitals
- e. Conservation Area and Green Separation at Longstanton (Northstowe)

f. Lord's Bridge Radio Telescope

Please provide any additional comments.

### Cambridge East

13.2. A key part of the strategy to meet the housing needs of the Cambridge area in current plans was the development of Cambridge East, comprising 10,000-12,000 new homes, along with employment, shops and services. It included land in both Cambridge and South Cambridgeshire and in February 2008, the Councils jointly adopted the Cambridge East Area Action Plan (AAP). The plan envisaged around 7,500 new homes in South Cambridgeshire.

### Issue 104: Cambridge Airport

Marshalls announced in April 2010 that they intended to remain at Cambridge Airport. They have confirmed more recently that they now have no plans to move. This means that the Councils need to consider the implications of losing a significant amount of planned new housing and employment as well as how the current allocation should be dealt with through the review process.

If Marshall's intentions were to change and if it were to decide as some point in the future that it wished to relocate, Cambridge East would remain a sustainable option for long term development and there could be merit in retaining the option to bring it forward for development. That needs to be balanced against the statement by Marshall that it now has no plans to move and is consolidating its airport operations.

The following alternative options have been identified for the way the new Local Plan deals with the Cambridge East site:

- Retain the current allocation for development at Cambridge East. – The location could remain live in case the area became available for development. This would provide flexibility, but as it could not be relied upon the Councils could not include the housing numbers in their calculations towards meeting need. It could also create uncertainty and any implications for the delivery of development proposals elsewhere would need to be considered.
- Safeguard it for possible future development after 2031 - Safeguarding the site would mean that it could be brought forward through a future plan review if Marshall's plans were to change, but there is no certainty it will ever become available. This approach is consistent with the NPPF and would provide flexibility for the future whilst also providing certainty to developers of other allocations in the Local Plan that their sites can come forward.
- Return either the whole site to the Green Belt to reflect the original Green Belt boundary, or just the open parts of the site. The land was removed from the Green Belt for the purpose of housing-led development, and as this is no longer anticipated a further option is to return some or all of the land to the Green Belt.



**Question 116:** What approach should the Local Plan take to Cambridge Airport?

- a. Retain the current allocation for development at Cambridge East.
- b. Safeguard the site for development after 2031 or through a review of the Local Plan.
- c. Return the whole site to the Green Belt or just the parts of the site which are open?

Please provide any additional comments.

### Land North of Newmarket Road, Cambridge East

13.3. Land north of Newmarket Road and north and west of the Park and Ride was identified in the Cambridge East Area Action Plan for development for 1,500 to 2,000 homes. It is not constrained by the Airport relocation and could come forward for development on its own. Most of it is in South Cambridgeshire. It had been expected that the site would be developed by 2016, but no significant progress has yet been made and we need to know what to do with the site in the Local Plan.

### Issue 105: North of Newmarket Road

The housing targets do not currently take any account of development North of Newmarket Road given the uncertainty that it can be relied on to deliver new housing. The future of the site needs to be established in the new Plan. The Council could:

- Conclude that development cannot be relied on and the site be treated in the same way as Cambridge Airport.
- Rely on the existing Cambridge East Area Action Plan policies to guide any development that might come forward north of Newmarket Road.
- Include a new specific policy for the site in the Local Plan allocating the land for a housing-led development.

**Question 117:** What approach should the Council take to the potential for housing development on land North of Newmarket Road at Cambridge East? Should the Council:

Conclude that development cannot be relied on and the site be treated in the same way as Cambridge Airport?

- a. Rely upon the policies of the Cambridge East Area Action Plan to determine planning applications for development?
- b. Include a new policy for the site in the Local Plan allocating the land for a housing-led development?

Please provide any additional comments.

13.4. Subject to the outcomes of the above options, the City Council and South Cambridgeshire District Council will also need to consider the status of the

Cambridge East Area Action Plan and whether it should be retained in order to provide a framework for future development proposals or whether it should be withdrawn and superseded by policies in the new Local Plans. This would not prevent the Councils from developing a new Area Action Plan should the situation change and the airport come forward in the future.

### **Cambridge Northern Fringe East - Chesterton Sidings**

- 13.5. The Council's current plan safeguards Chesterton Sidings for the development of a railway station and interchange facility. The Secretary of State for Transport recently confirmed that the Government is minded to include the proposed Chesterton Station, to be known as Cambridge Science Park Station, in the forthcoming train operating franchises. The final decision will be made by the end of 2012 and will depend upon a positive business case. The proposed railway station will be served by the guided busway.
- 13.6. The area offers an opportunity for a high density employment led development to create a successful new employment centre easily accessible by many South Cambridgeshire residents. The opportunity reflects issues identified in the Building a Strong and Competitive Economy chapter, to deliver additional employment on the edge of Cambridge. It is expected that the creation of a new station will provide a catalyst to redevelop this wider area and strengthen the success of the Science Park. We will work closely with the County Council who are delivering the new Station, and with Cambridge City Council to create a development strategy for this area in our respective local plans.
- 13.7. A further issue raised in previous consultations is whether the station development could provide an opportunity for alternative road access to Chesterton Fen Road. This will be explored through the new Cambridgeshire Transport Strategy, and the County Council is carrying out consultation on Issues and Options for the strategy alongside the Local Plan consultation (see Chapter 12: Transport and Infrastructure).

#### **Issue 106: Cambridge Northern Fringe East**

To the north of the city, a new railway station at Chesterton sidings in South Cambridgeshire will provide a new gateway to the northern part of the city and to South Cambridgeshire and enhance the existing development opportunities in the area. We envisage the development of Northern Fringe East as a high density mixed employment led development. The area includes Chesterton sidings in South Cambridgeshire, and in the City of Cambridge, the former Cowley Road Park and Ride site and the undeveloped parts of the Waste Water Treatment Works (WWTW).

Key principles for development could include:

- Regeneration of the wider area in a coherent and comprehensive manner;
- Provision of high density mixed employment led development including associated supporting uses to create a successful new employment centre;
- Development to achieve excellent standards of sustainability and design quality;

- To secure delivery of a major new transport interchange to service Cambridge and the Sub-region based on high quality access for all modes;
- Improvements to existing public transport access to and from Northern Fringe East, with extended and re-routed local bus routes as well as an interchange facility with the Guided Bus.
- Improved access for cyclist and pedestrians.
- Delivery of high quality, landmark buildings and architecture; and
- To minimise the environmental impacts of the WWTW and to support greater environmental sustainability in the operation of the site.

**Question 118:** What do you think are the key principles for the development of Cambridge Northern Fringe East?

Do you agree with our vision for the area?

Have we identified the right key development principles?

What sites should be included in the boundary of the area?

Please provide any additional comments.

### **Papworth Everard – Hospital Site**

- 13.8. Papworth Hospital, located in Papworth Everard, is the UK's largest specialist cardiothoracic hospital and the country's main heart and lung transplant centre. In 2005 Papworth Hospital decided to move to the Biomedical Campus at Addenbrooke's. This will provide new facilities with the benefit of immediate access to the range of services, facilities and research that takes place there. The construction of the new building is anticipated by 2016.
- 13.9. As part of preparing the Local Development Framework, the Council consulted on options for what should happen to the site once the hospital is relocated. It was determined that the site should remain in employment uses, seeking a health care user as a preference. Residential use of the site was rejected, in order to maintain the employment balance in the village.
- 13.10. The Local Plan review provides an opportunity to consider whether that approach remains appropriate. The site has been suggested for residential led development through the call for sites for the Strategic Housing Land Availability Assessment. It performs well as a housing site against many criteria, being within a larger village and a previously used site. It is therefore included in Chapter 5: Development Options as a possible housing site. The main disadvantage of the site for housing is the loss of the employment use. The conclusions reached on this issue will help us decide whether it should be included as a housing site in the new Plan.

### **Issue 107: Papworth Everard Hospital site**

The following options have been identified for the Papworth Hospital site:

- A preference for continuation of healthcare on the site, and only if a suitable

user cannot be found, other employment uses compatible with adjoining residential;

- Employment uses that would be compatible with adjoining residential;
- Housing led development, including mixed uses.

**Question 119:** What should the Papworth Hospital site be used for when the hospital relocates to Addenbrooke's?

- a. A preference for continuation of healthcare on the site, and only if a suitable user cannot be found, other employment uses compatible with adjoining residential;
- b. Employment uses that would be compatible with adjoining residential;
- c. Housing led development, including mixed uses.

Please provide any additional comments.

### **Papworth Everard – West Central**

13.11. Papworth West Central contains a number of buildings that have reached the end of their life, or that are currently unused. There is an opportunity for considerable environmental improvement, and benefit to the functioning of the village, if such buildings can be redeveloped or brought back into use. A policy is included in the current Local Development Framework to secure community and employment uses as well as more residential development.

### **Issue 108: Papworth West Central**

Redevelopment of Papworth West Central will be based on a mixed-use development aimed at the continued invigoration of the village centre with community uses, employment and housing development.

**Question 120:** How can we best invigorate Papworth Everard?

- a. Should the Local Plan include a specific policy to seek mixed-use development with community uses, employment and housing development?
- b. Or should we not include a policy and deal with individual site proposals on their merits?

Please provide any additional comments.

### **Fen Drayton Former Land Settlement Association Estate**

13.12. The Land Settlement Association's activities at Fen Drayton are an earlier example from the 1930's of an attempt to achieve a more sustainable form of living but with the passage of time this has not proved to be an enduring model. The current legacy of the experiment is a network of small land holdings, a wide variety of land uses including some disuse, and a patchwork of buildings.

In view of the area's history and its current appearance, form and character, a policy was developed in the Local Development Framework to allow it to evolve as a positive experimental test-bed for new forms of sustainable living.

13.13. Following extensive stakeholder and public consultation, a supplementary planning document (SPD) was adopted in May 2011 to guide how the policy should be implemented. It identified eligible buildings, and provided design guidance for new development. However the SPD is proving challenging to implement and we want to ensure our approach to the area remains effective and practical.

**Issue 109: Fen Drayton Former Land Settlement Association Estate**

The choice to be made is whether to continue to support the redevelopment of existing buildings to support on-site experimental or other forms of sustainable living where it can be demonstrated that buildings (excluding glass houses) are no longer needed for agricultural purposes.

**Question 121:** Should the Local Plan continue to support the redevelopment of existing buildings on the former Fen Drayton LSA site to support on-site experimental or other forms of sustainable living?

Please provide any additional comments.

**Great Abington Former Land Settlement Association Estate**

13.14. A second former Land Settlement Associate site in the district at Great Abington also has a different character to the open countryside around it. It includes a range of houses set along a pattern of narrow private roads, ranging from very small cottages that remain below the standards normally expected in modern life, to larger properties that have previously been extended. They generally sit in very large plots. Great Abington Parish Council has considered this issue locally with its community and there is support for an approach in the plan that reflects the specific local circumstances in the former LSA to help local residents.

**Issue 110: Great Abington Former Land Settlement Association Estate**

The former Great Abington LSA is currently subject to the same controls over extensions and the redevelopment of rural houses as the rest of the District. However, experience suggests that this area requires more flexibility to deal with the range of properties and the substandard nature of some homes. If the new plan retains the existing approach to extensions and redevelopment, there would be a case to take a different approach in the former Great Abington LSA area, providing greater flexibility. If however, the new plan includes a more flexible District wide policy; there would not be a need to include a specific policy for this area.

**Question 122:** Do you consider that if the Plan retains limits on the scale of extensions to existing dwellings or the size of replacement dwellings in the countryside, a different approach should be taken in the former Great Abington Land Settlement Association area to provide greater flexibility?

Please provide any additional comments.

### **Linton Special Policy Area**

13.15. The southern part of Linton is divided by the A1307 bypass from the rest of the village, which provides a barrier to easy movement. The area is characterised by three distinct uses; employment, a sensitive residential area much of which lies within the Conservation Area, and the site of Linton Zoo. Its location means that it has poor access to the village facilities and services, although there is a pelican crossing providing a safe crossing point to a bus stop on the Cambridge facing side of the main road.

13.16. Part of the existing employment area has been suggested to the Council as a possible housing site and been tested as part of the plan making process. It performs well as a housing site against many criteria, being within a larger village and a previously used site. It is therefore included in Chapter 5: Development Options as a possible housing site. The main disadvantage of the site for housing is the loss of the employment use and its location in the southern part of Linton. The conclusions reached on this issue will help us decide whether it should be included as a housing site in the new Plan.

### **Issue 111: Linton special Policy Area**

Due to the poor access, the existing Local Development Framework includes a policy restricting further residential development south of the A1307 at Linton. The Local Plan could continue this approach.

**Question 123:** Should the Local Plan continue to restrict residential development south of the A1307 at Linton?

Please provide any additional comments.

### **Duxford Imperial War Museum**

13.17. The Imperial War Museum is a major tourist attraction. Given its national significance, the District Council gives it special consideration, within the context of protecting the quality of the surrounding landscape in this sensitive site on the edge of the Cambridge Green Belt.

### **Issue 112: The Imperial War Museum site at Duxford Airfield**

Existing plans treat the Imperial War Museum as a special case as a major tourist / recreation facility. Proposals for development will be considered with regard to the particular needs and opportunities of the site, but must be associated with the continued use of the site as a museum of aviation and modern conflict. Details of

projected increases in aircraft noise will be required with all proposals which would lead to increased flying activity.

**Question 124:** Should the Local Plan maintain the approach to development at the Imperial War Museum at Duxford, that it must be associated with the continued use of the site as a museum of aviation and modern conflict?

Please provide any additional comments.

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## Appendix 1: Supporting Documents / Evidence Base

Document	Author (or prepared for)	Year published	Link
The Strategic Housing Land Availability Assessment 2012	South Cambridgeshire District Council	2012	TBC
Sustainability Appraisal Scoping Report	South Cambridgeshire District Council	2012	TBC (Consultation alongside Local Plan Issues and Options)
East of England Forecasting Model population runs for South Cambridgeshire to 2031	Cambridgeshire County Council	2012	<a href="http://www.cambridgeshire.gov.uk/business/research/ecomomylab/Economic+forecasts.htm">http://www.cambridgeshire.gov.uk/business/research/ecomomylab/Economic+forecasts.htm</a>
Cambridgeshire Development Study	Commissioned by Cambridgeshire County Council Consultants WSP in association with Pegasus Planning, SQW Consulting and Cambridge Econometrics	2009	<a href="http://www.cambridgeshire.gov.uk/environment/planning/projects/Cambridgeshire+Development+Study.htm">http://www.cambridgeshire.gov.uk/environment/planning/projects/Cambridgeshire+Development+Study.htm</a>
Joint Statement on Strategic Planning in Cambridgeshire	Cambridgeshire Local Planning Authorities	2010	
Joint Working Committee Report	Cambridgeshire Local Planning Authorities	2012	<a href="http://www.cambridgeshire.gov.uk/CMSWebsite/Apps/Committees/Meeting.aspx?meetingID=471">http://www.cambridgeshire.gov.uk/CMSWebsite/Apps/Committees/Meeting.aspx?meetingID=471</a>
South Cambridgeshire Settlement Hierarchy Review	South Cambridgeshire District Council	2012	TBC

Document	Author (or prepared for)	Year published	Link
South Cambridgeshire Local Plan Workshops – Notes (Stakeholders, Members, Parishes, Developers)	South Cambridgeshire District Council	2012	<a href="http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/SCLP.htm">http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/SCLP.htm</a>
SCDC Housing Strategy 2012-2016	South Cambridgeshire District Council	2012	<a href="http://www.scambs.gov.uk/documents/retrieve.htm?pkdocument=911278">http://www.scambs.gov.uk/documents/retrieve.htm?pkdocument=911278</a>
Strategic Housing Market Assessment	Cambridgeshire Horizons	2007 (plus updates)	<a href="http://www.cambridgeshirehorizons.co.uk/our_challenge/housing/shma.aspx">http://www.cambridgeshirehorizons.co.uk/our_challenge/housing/shma.aspx</a>
Balanced and mixed communities – a good practice guide.	Cambridgeshire Horizons	2008	<a href="http://www.cambridgeshirehorizons.co.uk/our_challenge/community/balanced.aspx">http://www.cambridgeshirehorizons.co.uk/our_challenge/community/balanced.aspx</a>
Village Housing Needs Surveys (Cambridge Sub Regional Rural Housing Enabling Project led by Cambridgeshire ACRE)	South Cambridgeshire District Council	Various	<a href="http://www.scambs.gov.uk/housing/strategyanddevelopment/research/villagesurveys.htm">http://www.scambs.gov.uk/housing/strategyanddevelopment/research/villagesurveys.htm</a>
Cambridgeshire Gypsy and Travellers Joint Strategic Needs Assessment	Cambridgeshire PCT and partners	2010	<a href="http://www.cambridgeshire.gov.uk/business/research/health/">http://www.cambridgeshire.gov.uk/business/research/health/</a>
South Cambridgeshire Gypsy and Traveller Community Strategy 2010-2013	South Cambridgeshire District Council	2010	<a href="http://www.scambs.gov.uk/Council/AndDemocracy/Equality/">http://www.scambs.gov.uk/Council/AndDemocracy/Equality/</a>

Document	Author (or prepared for)	Year published	Link
Cambridge Sub-Region Gypsy and Travellers Accommodation Needs Assessment	Cambridge Sub Region Local Authorities	2011	TBC
Cambridgeshire Economic Assessment: South Cambridgeshire Profile	Cambridgeshire County Council	2011	<a href="http://www.cambridgeshire.gov.uk/business/economicassessmentcommunitydev/ecodevelopment/economicassessment.htm">http://www.cambridgeshire.gov.uk/business/economicassessmentcommunitydev/ecodevelopment/economicassessment.htm</a>
South Cambridgeshire Economic Assessment	PACEC on behalf of South Cambridgeshire District Council	2010	<a href="http://www.scambs.gov.uk/Business/edstrategy.htm">http://www.scambs.gov.uk/Business/edstrategy.htm</a>
South Cambridgeshire Economic Development Strategy	South Cambridgeshire District Council	2010	<a href="http://www.scambs.gov.uk/Business/edstrategy.htm">http://www.scambs.gov.uk/Business/edstrategy.htm</a>
Employment Land Review	South Cambridgeshire District Council and Cambridge City Council	2008	<a href="http://www.scambs.gov.uk/environment/planning/districtplanning/employmentlandreview.htm">http://www.scambs.gov.uk/environment/planning/districtplanning/employmentlandreview.htm</a>
Cambridge Cluster at 50: The Cambridge Economy Retrospect and Prospect	East of England Development Agency and Partners	2011	<a href="http://www.stjohns.co.uk/wp-content/uploads/2011/04/Cambridge-cluster-report-FINAL-210311.pdf">http://www.stjohns.co.uk/wp-content/uploads/2011/04/Cambridge-cluster-report-FINAL-210311.pdf</a>
Cambridge Sub-Regional Retail Study	South Cambridgeshire District Council and Cambridge City Council	2008	<a href="http://www.scambs.gov.uk/environment/planning/districtplanning/retailstudy.htm">http://www.scambs.gov.uk/environment/planning/districtplanning/retailstudy.htm</a>

Document	Author (or prepared for)	Year published	Link
North West Cambridge Supplementary Retail Study	South Cambridgeshire District Council and Cambridge City Council	2010	<a href="http://www.scambs.gov.uk/environment/planning/districtplanning/localdevelopmentframework/foodstoreprovisio&lt;br/&gt;nnwc.htm">http://www.scambs.gov.uk/environment/planning/districtplanning/localdevelopmentframework/foodstoreprovisio nnwc.htm</a>
Informal Planning Policy Guidance on foodstore provision in North West Cambridge	South Cambridgeshire District Council and Cambridge City Council	2010	<a href="http://www.scambs.gov.uk/environment/planning/districtplanning/localdevelopmentframework/foodstoreprovisio&lt;br/&gt;nnwc.htm">http://www.scambs.gov.uk/environment/planning/districtplanning/localdevelopmentframework/foodstoreprovisio nnwc.htm</a>
Cambridge Hotel Futures Study	Cambridge City Council	2012	TBC
Cambridge Green Belt Study	Landscape Design Associates for South Cambridgeshire District Council	2002	<a href="http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/Archive/GreenBelt.htm">http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/Archive/GreenBelt.htm</a>
Cambridge City Inner Greenbelt Boundary Study 2002	Cambridge City Council	2002	<a href="http://www.cambridge.gov.uk/ccm/content/planning-and-building-control/research/policy-publications.en">http://www.cambridge.gov.uk/ccm/content/planning-and-building-control/research/policy-publications.en</a>
South Cambridgeshire Annual Monitoring Report 2009/10	South Cambridgeshire District Council	2010	<a href="http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/Annual_Monitoring_Report.htm">http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/Annual_Monitoring_Report.htm</a>
The State of the Environment Report	Environment Agency	2011	<a href="http://www.environment-agency.gov.uk/research/library/publications/34059.aspx">http://www.environment-agency.gov.uk/research/library/publications/34059.aspx</a>
Water Cycle Strategy for Major Growth Areas Around Cambridge Phase 1	Cambridgeshire Horizons	2008 And 2011	<a href="http://www.cambridgeshirehorizons.co.uk/our_challenge/environment_sustainability/water_cycle_strategy.aspx">http://www.cambridgeshirehorizons.co.uk/our_challenge/environment_sustainability/water_cycle_strategy.aspx</a>

Document	Author (or prepared for)	Year published	Link
Detailed Water Cycle Strategy up to 2031 Major Growth Areas in and around Cambridge Phase 2 – Detailed Strategy			
South Cambridgeshire and Cambridge City Strategic Flood Risk Assessment	South Cambridgeshire District Council and Cambridge City Council	2010	<a href="http://www.scambs.gov.uk/environment/planning/districtplanning/localdevelopmentframework/sifra.htm">http://www.scambs.gov.uk/environment/planning/districtplanning/localdevelopmentframework/sifra.htm</a>
Cambridgeshire Surface Water Management Plan	Cambridgeshire County Council	2011	<a href="http://www.cambridgeshire.gov.uk/environment/floodandwater/flooding/Surface+Water+Management+Plans.htm">http://www.cambridgeshire.gov.uk/environment/floodandwater/flooding/Surface+Water+Management+Plans.htm</a>
Cambridge Water Company Water Resources Management Plan	Cambridge Water Company	2010	<a href="http://www.cambridge-water.co.uk/customers/water-resources-management-plan">http://www.cambridge-water.co.uk/customers/water-resources-management-plan</a>
Air Quality Progress Report for South Cambridgeshire District Council	South Cambridgeshire District Council	2011	<a href="http://www.scambs.gov.uk/environment/pollution/airpollution/agreports.htm">http://www.scambs.gov.uk/environment/pollution/airpollution/agreports.htm</a>
Air Quality Strategy	South Cambridgeshire District Council	2008	<a href="http://www.scambs.gov.uk/documents/retrieve.htm?pk_document=908845">http://www.scambs.gov.uk/documents/retrieve.htm?pk_document=908845</a>
Arts and Culture Strategy for the Cambridge Sub Region	Cambridgeshire Horizons	2006	<a href="http://www.cambridgeshirehorizons.co.uk/our_challenge/art_culture_sport/">http://www.cambridgeshirehorizons.co.uk/our_challenge/art_culture_sport/</a>
Cambridgeshire Renewables Infrastructure Framework (CRIF)	Cambridgeshire Horizons	2012	<a href="http://www.cambridgeshirehorizons.co.uk/our_challenge/environment_sustainability/crif.aspx">http://www.cambridgeshirehorizons.co.uk/our_challenge/environment_sustainability/crif.aspx</a>

Document	Author (or prepared for)	Year published	Link
East of England Renewable and Low Carbon Energy Capacity Study (2011)	DECC	2011	<a href="http://www.decc.gov.uk/assets/decc/what%20we%20do%20supply/energy%20mix/renewable%20energy/ored/1667-east-england-renewable-capacity-report.pdf">http://www.decc.gov.uk/assets/decc/what%20we%20do%20supply/energy%20mix/renewable%20energy/ored/1667-east-england-renewable-capacity-report.pdf</a>
Cambridgeshire Community Energy Fund	Cambridgeshire Horizons on behalf of Cambridgeshire Local Planning Authorities	2012	<a href="http://www.cambridgeshirehorizons.co.uk/our_challenge/environment_sustainability/cef.aspx">http://www.cambridgeshirehorizons.co.uk/our_challenge/environment_sustainability/cef.aspx</a>
Building Communities that are Healthy and Well Report	Cambridge City and South Cambridgeshire Improving Health Partnership	2008	<a href="http://www.cambridgeshire.nhs.uk/search.htm">http://www.cambridgeshire.nhs.uk/search.htm</a>
Cambridgeshire Joint Strategic Needs Assessment (JSNA)	Cambridgeshire Community Wellbeing Partnership	2011	<a href="http://www.cambridgeshirejsna.org.uk/">http://www.cambridgeshirejsna.org.uk/</a>
Cambridgeshire Green Infrastructure Strategy	Cambridgeshire Horizons	2011	<a href="http://www.cambridgeshirehorizons.co.uk/our_challenge/green_spaces/">http://www.cambridgeshirehorizons.co.uk/our_challenge/green_spaces/</a>
Recreation Study Audit and Assessment of Need for Outdoor Playspace and Informal Open Space in South Cambridgeshire 2005	South Cambridgeshire District Council	2005	<a href="http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/Archive/RecreationStudy.htm">http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/Archive/RecreationStudy.htm</a>
Recreation Study Audit and Assessment of Need for Outdoor Playspace and Informal Open Space in South Cambridgeshire UPDATE 2012	South Cambridgeshire District Council	2012	TBC

Document	Author (or prepared for)	Year published	Link
Major Sports Facilities Strategy for the Cambridgeshire Sub-region	Cambridgeshire Horizons	2005	<a href="http://www.cambridgeshirehorizons.co.uk/documents/publications/horizons/major_sports_facilities_strategy.pdf">http://www.cambridgeshirehorizons.co.uk/documents/publications/horizons/major_sports_facilities_strategy.pdf</a>
Cambridge Community Stadium – Feasibility Study (Cambridgeshire Horizons 2007)	Cambridgeshire Horizons	2007	<a href="http://www.cambridgeshirehorizons.co.uk/our_challenge/art_culture_sport/community_stadium.aspx">http://www.cambridgeshirehorizons.co.uk/our_challenge/art_culture_sport/community_stadium.aspx</a>
Annual demographic and socio-economic profile of South Cambridgeshire	Cambridgeshire County Council Research Team 2011	2011	<a href="http://www.cambridgeshire.gov.uk/NR/rdonlyres/77399433-DD72-40D7-9E3F-BA360E61306D/0/SouthCambridgeshireDistrictReport2011.pdf">http://www.cambridgeshire.gov.uk/NR/rdonlyres/77399433-DD72-40D7-9E3F-BA360E61306D/0/SouthCambridgeshireDistrictReport2011.pdf</a>
Health Profile for South Cambridgeshire	Department of Health	2011	<a href="http://www.cambridgeshire.nhs.uk/Health-in-Cambridgeshire.htm">http://www.cambridgeshire.nhs.uk/Health-in-Cambridgeshire.htm</a>
State of the Countryside	Commission for Rural Communities	2010	<a href="http://www.defra.gov.uk/crc/documents/state-of-the-countryside-report/">http://www.defra.gov.uk/crc/documents/state-of-the-countryside-report/</a>
Conservation Area Appraisals (various)	South Cambridgeshire District Council		<a href="http://www.scambs.gov.uk/environment/conservation/conservationareaappraisals/default.htm">http://www.scambs.gov.uk/environment/conservation/conservationareaappraisals/default.htm</a>
Cambridgeshire and Peterborough Rural Services Survey	Cambridgeshire Action with Communities in Rural England	2010	<a href="http://www.cambsacre.org.uk/rural-services-survey.php">http://www.cambsacre.org.uk/rural-services-survey.php</a>
Annual demographic and socio-economic profile of South Cambridgeshire	Cambridgeshire County Council Research Team	2011	<a href="http://www.cambridgeshire.gov.uk/NR/rdonlyres/77399433-DD72-40D7-9E3F-BA360E61306D/0/SouthCambridgeshireDistrictReport2011.pdf">http://www.cambridgeshire.gov.uk/NR/rdonlyres/77399433-DD72-40D7-9E3F-BA360E61306D/0/SouthCambridgeshireDistrictReport2011.pdf</a>

Document	Author (or prepared for)	Year published	Link
Community Facilities Assessment	South Cambridgeshire District Council	2009	<a href="http://www.scambs.gov.uk/Environment/Planning/Section106Agreements/communityfacilitiesplanningobligations.htm">http://www.scambs.gov.uk/Environment/Planning/Section106Agreements/communityfacilitiesplanningobligations.htm</a>
South Cambridgeshire Village Services and Facilities Study	South Cambridgeshire District Council	2012	<a href="http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/sfs.htm">http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/sfs.htm</a>
South Cambridgeshire Community Engagement Strategy and Young Peoples Plan	South Cambridgeshire District Council	2009	<a href="http://www.scambs.gov.uk/communityandliving/engagementstrategy.htm">http://www.scambs.gov.uk/communityandliving/engagementstrategy.htm</a>
Cambridgeshire Network Monitoring Report 2010	Cambridgeshire County Council	2010	<a href="http://www.cambridgeshire.gov.uk/transport/monitoring/">http://www.cambridgeshire.gov.uk/transport/monitoring/</a>
Cambridgeshire Rights of Way Improvement Plan	Cambridgeshire County Council	2011	<a href="http://www.cambridgeshire.gov.uk/environment/countrysideandrights/policies/policies/rowip.htm">http://www.cambridgeshire.gov.uk/environment/countrysideandrights/policies/policies/rowip.htm</a>
Cambridgeshire Local Transport Plan 3	Cambridgeshire County Council	2011	<a href="http://www.cambridgeshire.gov.uk/transport/strategies/currenttransportplans/local+transport+plan.htm">http://www.cambridgeshire.gov.uk/transport/strategies/currenttransportplans/local+transport+plan.htm</a>
Travel for Work Survey 2011	Travel for Work Partnership	2011	<a href="http://www.tfw.org.uk/TfWAnnualSurveyResults.php">http://www.tfw.org.uk/TfWAnnualSurveyResults.php</a>
Cambridge Northern Fringe East Viability Study	Cambridgeshire Horizons	2008	<a href="http://www.cambridgeshirehorizons.co.uk/documents/publications/research/cambridge_northern_fringe_east_report.pdf">http://www.cambridgeshirehorizons.co.uk/documents/publications/research/cambridge_northern_fringe_east_report.pdf</a>
South Cambridgeshire Design Guide Supplementary Planning Document	South Cambridgeshire District Council	2010	<a href="http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/SPDs/DistrictDesignGuideSPD.htm">http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/SPDs/DistrictDesignGuideSPD.htm</a>



Document	Author (or prepared for)	Year published	Link
Public Art Supplementary Planning Document	South Cambridgeshire District Council	2009	<a href="http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/SPDs/Public_Art_SPD.htm">http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/SPDs/Public_Art_SPD.htm</a>
Biodiversity Supplementary Planning Document	South Cambridgeshire District Council	2009	<a href="http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/SPDs/biodiversity_SPD.htm">http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/SPDs/biodiversity_SPD.htm</a>
Affordable Housing Supplementary Planning Document	South Cambridgeshire District Council	2009	<a href="http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/SPDs/AffordableHousingSPD.htm">http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/SPDs/AffordableHousingSPD.htm</a>
South Cambridgeshire Trees and Development Sites SPD 2009	South Cambridgeshire District Council	2009	<a href="http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/SPDs/Trees_Development_SPD.htm">http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/SPDs/Trees_Development_SPD.htm</a>
Open Space in New Developments Supplementary Planning Document	SCDC	2009	<a href="http://www.scambs.gov.uk/environment/planning/districtplanning/localdevelopmentframework/spds/openspacespd.htm">http://www.scambs.gov.uk/environment/planning/districtplanning/localdevelopmentframework/spds/openspacespd.htm</a>
Health Impact Assessment Supplementary Planning Document	SCDC	2011	<a href="http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/SPDs/HIASPD.htm">http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/SPDs/HIASPD.htm</a>
South Cambridgeshire Listed Buildings Supplementary Planning Document	South Cambridgeshire District Council	2009	<a href="http://www.scambs.gov.uk/environment/planning/districtplanning/localdevelopmentframework/spds/listed_buildings_spd.htm">http://www.scambs.gov.uk/environment/planning/districtplanning/localdevelopmentframework/spds/listed_buildings_spd.htm</a>

Document	Author (or prepared for)	Year published	Link
South Cambridgeshire Landscape in New Developments Supplementary Planning Document	South Cambridgeshire District Council	2010	<a href="http://www.scambs.gov.uk/environment/planning/districtplanning/localdevelopmentframework/spds/landscapingspd.htm">http://www.scambs.gov.uk/environment/planning/districtplanning/localdevelopmentframework/spds/landscapingspd.htm</a>
Development Affecting Conservation Areas Supplementary Planning Document	South Cambridgeshire District Council	2010	<a href="http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/SPDs/DevelopmentAffectingConservationAreasSPD.htm">http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/SPDs/DevelopmentAffectingConservationAreasSPD.htm</a>
Cambridgeshire Design Guide for Streets and the Public Realm	Cambridgeshire Horizons		<a href="http://www.cambridgeshirehorizons.co.uk/our_challenge/community/design.aspx">http://www.cambridgeshirehorizons.co.uk/our_challenge/community/design.aspx</a>
Cambridgeshire Waste Design Guide	Cambridgeshire County Council	2011	<a href="http://www.cambridgeshire.gov.uk/environment/planning/mineralswasteframework/recapwastemanagementdesignguidespd.htm">http://www.cambridgeshire.gov.uk/environment/planning/mineralswasteframework/recapwastemanagementdesignguidespd.htm</a>
Fen Drayton Former Land Settlement Association Estate Supplementary Planning Document (2011)	South Cambridgeshire District Council	2011	<a href="http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/SPDs/FenDraytonSPD.htm">http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/SPDs/FenDraytonSPD.htm</a>
Orchard Park Design Guidance Supplementary Planning Document	South Cambridgeshire District Council	2011	<a href="http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/SPDs/orchardparkspd.htm">http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/SPDs/orchardparkspd.htm</a>
Design Codes for Strategic Development Sites within the Cambridge Fringe Areas Informal Guidance Note	Cambridge City Council and South Cambridgeshire District Council	2012	<a href="http://www.cambridge.gov.uk/public/docs/design-codes-for-strategic-development-sites-within-the-cambridge-fringe-areas-informal-guidance-notes.pdf">http://www.cambridge.gov.uk/public/docs/design-codes-for-strategic-development-sites-within-the-cambridge-fringe-areas-informal-guidance-notes.pdf</a>

Document	Author (or prepared for)	Year published	Link
Cottenham Village Design Statement Supplementary Planning Document	South Cambridgeshire District Council	2007	<a href="http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/SPDs/SPDCotttenhamVDS.htm">http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/SPDs/SPDCotttenhamVDS.htm</a>

### Evidence Base – On-Going

Document	Author (or prepared for)	Anticipated	Link
Cambridge Econometrics population forecasting for South Cambridgeshire to 2031	Cambridgeshire Local Planning Authorities	2012	TBC
Infrastructure Study	South Cambridgeshire District Council and Cambridge City Council	2012	TBC
A14 Headroom Study	Highways Agency and the Cambridgeshire Local Authorities	2012	TBC
A14 Highways Agency Study	Highways Agency	2012	TBC
Review of Merton Rule-style Policies in four Local Planning Authorities in Cambridgeshire	Cambridgeshire Local Planning Authorities	2012	TBC

Document	Author (or prepared for)	Anticipated	Link
Employment Land Review Update	South Cambridgeshire District Council and Cambridge City Council	2012	TBC

## **Appendix 2: Assessments of Broad Locations on the Edge of Cambridge**

### **Broad Location 1: Land to the North & South of Barton Road**

**District:** Cambridge City Council & South Cambridgeshire District Council

**Ward/Parish:** Newnham, Coton & Grantchester

#### **Description:**

There is potential capacity in Cambridge for between 2,000 and 3,000 dwellings between the urban area and the administrative boundary, with significant additional land also in South Cambridgeshire.

#### **Context:**

Land on the western edge of the city up to the M11. A series of large agricultural fields and recreation grounds, mostly surrounded by hedgerows and occasional hedgerow trees, giving an open appearance when viewed from the west.

#### **Designations / Constraints:**

- Whole area is designated as Green Belt.
- Adjacent to Cambridge West Conservation Area.
- University sports fields to east are protected private open space.
- Archaeological remains of various dates.
- Hedgerows east of M11 are a County Wildlife Site and several hedgerows within this location are designated as a City Wildlife Site.
- Parts of the location around Barton Road are within Flood Zones 2 and 3a (medium to high probability of flooding).
- Part of the location will be affected by noise and air quality issues from the M11 and mitigation will be required.
- The location needs to be carefully considered in conjunction with ongoing development on the West Cambridge site, which was designed to create a new city edge.
- The uses alongside the edges of the area will raise potential overlooking issues; both within and out of the location.
- There are public rights of way to the north, to the west and through the centre.

#### **Planning History**

Land in this location has been previously considered for Green Belt release by a series of Inspectors since 2002 (Structure Plan, Cambridge Local Plan and South Cambridgeshire Site Specific Policies Plan). In all cases Green Belt release was rejected because of the importance of the land to Green Belt purposes. Inspectors have accepted that the Barton Road approach to Cambridge is important because it is undeveloped, that development would impinge on views, sometimes be directly in front of historic features, and would spoil the setting of the city even if set back and landscaped.

#### **Green Belt / Landscape / Townscape**

- The 2002 Inner Green Belt Boundary Study (Cambridge City Council) found that all areas within the zone were of medium to very high importance to the setting

of the City and medium to very high importance to Green Belt purposes. It is a smaller area adjacent to the urban area at Gough Way that is characterised as of medium importance.

- The 2002 Cambridge Green Belt Study (LDA for South Cambridgeshire District Council) characterised the area as “Landscape essential to the special character and setting of Cambridge. To be preserved. No scope for substantial development through Green Belt releases.”
- The majority of this zone is on flat farmland with some slight elevation to the north and south of the area. The land is mostly arable and divided into relatively small fields with managed hedgerows and ditches. The area to the south of Barton Road provides separation and setting to Granchester. The southern part of this zone comprises the river Cam and its associated river valley landscape. The elevated southern parts of the zone, nearer to the M11, create small plateaus that are sometimes screened by their landform and by vegetation.
- Views are usually open and of abrupt urban edges with a soft green foreground. There are distant views from the rolling clayland hills to the west of Cambridge, particularly around Haslingfield. The tower of Haslingfield church can be seen from the edge of the City and there are clear views of the historic collegiate core of Cambridge seen above the urban edge in the near distance.
- This Green Belt western edge of Cambridge is one of the most sensitive areas of landscape around the City because of a combination of topography, open views and the proximity of the historic core of Cambridge to the edge of the City. All of these factors result in a landscape, which is very important to the setting of the City and for the purposes of Green Belt.
- The sites would represent a challenge to design in respect of achieving good points of access. Access points from either the Barton Road, Clerk Maxwell Road or from the High Cross part of the West Cambridge site will be necessary in order to enable a more comprehensive site layout and sufficient connectivity to the west side of the city. Access to existing minor residential streets e.g. Cranmer Road or Herschell Road, will need to be limited to pedestrian and cycling use only.
- Development could feel isolated from existing communities unless overcome with good urban design, connectivity and appropriate community provision to aid integration.

### **Supporting Infrastructure:**

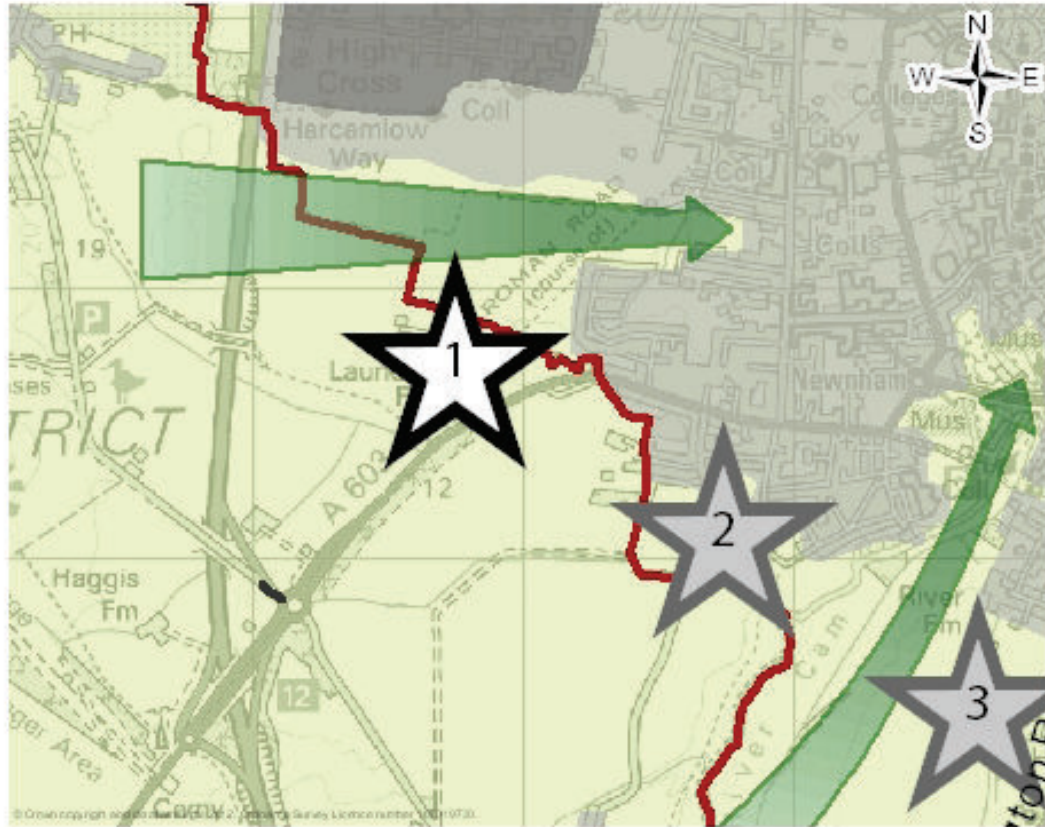
Beyond 400m from existing local facilities. New school provision necessary. Improved utilities required. Large scale development would require new neighbourhood centre to be provided.

### **Transport:**

- The Highways Agency have commented that as it currently stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. Furthermore, travel demand to/from this location is likely to be largely Cambridge-centric, though a significant amount of trips could impact upon the M11 at J12 and J13.
- The County Highways team have commented that access onto Barton Road is feasible but requires modelling. New public transport services would be required. A significant level of infrastructure will be required to encourage more sustainable transport links. Transport modelling needs to be undertaken to

understand the full implications as a whole of further development on the transport network.

**Broad Location 1: Land to the North & South of Barton Road**



## **Broad Location 2: Playing Fields off Granchester Road Newnham**

**District: Cambridge City Council & South Cambridgeshire District Council**

**Ward/Parish: Newnham & Grantchester**

### **Description:**

There is potential capacity in Cambridge for between 450 and 700 dwellings between the urban area and the administrative boundary, with additional land also in South Cambridgeshire.

### **Context:**

The location comprises a number of College playing fields along with Wests Renault Rugby Football ground located to the south of Newnham off Granchester Road. The area is relatively level with views into open countryside to the south towards Granchester and along the River Cam immediately east. The land is slightly elevated above the land to the east that forms part of the Cam river valley and Granchester Meadows. The southern section of the Pembroke playing field is located in South Cambridgeshire.

### **Designations / Constraints:**

- The whole area is designated as Green Belt.
- Land within Cambridge is designated as Protected Open Space.
- Significant parts of the Rugby Club ground are in the functional floodplain (where water has to flow or be stored in times of flood) and therefore unsuitable for development.
- The West Cambridge and Newnham Croft Conservation areas lie to the north and north east.
- The hedgerows and river meadows are important for wildlife.
- Allotments adjoin the location to the south east.
- There is a Public Right of Way to the east and permissive Public Right of Way to the west.
- There are several protected trees in the area and a listed building.

### **Planning History**

No significant recent planning history.

### **Green Belt / Landscape / Townscape**

- The 2002 Inner Green Belt Boundary Study (Cambridge City Council) found that all areas within this location were of medium to very high importance to the setting of the City and medium to very high importance to Green Belt purposes.
- The 2002 Cambridge Green Belt Study (LDA for South Cambridgeshire District Council) characterised the area as "Landscape essential to the special character and setting of Cambridge. To be preserved. No scope for substantial development through Green Belt releases."
- This location is mostly arable and divided into relatively small fields with managed hedgerows and ditches.



- Grantchester is located to the south of the area on the western slope of the River Cam valley.
- The elevated parts of this location create small plateaus that are sometimes screened by their landform and by vegetation.
- Views are usually open and of abrupt urban edges with a soft green foreground. There are distant views from the rolling clayland hills to the west of Cambridge, particularly around Haslingfield.
- The tower of Haslingfield church can be seen from the edge of the City and there are clear views of the historic collegiate core of Cambridge seen above the urban edge in the near distance.
- This Green Belt western edge of Cambridge is one of the most sensitive areas of landscape around the City because of a combination of topography, open views and the proximity of the historic core of Cambridge to the edge of the City.
- All of these factors result in a landscape which very important to the setting of the City and for the purposes of Green Belt.
- In urban design terms the area would require direct access onto Grantchester Road, either in the form of an intersection serving either side of Grantchester Road or via other, additional, access points.
- Development would back onto existing development to the north and east, and would require pedestrian/cycle links within/beyond the location.
- There is no direct public access to the eastern most part of this location.
- Development could feel isolated from existing communities unless overcome with good urban design, connectivity and appropriate community provision to aid integration.

### **Supporting Infrastructure:**

Beyond 400m from existing local facilities. New school provision necessary. Improved utilities required. Large scale development would require new neighbourhood centre to be provided.

### **Transport:**

- The Highways Agency have commented that as it currently stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. This site is likely to be closely related to the M11 at J 12, but is also reasonably well related to the City Centre. As such it would warrant a robust transport assessment before the Highways Agency could come to a definitive view.
- The County Highways team have commented that Grantchester Road is narrow and incapable of supporting development at this scale without significant improvement. Modifications to Grantchester Road would be required and would result in the nature of the road changing significantly. The eastern part of this location has no direct access to the adopted public highway; South Green Road is private and unsuitable for intensification in its current form. Transport modelling needs to be undertaken to understand the full implications on the transport network. Better public transport links would be required.

**Broad Location 2: Broad Location 2: Playing Fields off Granchester Road, Newnham**



## **Broad Location 3: Land West of Trumpington Road**

**District: Cambridge City Council**

**Ward/Parish: Trumpington**

### **Description:**

There is potential capacity in Cambridge for between 1,000 and 1,500 dwellings on part of the location.

### **Context:**

The location excludes land to the west towards Grantchester Meadows. The location is fairly flat and has some sports and recreational uses (including a football ground, golf course and playing fields) at the northern end and open arable land to the south. The area has a mature tree belt alongside Trumpington Road and several tree belts within the wider area. There are also woodland areas to the south, which are historically associated with Trumpington Hall. The western part of the area falls away to form the eastern slope of the River Cam valley. On the opposite side of the river valley are Grantchester Meadows and village. There is a noticeable, central ridge of land running north/south, which provides some interrupted views over the river valley to the west. There are existing housing areas to the north and the east.

### **Designations / Constraints:**

- The whole area is designated as Green Belt.
- The most northerly field (playing field) on the area is within the Southacre Conservation Area.
- There are locally listed buildings adjacent to the location. The impact on existing properties in Trumpington Road and Latham Road would need to be considered.
- The Trumpington Road Woodland Wildlife Site is to the south of the location.
- The northern portion of the area has various protected open space areas including the Leys and St.Faiths School playing field, the football ground (outdoor sports facilities), and the Cambridge Lakes Golf Course.
- Significant parts of the Rugby Club ground are in the functional floodplain (3b) and therefore unsuitable for development.
- Location is part of Green Corridor. The hedgerows and river meadows are important for wildlife.
- Allotments are to the south east.
- There are a number of protected trees, alongside Trumpington Road, and along the field boundary to the north west, and between the Leys and St.Faiths playing field and the football ground.
- Archaeology finds include prehistoric pottery and ridge and furrow remains. Predetermination works required to obtain information on the character and significance of the archaeology in this area.
- There is a Public Rights of Way to the west which links to a permissive footpath to the south-east.

### **Planning History**

Land west of Trumpington Road was identified in the Cambridgeshire and Peterborough Structure Plan 2003 as an area to be assessed through the Cambridge

Local Plan for its suitability for housing. The Cambridge Local Plan 2006 Inspector rejected this area on the grounds that the investigation undertaken by LDA in response to the Structure Plan concern about this land indicated that it was not suitable for development. The 2003 LDA study into the land west of Trumpington Road (for Cambridge City Council), concluded that there was no case for a Green Belt release in this location as it provided an attractive well managed rural setting to the historic core; the green approach along Trumpington Road is an important quality of the setting; the green gap between Trumpington and the urban gateway at Brooklands Avenue contributes positively to the perception of Cambridge as a compact City; urbanisation of this green approach would increase the perception that Great Shelford is part of the urban mass of Cambridge; the land provides a rural gap between Trumpington and the historic core. There are only certain areas of land within the location which in visual terms could be developed without harming publicly accessible views. The playing field and golf course contribute to the quality of the landscape setting.

### **Green Belt / Landscape / Townscape**

- The Inner Green Belt Boundary Study 2002 (Cambridge City Council) found that this area was categorised as ranging from low to high in terms of the importance to the setting of the City and low to very high in terms of importance for Green Belt purposes.
- The parts of the site, which were categorised as low were the sports grounds to the north of the site. These areas were seen as low because they were well screened by mature vegetation and were viewed as part of the urban edge of the City.
- It is also significant that the City Council reviewed this area in 2003 as a potential Green Belt release, and consultants advising the Council found that there was no case for release on the basis that, amongst other reasons, the “land provides an attractive and well managed rural setting to the historic core...”.
- The river valley also contributes to the importance for Green Belt purposes because it affords a significant green corridor from the countryside to the south into the centre of the City. This is an important factor to the historic character of the City.
- The protection of green corridors running into the heart of the historic core of the City has long been a key part of the contribution of the Cambridge Green Belt.
- From a design perspective access would need to be gained via Trumpington Road, with two access points required, one using the existing golf course access and the other via lands south of the mostly southerly residential property fronting Trumpington Road.

### **Supporting Infrastructure:**

The location is more than 400m from existing schools and local facilities, other than local nurseries. Improved utilities required.

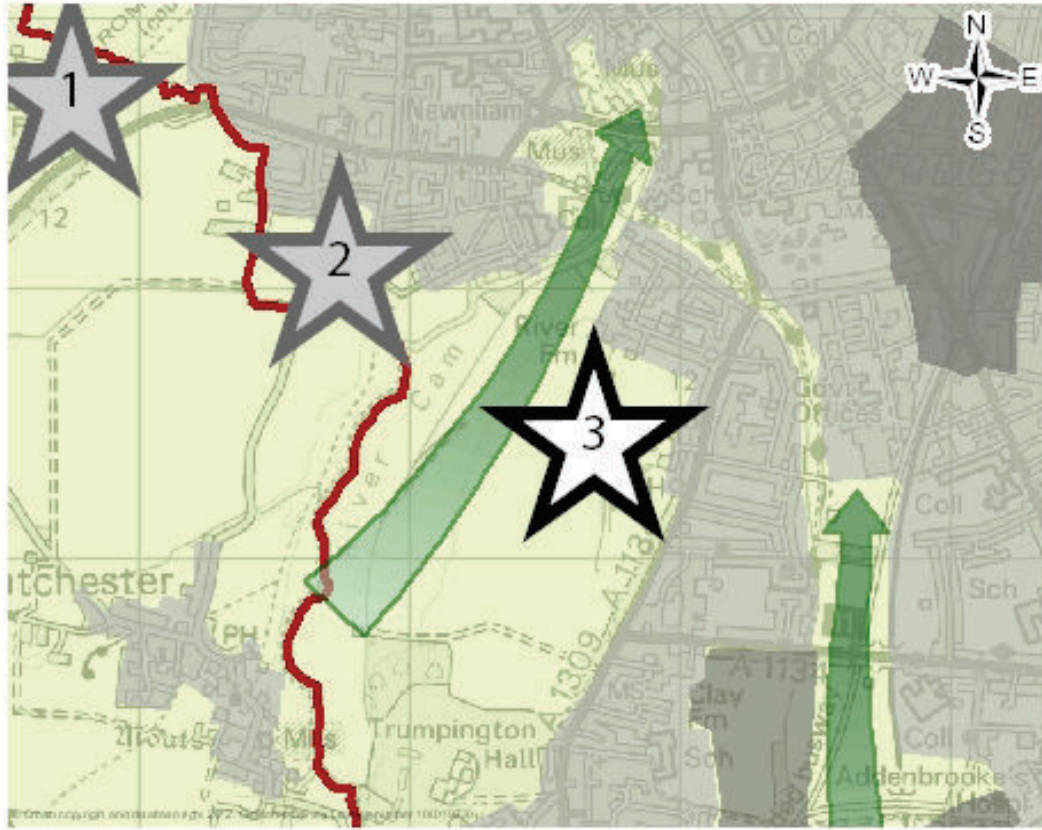
### **Transport:**

- The Highways Agency have commented that as it currently stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. This location is likely to be quite closely related to the M11 at J 11 and 12, but is also reasonably well related to the City Centre. As such it

would warrant a robust transport assessment before the Highways Agency could come to a definitive view.

- The County Highways team have commented that there is a requirement for transport modelling to consider wider strategic impact. Potential impact on M11 Junction 11. A1309 corridor will need to be considered – capacity constraints at A1309 / A1301 and A1309 / A1134 junctions and along corridor into Cambridge will need to be addressed. The location is reasonably well serviced by public transport, but would need to be improved further to be high quality.

**Broad Location 3: Land West of Trumpington Road**



## **Broad Location 4: Land West of Hauxton Road**

**District: Cambridge City Council & South Cambridgeshire District Council**

**Ward/Parish: Trumpington & Haslingfield**

### **Description:**

There is potential capacity in Cambridge for between 110 and 160 dwellings between the urban area and the administrative boundary, with additional land in South Cambridgeshire.

### **Context:**

Gently sloping arable land without hedges between the planned Trumpington Meadows site and the M11. Planned Country Park to north west.

### **Designations / Constraints:**

- The whole area is designated Green Belt.
- Scheduled Monument (Romano British settlement) just outside the site to the north west.
- Traffic on the M11 generates noise and affects local air quality, assessments required.
- The location lies within the Lord's Bridge Consultation Area 1 requiring consultation on applications for industrial development or resulting in light pollution.

### **Planning History**

The Inspector examining the 2006 Cambridge Local Plan found the adjoining Trumpington Meadows site to be a sustainable location for development and released land to the north of this broad location from the Green Belt because a large proportion was previously developed, to improve the southern approach to the city which was dominated by a newly established P&R site and to ensure alignment with development to the north of the Addenbrooke's Road to the east of Hauxton Road. Similar conclusions were reached by the Cambridge Southern Fringe Area Action Plan Inspector in 2007 for land in South Cambridgeshire.

### **Green Belt / Landscape / Townscape**

- An open, south facing, gently sloping arable landscape.
- The Inner Green Belt Boundary Study 2002 (Cambridge City Council) identified the location to be of high importance to the setting of the city and for the purposes of Green Belt.
- The 2002 Cambridge Green Belt Study (LDA for South Cambridgeshire District Council) identified a key view from the top of junction 11 of the M11 in a northerly direction towards Cambridge which is of a green setting and foreground to the City which separates it from the M11.
- There are views into and across the area from the surrounding area including long distant views from the Haslingfield area.
- The urban extension at Trumpington Meadows has been designed to form the new urban edge to Cambridge and the meadows and farmland of this location are important as a setting to the city and to the new development. The new urban edge takes the City further south and closer to the M11. The M11 motorway is a major viewpoint for the site. The landscape foreground between the M11 and the new urban edge increases in importance in terms of setting of

the City. This “edge” is continued in an easterly direction and comprises a consistent, planned southerly boundary including the Addenbrooke’s Road at the bottom of the Glebe Farm site, the south end of the Clay Farm site, and the south end of the Cambridge Biomedical Campus.

- Development here would bring housing significantly closer to the M11 by reducing the gap of approximately 380 metres by around half.
- Development could feel isolated from existing communities unless overcome with good urban design, connectivity and appropriate community provision to aid integration.

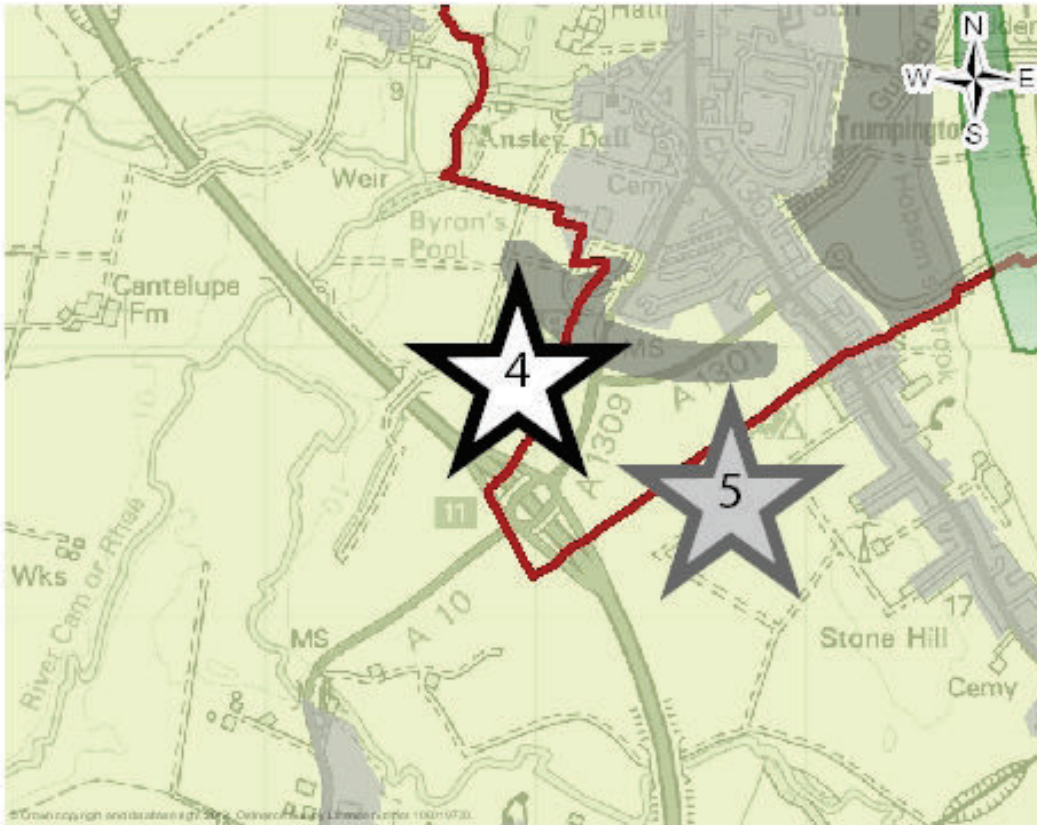
### **Supporting Infrastructure:**

Beyond 400m from existing local facilities. New school provision necessary. The new Trumpington Meadows primary school has limited scope for expansion. Improved utilities required.

### **Transport:**

- The Highways Agency have commented that currently as it stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. Sites clustered around M11 J11 while being fairly well integrated with Cambridge are likely to result in some additional pressure on the M11 corridor. Impact assessment required.
- The County Highways team have commented that no new access directly from Hauxton Road, scope exists to remodel existing junctions to provide required capacity. Impact on existing accident cluster on Trumpington Road would need assessment and mitigation. Transport modelling needs to be undertaken to understand the full implications as a whole of further development on the transport network. Public transport services would need to be reinforced.

**Broad Location 4: Land West of Hauxton Road**





## **Broad Location 5: Land South of Addenbrooke's Road**

**District: Cambridge City Council & South Cambridgeshire District Council**

**Ward/Parish: Trumpington & Great Shelford**

### **Description:**

There is potential capacity in Cambridge for between 750 and 1150 dwellings between the urban area and the administrative boundary, and an extensive area of land in South Cambridgeshire between between the M11 and the houses fronting Shelford Road.

### **Context:**

The location is between Addenbrookes Road, the M11 & Great Shelford. The land is open and exposed and is mainly on high, flat ground, which falls away slightly to the south towards the M11. There is a plateau area immediately to the west of Shelford Road that is less visible because of the landform. A few mature, well-managed hedgerows dissect the area and create well defined field boundaries. It is arable farmland. There are near distance views from the area over the hedgerows to the rising ground to the south and southwest. There are views into the site from the surrounding roads and area in general.

### **Designations / Constraints:**

- The whole area is designated Green Belt.
- Very small area in the southern part of the area, adjacent to the River Cam, is within flood zones 2, 3a and 3b.
- Scheduled Monument is located in part of this area.
- Small area of land to the west is within the Minerals & Waste LDF Mineral Safeguarding Area for sand and gravel.
- There is a County Wildlife Site (River Cam) on the southern boundary of the area.
- There are several Tree Preservation Orders along the boundary with Great Shelford.
- The Shelford Road frontage opposite Walden Way and Hobsons Acre, in the south east corner of the location, is designated an Important Countryside Frontage.
- The impact on existing properties in Shelford Road would need to be considered.

### **Planning History**

A proposal was submitted as part of the 2006 Cambridge Local Plan review to develop in this location. The Inspector in approving the allocation of Glebe Farm for development concluded the road would be the best boundary between the urban area and the Green Belt, and will provide a firm boundary across the extensive sector. The Inspector decided the location further south was not appropriate for housing development for reasons including; it is open land within Green Belt & outside the built-up area. A small area of land in the south eastern corner of the location has been considered and rejected for residential development through South Cambridgeshire Local Plans in 2004 and 1993, and refused planning permission. The northern part of the location was proposed for a Household Waste Recycling Centre, but was rejected by the Inspector examining the Minerals & Waste Local Development Framework, who concluded the development of this area would be very

significantly inconsistent with Green Belt policy and noted the importance of this location.

### **Green Belt / Landscape / Townscape**

- The Inner Green Belt Boundary Study 2002 (Cambridge City Council) found that areas within this location ranged from negligible (west of Shelford Road) to high (east of Hauxton Road) in terms of importance to the setting of the City.
- The 2002 Cambridge Green Belt Study (LDA for South Cambridgeshire District Council) identifies the area to the south of Cambridge as a location from where the city is visible or where it forms part of the foreground to more distant isolated viewpoints.
- The Addenbrooke's Road and the developed area bring the urban edge further into the rural landscape and closer to the M11 than at present, and will make the land between the M11 and the new urban edge more important to the setting of the City. This is particularly true of a major part of the location that is situated on relatively higher and open land.
- The land immediately to the west of Shelford Road is more discrete being slightly lower than the highest part of the area.
- The location would "break" the established southern boundary of the City created through 2006 Local Plan site releases (recently upheld by an independent Inspector considering the Minerals & Waste LDF).
- From a design perspective depending on the size of development the location could require a number of different access points. Access from Addenbrooke's Road, likely opposite that access created for Glebe Farm, would be necessary for the northeastern part of the location. A larger north western part of the area would require a minimum of two access points, one from Addenbrooke's Road and one from Hauxton Road. Access from Hauxton Road may not be acceptable to the County or Highways Agency.
- Significant noise (and possibly) air quality measures would be required to mitigate the impacts from the M11.
- A larger southern location would require access from Shelford Road, and significant noise (and possibly) air quality measures would be required to mitigate the impacts from the M11.
- The size of the location could be sufficient for a very significant extension to the city similar to the scale/area of Clay Farm.
- Development could feel isolated from existing communities unless overcome with good urban design, connectivity and appropriate community provision to aid integration.

### **Supporting Infrastructure**

Improvement of utilities required. The capacity of existing and currently proposed schools & local facilities would need to be reviewed. Large scale development would require a new neighbourhood centre.

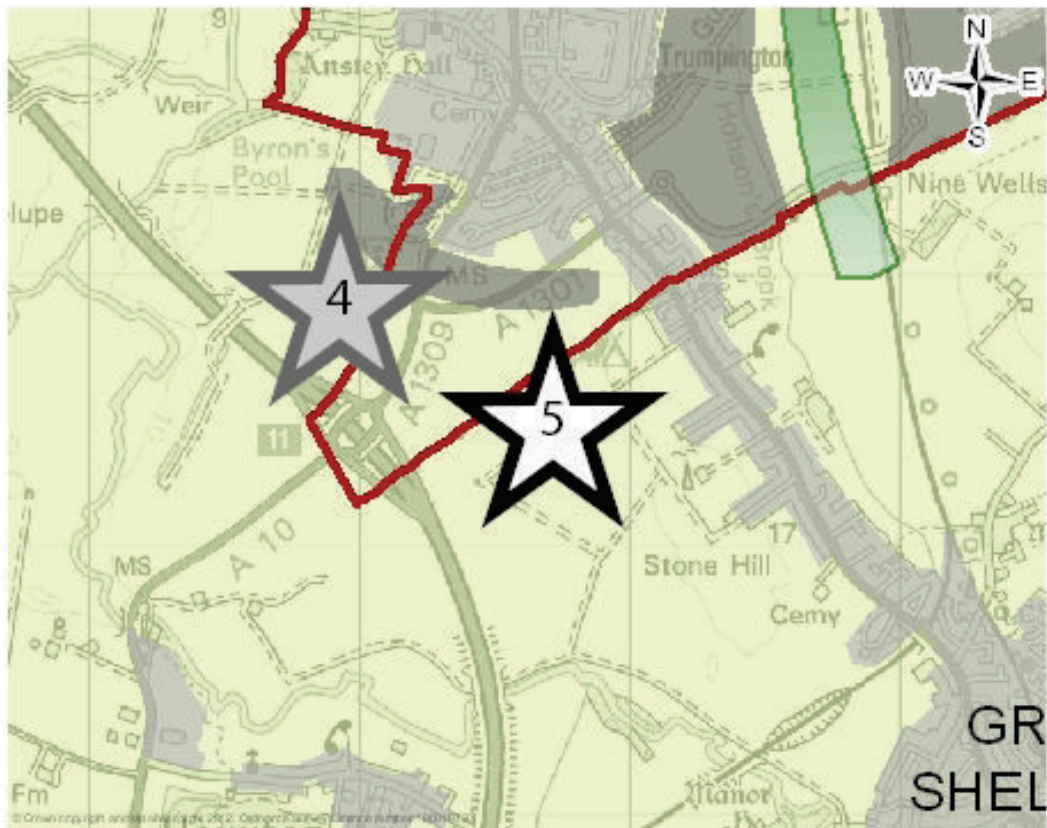
### **Transport:**

- The Highways Agency have commented that currently, the A14 corridor cannot accommodate any significant additional levels of new development traffic. This site is likely to be closely related to M11 at J11, but does have good public transport links to the City centre and beyond. A robust transport assessment is required before the Highways Agency could come to a definitive

view. Highway Agency will need to be consulted on proposed access to the location, including access from the A1309.

- The access is acceptable in principle to the County Highways, but the impact on the M11 will need to be assessed. A secondary access onto Shelford Road may also be needed and possibly a third one should the number of dwellings get close to 3,000. Transport modelling needs to be undertaken to understand the full implications as a whole of further development on the transport network. The area is fairly sustainable being close to the city centre with good access to the Cambridge Guided Busway. Nevertheless, improvements to public transport services would be required.

**Broad Location 5: Land South of Addenbrooke's Road**



## **Broad Location 6: Land South of Addenbrooke's & between Babraham Road and Shelford Road**

**District:** Cambridge City Council

**Ward/Parish:** Queen Ediths & Great Shelford

### **Description:**

There is potential capacity in Cambridge for between 900 and 1400 dwellings between the urban area and the administrative boundary, with additional land in South Cambridgeshire.

### **Context:**

Large agricultural fields split by Granham's Road. To the north is Queen Edith's ward, including the site of the proposed residential redevelopment of the Bell School site. Further northwest is Addenbrooke's Hospital and the Clay Farm development and to the east the Babraham Park and Ride site. To the west lie the houses and properties fronting onto Shelford Road and Cambridge Road. All other boundaries comprise open fields, hedgerows or ditches.

### **Designations / Constraints:**

- The whole area is designated as Green Belt.
- The majority of the location lies within Flood Risk Zone 1 (the lowest level of risk).
- The location however is subject to surface water drainage issues.
- The hedgerows, drainage ditches and tree belts are important for wildlife.
- The area is adjacent to a number of nature conservation designations including the hedgerow to the north, which is a City Wildlife site.
- The area is of strategic importance for Countywide Green Infrastructure. This is a project, which proposes the restoration of part of the area to chalk grassland under the adopted 2011 Cambridgeshire Green Infrastructure Strategy.
- Public Rights of Way runs to the south west of this location towards Nine Wells Local Nature Reserve.
- There are permissive bridleways to the northwest.
- Predetermination works are required to obtain information on the character and significance of the archaeology in this area.
- The impact on existing properties alongside the Babraham Road, Shelford Road, Cambridge Road, Hills Road, and Red Cross Lane, as well as proposed new properties on the Bell School site would need to be considered.
- Part of the location is within the Addenbrooke's Waste Consultation Area as outlined in the Minerals and Waste Core Strategy 2011.

### **Planning History**

The Cambridge Local Plan 2006 promoted the creation of a new urban edge to the north. This is being implemented through the Addenbrooke's and Bell School developments to the north with the intention that this location would remain as Green Belt with an open aspect and view across to the new urban boundary. This area was picked up in the Hills Road Suburbs & Approaches Study as the fields and hedges being the predominant feature of this part of the city.

### **Green Belt / Landscape / Townscape**

- The Inner Green Belt Boundary Study 2002 (Cambridge City Council) has identified this location as of high value in terms of importance to the setting of the City and for Green Belt purposes.
- The 2002 Cambridge Green Belt Study (LDA for South Cambridgeshire District Council) characterised the area as “Landscape essential to the special character and setting of Cambridge. To be preserved. No scope for substantial development through Green Belt releases.”
- Whilst this location is flat the undulating land to the southwest rises up to White Hill before descending again towards Shelford and the railway line. Views from southwest of the location are therefore mostly elevated with clear vistas over the rural foreground to Addenbrooke’s Hospital and the City beyond.
- Not all views are clearly seen as they are interrupted by the topography and vegetation, but the urban edge of the City is clearly defined to the south of the hospital.
- The effect of developing this area will be to move the built edge further south and out into the countryside. It will create a new City edge closer to the elevated land of the Gog Magog Hills which in turn will result in the land south of the hospital becoming more important to the setting of the City and to Green Belt.
- In terms of townscape, the location will form a significant “ribbon development” extension to the city and significantly impact on the setting and foreground of the view to the city when seen from the Gog Magog Hills.
- The established southern edge of the city created via the 2006 Local Plan stretching from the west side of the Trumpington Meadows site to the southerly limit of the Bell Languages School site would effectively be broken.
- The location can effectively be considered in two halves, one south and one north of Granham’s Road. The location would have to be accessed via this road and possibly via other accesses (whether principal or secondary) to Babraham Road. Any development to the west of the location would need access from Shelford Road / Cambridge Road.
- Development could feel isolated from existing communities unless overcome with good urban design, connectivity and appropriate community provision to aid integration.
- This location could open up access to the rear of the Addenbrooke’s Hospital from the south and potentially provide a link through to the Addenbrooke’s Access Road to the west, but this would be dependent on further releases of land.

**Supporting Infrastructure:**

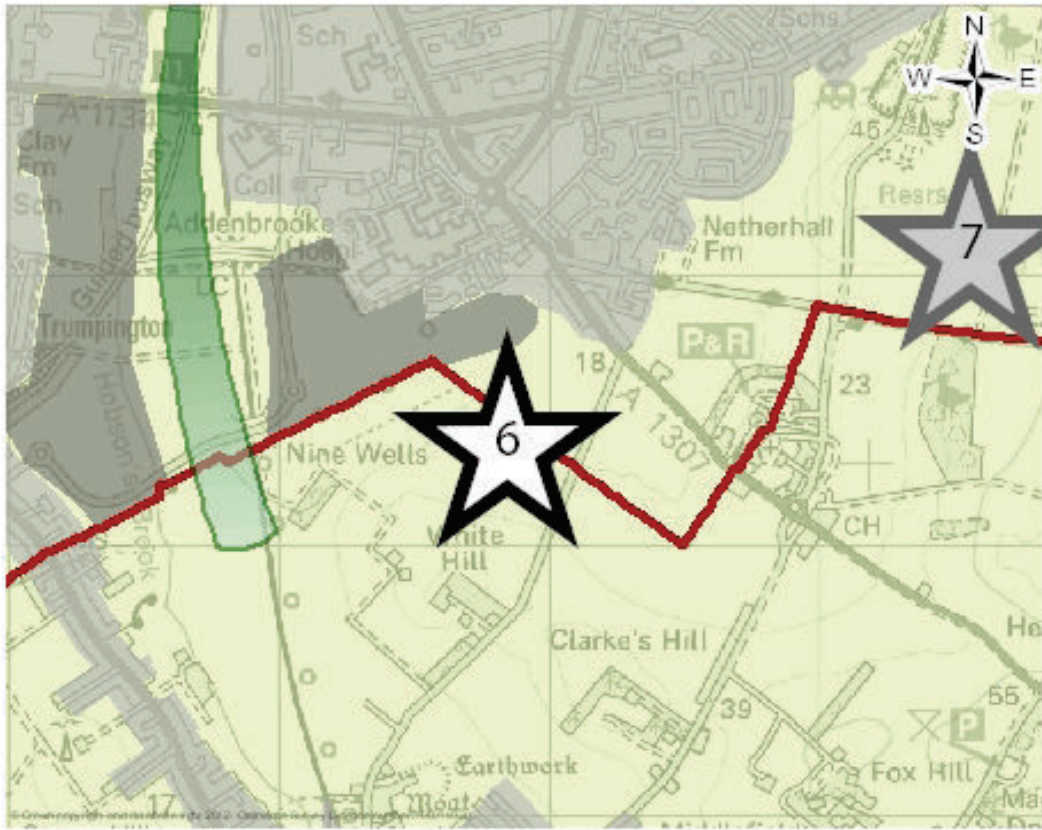
The location is more than 400m from schools and local facilities. Utilities need improving to support development in this location.

**Transport:**

- The Highways Agency have commented that this location has the potential advantage of dispersed trip-making patterns in relation to the Strategic Road Network, is likely to be well related to central Cambridge for much of its trip-making. It is likely that a substantial proportion could be delivered without any adverse impact.

- County Highways have commented that there will be a requirement for transport modelling to consider wider strategic impact. Full Transport Assessment and Travel Plans required. Potential impact on M11 Junction 11. A1307 corridor will need to be considered. Capacity constraints at Addenbrooke's Junction and along corridor into Cambridge will need to be addressed. Opportunities to enhance walking and cycling routes.

**Broad Location 6: Land South of Addenbrooke's & Southwest of Babraham Road**



## **Broad Location 7: Land between Babraham Road & Fulbourn Road**

**District: Cambridge City Council & South Cambridgeshire District Council**

**Ward/Parish: Cherry Hinton, Queen Ediths, Fulbourn & Great Shelford**

### **Description:**

There is potential capacity in Cambridge for between 3,000 and 4,600 dwellings between the urban area and the administrative boundary, and significant land in South Cambridgeshire.

### **Context:**

Arable open fields and chalk grassland between Fulbourn Road & Beechwoods at westernmost slope of the Gog Magog hills and including Netherhall and Newbury farms to west and part of Netherhall School playing fields. The land slopes away on both sides from a ridge of higher land running southeast to northwest through the middle of the location.

### **Designations / Constraints:**

- The whole area is designated as Green Belt.
- The location is largely grade 2 & 3 agricultural land.
- The location is adjacent to the Limekiln Pit & East Pit Sites of Special Scientific Interest (SSSI).
- Roadside verges of Limekiln Hill & Worts Causeway are a County Wildlife Site as is Netherhall Farm.
- Cherry Hinton Road and Beechwoods Local Nature Reserves are close by.
- The Netherhall school playing fields are designated protected open space.
- Strategic Importance in 2011 Green Infrastructure Strategy.
- Areas of Archaeological interest nearby.
- High pressure gas main crosses the location.
- Permissive Access Path alongside Worts Causeway and down Cherry Hinton Road.
- The impact on existing properties to the north and west would need to be considered.

### **Planning History**

Proposals for residential development of Netherhall Farm were put forward through the 2006 Local Plan. These were dismissed by the Inspector on grounds that the land was located within the Green Belt and included areas of open land. The Inspector concluded that whilst it was a sustainable location for development it was not suitable for development because of its importance to the setting of the City and there was no need to release it from the Green Belt.

### **Green Belt / Landscape / Townscape**

- The Inner Green Belt Boundary Study 2002 (Cambridge City Council) found that areas within this location are categorised as medium to very high in terms of importance to the setting of the City and to Green Belt purposes.

- The 2002 Cambridge Green Belt Study (LDA for South Cambridgeshire District Council) characterised the area as “Landscape essential to the special character and setting of Cambridge. To be preserved. No scope for substantial development through Green Belt releases.” It identifies the importance of avoiding development on elevated land and of retaining the open elevated setting to the city. The land rises to the west and south of Fulbourn at the western end of the Gog Magog chalk hills. The highest point of these undulating hills, Wandlebury, is the highest point of land nearest to Cambridge City. Views are mostly elevated from this area and include vistas and panoramas over the City from the southeastern and north western corners of the location. Views of the Gog Magog Hills are also clearly seen from southern parts of the City.
- The fact that the majority of the land in this area is elevated with important views, accords it more importance to both the setting of the City and to Green Belt purposes in general.
- The urban edge of the City is clearly defined in this area resulting in a very direct relationship between the city and its surroundings. Worts Causeway, and Limekiln Road retain a strongly rural character.
- The low lying flat land on the southwest and northeast fringes of the location has the least significance for landscape quality and for Green Belt purposes. In considering any development options, these areas would still require a major departure from past Green Belt status and very careful treatment.
- From a design perspective the south west sector would require road access from Wort’s Causeway with north south oriented roads for access and would need to exclude the area recently approved for expansion of the Babraham Road Park & Ride site.
- Development could feel isolated from existing communities unless overcome with good urban design, connectivity and appropriate community provision to aid integration.

**Supporting Infrastructure:**

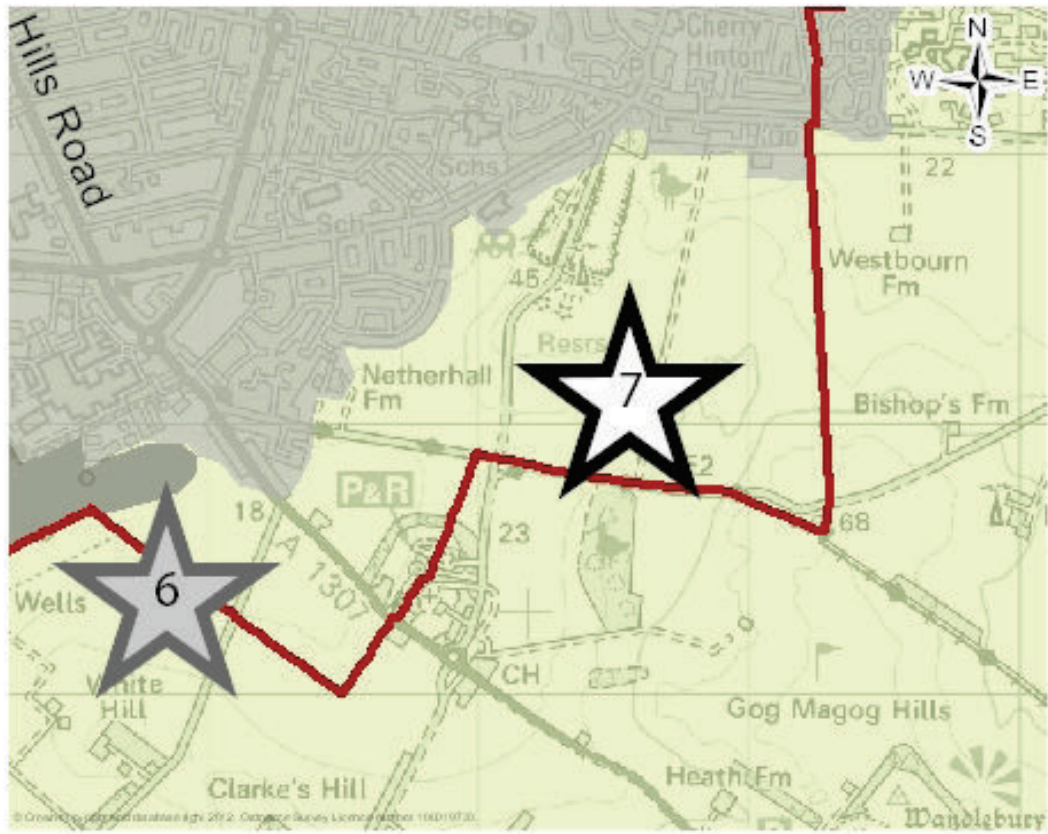
Beyond 400m from existing local facilities. New school provision necessary. Improved utilities required. Large scale development would require new neighbourhood centre.

**Transport:**

- The Highways Agency comments that the location is well integrated to Cambridge but may add pressure to M11 at J 11 & A14.
- The County Highways team has undertaken transport modelling on the promoter’s proposal for around 3,100 dwellings and they have assessed that it could generate around 26,410 all mode daily trips. Further transport modelling will need to be carried out to understand the full implications as a whole on the transport network. New public transport services required. Roads in the area are narrow with limited capacity. Need to consider bus infrastructure improvements, improvements to local roads, and impact on Hospital roundabout and Granhams Road & Babraham Road junctions. Full Transport Assessment, Travel Plan & S106 mitigation measures needed.



**Broad Location 7: Land between Babraham Road & Fulbourn Road**



## **Broad Location 8: Land east of Gazelle Way**

**District: South Cambridgeshire District Council**

**Ward/Parish: Teversham**

### **Description:**

The location is entirely within South Cambridgeshire.

### **Context:**

Large flat arable fields with low boundary hedges to Gazelle Way. Woodland belt adjoins Cherry Hinton Road, more significant hedges elsewhere. Residential to west of Gazelle Way. Prefab housing site adjoins Fulbourn Old Drift to south.

### **Designations / Constraints:**

- Green Belt.
- Gas mains cross the land.
- Electricity pylons cross the southern part of the land to access a transformer station to south west corner of the land.
- There are two Scheduled Monuments in the vicinity, to north east (moated site at Manor Farm), and to the south east (settlement site at Caudle Farm).

### **Planning History**

Planning permission granted in 1981 for land fronting onto the northern half of Gazelle Way for housing development, open space and schools. A subsequent planning permission in 1985 limited built development to the west of Gazelle Way only, which was implemented.

### **Green Belt / Landscape / Townscape**

- A flat open arable landscape very gently falling towards the east.
- It fulfils Green Belt purposes by providing a rural setting for the city in this location and by separating Cambridge, Teversham and Fulbourn.
- There are no views of the historic core of the City.
- Past Green Belt studies have appraised the site differently. The Cambridge Inner Green Belt Boundary study 2002 for the City Council found the land to be of low to medium importance to the Green Belt where land could be released for development. The Cambridge Green Belt Study 2002 for South Cambridgeshire District Council found the land to be essential to the special character and setting of Cambridge where there is no scope for substantial release of land for development. At that time the City Council were advocates for large scale development to the east of Teversham and north of Fulbourn and both Councils were seeking to influence the outcome of the examination in public of the Cambridgeshire and Peterborough Structure Plan.

### **Supporting Infrastructure:**

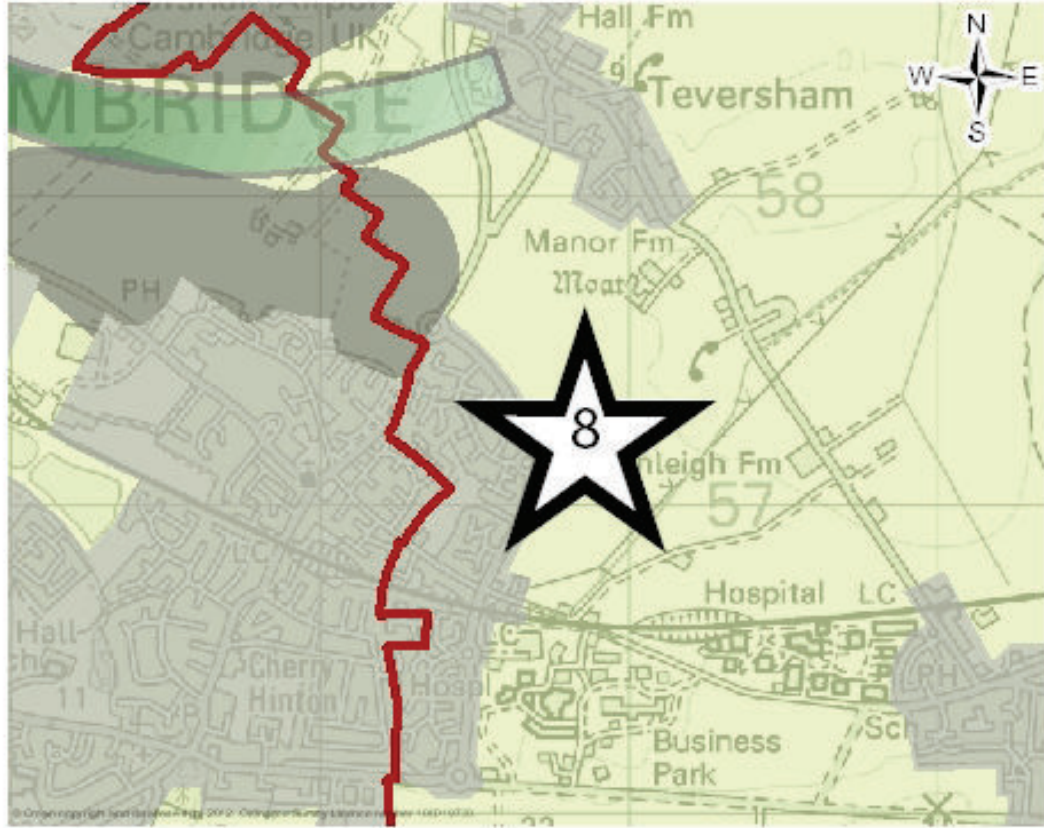
New school provision necessary. Improved utilities required.

### **Transport:**

- Highways Agency – the Highways Agency have not commented on this location. In commenting on SHLAA sites to the south east of Cambridge they comment that sites at the southern end of this group are likely to be well integrated with Cambridge though clearly there could be some additional

pressure on M11 and the A14. Most of the land is likely to be within 400 metres of bus stops on Gazelle Way. Transport modelling needs to be undertaken as part of the overall spatial strategy work to understand the implications as a whole of further development on the transport network.

**Broad Location 8: Land east of Gazelle Way**



## **Broad Location 9: Land at Fen Ditton**

**District: South Cambridgeshire District Council**

**Ward/Parish: Fen Ditton**

### **Description:**

The location is entirely within South Cambridgeshire.

### **Context:**

The area to the south side of the village largely comprises a series of small paddocks, enclosed by hedgerows, situated close to the edge of the village. To the north of the village the area comprises much larger, exposed, agricultural fields with the A14 to the north and east. Much of the land is visible from surrounding higher ground, particularly in the north.

### **Designations / Constraints:**

- The whole area is designated as Green Belt.
- Some parts of the location form an important part of the setting of Fen Ditton Conservation Area and several Listed Buildings (Grades II\* and II).
- Fleam Dyke Scheduled Monument and SSSI lies to the east of the village.
- There are archaeological remains from various periods.
- Areas of Important Countryside Frontages have been designated along Ditton Lane, High Ditch Road and High Street.

### **Planning History**

One site within this broad location was considered through the South Cambs LDF, proposed as an Objection Site (2006). The 2004 Local Plan Inspector's report rejected development on open land on the east side of Horningsea Road. Various planning applications have been refused for being in the Green Belt, where development would progressively detract from the open and rural appearance and character of the area and would constitute the undesirable consolidation of the ribbon of development stretching north along Horningsea Road.

### **Green Belt / Landscape / Townscape**

- The 2002 Cambridge Green Belt Study (LDA for South Cambridgeshire District Council) characterised the area as "Landscape essential to the special character and setting of Cambridge. To be preserved. No scope for substantial development through Green Belt releases."
- Fen Ditton is the closest of the necklace villages to Cambridge. It is essentially a linear village, centred on the High Street where development is compact and there is an almost complete absence of backland development and has an unmistakably rural feel with its grass verges, large trees and bucolic riverside setting. Its riverside setting and high proportion of good quality buildings and spaces means that the streetscene and townscape is of a high quality.
- The location falls within an area where development would have a significant adverse impact on Green Belt purposes and functions particularly with regard to preventing coalescence, quality of the setting of Cambridge and the setting, scale and character of Green Belt villages and their rural character.
- Development of land to the south of Fen Ditton would reduce the extent of separation between the village and urban Cambridge from 300 metres to effectively coalescence.

- Land to the west of Horningsea Road has been found in studies to be of “very high” and land to the east of “high” importance to the Green Belt.
- The north east Cam corridor is identified as an area of open, high quality landscape that is important to the setting and special character of Cambridge with particular qualities to be safeguarded.
- The area provides viewpoints to the historic core from long distance footpaths and other vantage points, and much of the interface between the landscape and the city is soft and green.

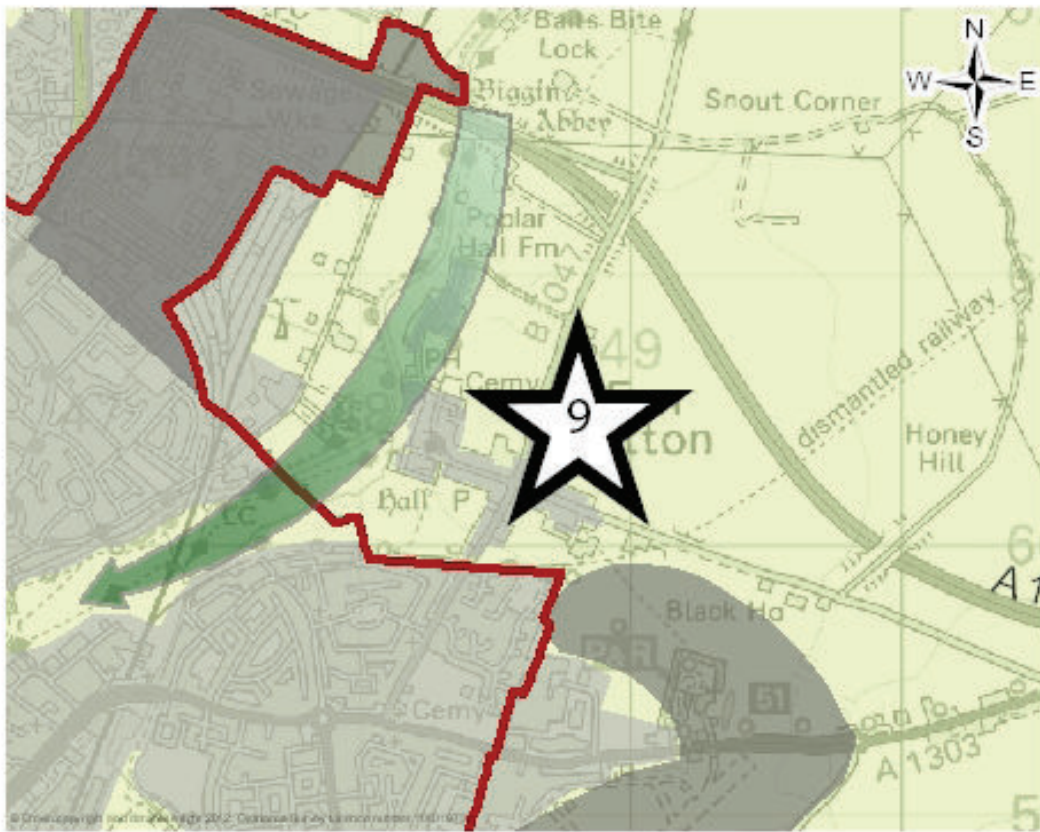
**Supporting Infrastructure:**

New school provision necessary. Improved utilities required.

**Transport:**

- Highways Agency - comment that land in this location is likely to be well integrated with Cambridge though clearly there could be some additional pressure on M11 and A14. Development of land around Fen Ditton is more likely to generate pressure on the A14 corridor, particularly to and from employment along the northern fringe of Cambridge. Much of this location is at least partly within 400 metres from a bus stop. New public transport services would be required.
- County Council comment that a full transport assessment would be required. Transport modelling needs to be undertaken as part of the overall spatial strategy work to understand the implications as a whole of further development on the transport network.

**Broad Location 9: Land at Fen Ditton**



## **Broad Location 10: Land between Huntingdon Road and Histon Road**

**District:** South Cambridgeshire District Council

**Ward/Parish:** Girton & Impington

**Description:**

The location is entirely within South Cambridgeshire.

**Context:**

The land lies between Huntingdon Road and Histon Road, to the south of A14 and north of the proposed NIAB development on the edge of the city. Two farms, set within grassland and woodland, lie to the north east and a hotel and playing fields lie to the south west. The remaining land comprises large open agricultural fields, with views across to the historic core of Cambridge.

**Designations / Constraints:**

- The whole area is designated as Green Belt.
- A group of protected trees lies to south west.
- The A14 runs along the northern boundary, with associated traffic noise and air quality issues - part of site within an Air Quality Management Area (AQMA).

**Planning History**

The 2009 Site Specific Policies Plan (SSP) Inspector considered this location when deciding the appropriate extent of NIAB2. "The most relevant principles...are those concerned with the maintenance of views of the historic core of Cambridge, providing green separation between the urban expansion and existing settlements, and protecting green corridors. .... Some land could be released, retaining other parts to fulfil Green Belt purposes." The allocation of NIAB2 in the SSP Plan reflected the Inspectors' conclusions on Green Belt significance.

**Green Belt / Landscape / Townscape**

- The 2002 Cambridge Green Belt Study (LDA for South Cambridgeshire District Council) characterised the wider area as having some potential for development (the NIAB2 allocation was subsequently included in the current South Cambridgeshire Local Development Framework), but that the setting and separation between Cambridge and Girton should be retained, that some open land should be retained between the A14 and the urban edge, and that views from the A14 to historic landmarks should be retained.
- An area of flat, agricultural, landscape providing largely uninterrupted views across to the city.
- Most of the site is of "very high" importance to the purposes of the Green Belt, although a smaller area between NIAB2 and Girton is of "medium" importance (as is the NIAB2 land).
- Key level views have been identified to the city from the A14, with a countryside foreground and soft urban edge.
- The area forms part of the connective townscape / landscape, which is an integral part of the city and its environs, and also an area critical to preserving the separate identities of the surrounding villages and therefore the immediate landscape setting of the city.

- Studies concluded in the context of the NIAB2 allocation, that development of the whole site would extend the city to the A14 and lead to coalescence with the necklace village of Girton, which is completely at odds with one of the key functions of the Cambridge Green Belt.

**Supporting Infrastructure:**

New school provision necessary. Improved utilities required.

**Transport:**

Highways Agency comment that although fairly closely related to Cambridge, the trip patterns are likely to result in traffic crossing rather than joining the A14, lessening the impacts on the A14. Limitations on the county's network could result in localised diversionary trips on the A14 and M11 and may limit the capacity of these routes to accommodate new development. Conversely, this location is likely to be able to be served by public transport or non-motorised modes. Only small parts of the area are within 400 metres from a bus stop. Transport modelling needs to be undertaken as part of the overall spatial strategy work to understand the implications as a whole of further development on the transport network.

**Broad Location 10: Land between Huntingdon Road and Histon Road**







Appendix 3: Village Categories

Settlement	Population	Transport		Secondary Education		Village Services & Facilities												Employment	SCORE		
	Mid-2010 Estimate	Public Transport Access to Cambridge (20 Minute Frequency)	Access to Guided Busway	Contains Secondary School	Direct Public Transport Access	ATM / Bank	Doctors		Library		Pharmacy	Post Office		Primary Sch.	Public House	Village Hall	Food Shopping over 1000m2 Net	Food Shopping 1000 to 300m2 Net		Range of other Shops & Services (From Village Facilities Study)	Workplace population: Employed Residents 2009 (WARD BASED)
Sawston	7150	✓		✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	42	0.62	13
Histon & Impington	7700	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	41	0.67	12
Cambourne	7060	✓		✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	29	0.66	12
Great Shelford & Stapleford	5890	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	34	0.63	10
Cottenham	6150	✓		✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	30	0.42	10
Fulbourn	3480	✓				✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	23	1.23	8
Bar Hill	4080	✓				✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	16	0.93	8
Linton	4470			✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	29	0.53	8
Melbourn	4630			✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	19	0.81	6
Gamlingay	3570			✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	16	0.34	5
Milton	4310			✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	18	3.18	5
Swavesey	2610		✓	✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	18	0.85	4
Bassingbourn	2130			✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6	0.41	4
Girton	4270	✓					✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	13	0.4	4
Comberton	2360			✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	12	0.27	4
Hardwick	2710	✓																	13	0.22	3
Papworth Everard	2770						✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	16	1.11	3
Willingham	4040						✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	17	0.26	3
Oakington	1410	✓	✓				✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	13	0.42	3
Waterbeach	4610						✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	12	0.8	2
Longstanton	2540		✓				✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7	0.56	2
Over	2840		✓				✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	3	0.26	0
Teversham	2700																		6	0.34	0

Note - Cambourne awarded a tick for secondary school due to planned development



## Appendix 4: Towards New Parking Standards for New Housing

### Car ownership levels

The Communities and Local Government's (CLG) publication Residential Car Parking Research (May 2007) identifies the trend in growth of average car ownership per household in Great Britain. Using 2001 as the base with an average of 1.0 cars per household, it predicts average car ownership to rise to just over 1.1 cars per household in 2016 and to just below 1.2 cars per household in 2026 and to approximately 1.25 cars per household in 2036. Using the information from the 2001 census CLG has produced a matrix of average car ownership values for properties of different sizes distributed across different geographical locations and has projected these figures forward to 2026 using the growth of car ownership projections; Tables 1 and 2 identify the portions of the tables appropriate to South Cambridgeshire. The following categories in the CLG table have been omitted, as they do not apply to South Cambridgeshire; Inner London and City Centre; Urban, as the settlements in South Cambridgeshire are primarily residential and do not comprise "a reasonably balanced mix of residential and employment areas"; and Remote Rural, being "greater than 10km from the nearest town", very little of South Cambridgeshire does not lie within 10km of Cambridge or the surrounding towns of St. Ives, Huntingdon, St. Neots, Sandy, Biggleswade, Royston, Saffron Walden, Haverhill, Newmarket and Ely. This leaves two categories for inclusion as applicable to South Cambridgeshire, Suburban (settlements that are designated as urban centres i.e. 100 hectares or over in size and predominantly residential with few business premises) and Rural (settlements that are not designated as urban centres i.e. less than 100 hectares in size, but are within 10km of a town).

Table 1: 2001 Average Car Ownership Values

Number of Rooms	Rural		Suburban	
	Flats	Houses	Flats	Houses
1	X	X	0.4-0.9	X
2	0.6-1.0	X	0.6-0.9	X
3	0.6-1.0	0.9-1.2	0.6-0.8	0.8-1.1
4	0.7-1.1	1.0-1.2	0.7-0.9	0.9-1.1
5	1.0-1.4	1.2-1.5	0.9-1.2	1.0-1.4
6	1.3-1.8	1.4-1.7	1.0-1.5	1.1-1.5
7	X	1.6-1.9	X	1.4-1.8
8	X	2.0-2.3	X	1.7-2.1

Notes: The number of rooms is as defined in the 2001 Census "The count of the number of rooms in a household's accommodation does not include bathrooms, toilets, halls or landings, or rooms that can only be used for storage. All other rooms, for example, kitchens, living rooms, bedrooms, utility rooms and studies are counted. Cells marked X are where insufficient data was available to provide representative values

Table 2: 2026 Average Car Ownership Values

Number of Rooms	Rural		Suburban	
	Flats	Houses	Flats	Houses
1	X	X	0.4-1.1	X
2	0.7-1.1	X	0.7-1.0	X
3	0.7-1.1	1.1-1.4	0.7-1.0	1.0-1.2
4	0.9-1.3	1.2-1.4	0.8-1.1	1.0-1.3
5	1.2-1.7	1.5-1.7	1.0-1.4	1.2-1.6

6	1.6-2.1	1.6-2.0	1.2-1.7	1.4-1.7
7	X	1.9-2.3	X	1.6-2.1
8	X	2.3-2.7	X	2.0-2.4

The number of rooms is as defined in the 2001 Census "The count of the number of rooms in a household's accommodation does not include bathrooms, toilets, halls or landings, or rooms that can only be used for storage. All other rooms, for example, kitchens, living rooms, bedrooms, utility rooms and studies are counted.

Cells marked X are where insufficient data was available to provide representative values

Car Ownership 2001 Census Data by South Cambridgeshire Parish identifies the car ownership levels for households with no cars or vans, one car or van, two cars or vans and with three or more cars or vans. These figures indicate that that as expected levels of car ownership rise as convenient access to facilities by walking, cycling or public transport reduces. The Council policy is to provide an average of 1.5 spaces per dwelling across the district (up to a maximum of 2 per 3 or more bedrooms in poorly accessible areas). Overall the average number of vehicles per household identified in the 2001 census falls within the policy requirement; with average vehicle ownership levels per household in all the rural centres and minor rural centres, except one, being 1.5 or less; and average vehicle ownership levels per household in group villages and infill villages being between 1.6 and 2.0, except for seventeen villages which have lower levels due generally to having good access to facilities.

As the 2001 vehicle ownership levels are approaching the current policy requirement on the provision of car parking spaces and car ownership levels are predicted to continue to rise, it would be prudent to increase the levels of car parking provision within the district, outside the Cambridge fringe locations, to prevent future problems within developments and their surrounding areas due to an under provision of spaces. Tables 1 and 2 suggest vehicle ownership levels rising by 0.1 vehicles for the smallest households up to 0.4 vehicles for the larger households in 2026. The plan period is up to 2031 therefore the vehicle ownership levels could be expected to have increased further beyond the 2026 prediction. It would be prudent therefore to increase the Council's current car parking standards overall by 0.5 vehicles per dwelling to a new requirement to provide an average of 2.0 spaces per dwelling across the district, with an average of 2.5 per property of 3 or more bedrooms in poorly accessible areas.

Within the above overall requirement to provide car parking spaces developers should allocate car parking spaces/garaging for properties to new residential developments in South Cambridgeshire based on the average car ownership values set out in Table 2. The Suburban figures should apply to new settlements with good public transport connections, Rural Centres and Minor Rural Centres. In the Rural Centres category, Impington is 90.5 hectares in size just below the threshold, but is regularly considered jointly with Histon, which is above the threshold; and Stapleford is significantly below the threshold at 56.03 hectares in size, but for consistency should be considered the same as the other Rural Centres. In the Minor Rural Centres category, Gamlingay is 93.63 hectares in size and Willingham is 96.4 hectares in size, both close to the threshold and for consistency should be considered the same as the other Minor rural Centres; whilst Waterbeach is lower at 79.59 hectares, but should be considered the same as the other Minor rural Centres for consistency. Additionally Girton at 113.76 hectares in size and Milton at 92.97 hectares in size, both of which lie on the fringes of the city of Cambridge should be included in Suburban category for the purposes of calculating the demand for residents' car parking in new residential developments. All other villages in the

Group Villages and Infill Villages categories should be considered as Rural for the purposes of calculating the demand for residents' car parking in new residential developments.

Additionally developers will need to provide car parking spaces for visitors. The disposition of these spaces will be just as important in determining what is an adequate provision as the actual number of spaces provided. In consequence, it is not intended to lay down specific required levels of provision but that each proposal will be assessed according to the characteristics of the layout. The developer should propose a design-led approach to the incorporation of car parking within the development, appropriate to the site location and the residential typologies proposed, that addresses the need for allocated and / or unallocated spaces for residents and visitor parking. The proposed number of habitable rooms per property type will determine the level of parking provision for that property type as set out in Table 2, multiplied by the proposed number of each property type will establish the base number of parking provision for residents. This number will have to be multiplied in accordance with Table 3 to offset the loss of efficiency of any proposed allocated parking provision to determine the overall provision for residents. Visitor parking provision will also be required, the level subject to the site location, the accommodation type and the proportion of allocated and unallocated spaces.

### Unallocated car parking

The Communities and Local Government's publication Residential Car Parking Research (May 2007) highlights that allocating car parking spaces to specific properties reduces the efficiency of car parking provision as not all households own a car. Car parking spaces will be provided but not used, especially where this provision is on-plot, whilst some other households may have more cars than allocated spaces, requiring additional spaces to be provided to accommodate these vehicles. Table 3 sets out the additional demand for car parking spaces when one or two car parking spaces are allocated to dwellings, as identified by CLG.

Table 3 Typical Additional Demand for Unallocated Parking

Average Car Ownership Per Dwelling	Typical Additional Demand for Unallocated Parking	
	With 1 Allocated Space Per dwelling	With 2 Allocated Spaces Per dwelling
0.1	0.0	0.0
0.2	0.0	0.0
0.3	0.0	0.0
0.4	0.0	0.0
0.5	0.1	0.0
0.6	0.1	0.0
0.7	0.1	0.0
0.8	0.2	0.0
0.9	0.2	0.0
1.0	0.2	0.0
1.1	0.3	0.0
1.2	0.4	0.1
1.3	0.4	0.1
1.4	0.5	0.1
1.5	0.6	0.1
1.6	0.7	0.1
1.7	0.8	0.2
1.8	0.8	0.2
1.9	0.9	0.2

2.0	1.0	0.3
2.1	1.1	0.3
2.2	1.2	0.4
2.3	1.3	0.4
2.4	1.4	0.5
2.5	1.5	0.6
2.6	1.6	0.6
2.7	1.7	0.7

Maximum flexibility and therefore efficient use of car parking spaces is attained through providing unallocated parking spaces. This has the potential to reduce the perception of safety for both the vehicle and people walking between the property and the vehicle.

### **Residential garages**

Where developers provide garages they are often of a size standard that relates to older cars of smaller size than their modern counterparts. Where this is the case residents find it difficult to garage their vehicles, resulting in garages being under used. Also residents frequently use garages as storage, due to the inadequate levels of storage provided within homes, which also displaces parking. The Council in its District Design Guide: High Quality and Sustainable Development in South Cambridgeshire advises garages should be of sufficient size to accommodate a large car together with cycle storage and, some degree of other storage and room to pass garaged cars with wheeled bins. To accommodate this garages should have minimal internal dimensions of 3.3m X 6.0m with an additional allowance of 1.0m at the end or 650mm – 750mm at the side. Garages of such minimum dimensions will be eligible for inclusion in the assessment of car parking provision for the development; whilst garages that fail to meet this minimum standard will not be eligible for inclusion in the assessment of car parking provision for the development.



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### Summary Assessment of the Call for Sites

The Strategic Housing Land Availability Assessment (SHLAA), Call for Sites in 2011 resulted in the submission of over 300 potential development sites. All the sites registered, were assessed for their suitability for housing. In assessing suitability, officers considered arrange of factors including:

- the location of the site;
- existing policy restrictions and planning history;
- the existence of any physical constraints on development of the site;
- the potential impact of development of the site (in relation to Green Belt purposes, heritage, townscape and landscape setting);
- the environmental conditions which would be experienced by residents of the development; and
- the capacity of local infrastructure and the scope for providing additional capacity.
- The housing capacity of each site and the likelihood of its deliverability

Each site has also been subject to a sustainability assessment which included some matters not covered in the SHLAA such as accessibility and distance to key local services and facilities, accessibility to a range of employment opportunities and accessibility by walking, cycling and public transport.

To assist the plan making process, the outcome of both assessments have been brought together in a summary format to assist judgements to be made about the relative merits of sites and so help identify sites which could be proposed for allocation for development in the Local Plan. Reference can also be made to the full SHLAA and SA assessments. T




The entries in the summary assessment sometimes represent a judgement about a number of separate criteria from the SHLAA assessments and represent a balanced view of the overall performance of that site across a range of SHLAA criteria.

In the tables a traffic light system is used to record their impacts and significance.

Impact and significance	Overall summary of impacts and significance
+++	Significant beneficial impacts / potentially suitable with good availability and achievability
+	Minor beneficial impacts / potentially suitable, available and achievable during the plan period
0	Not applicable / no impacts / neutral impacts or impacts capable of full mitigation / potentially suitable, available and partly achievable during the plan period
-	Adverse impacts / impacts capable of partial mitigation / potentially suitable, availability concerns, achievability concerns
---	Significant adverse impacts which cannot be effectively mitigated / no potential suitability, serious availability concerns, serious achievability concerns

The dwelling numbers for sites of 100ha or above are taken from the Call for Sites Questionnaires with the exception of site 194 where no dwelling number was given in the Call for Sites Questionnaire. Dwelling numbers for the smaller sites at Waterbeach (site 231) are derived pro-rata from the full site area. This takes into account the widely variable gross to net ratios which exist for these large sites and makes an assumption that the proposers of such large sites have done some work to assess how the sites may be developed to best effect. The dwelling numbers on other smaller sites have been derived by multiplying the likely density of development in dwellings per hectare by the developable site area. They will be refined as the Local Plan progresses towards examination.

The assessment summary then provides officers overall judgement about the merits of each site in the row entitled Sustainable Development Potential. Again using a traffic light system to record the relative merits of each site as set out in the following table:

	More sustainable site with development potential (few constraints or adverse impacts).
	Less sustainable site with development potential (some constraints or adverse impacts).
	Least sustainable site with no significant development potential (significant constraints or adverse impacts).

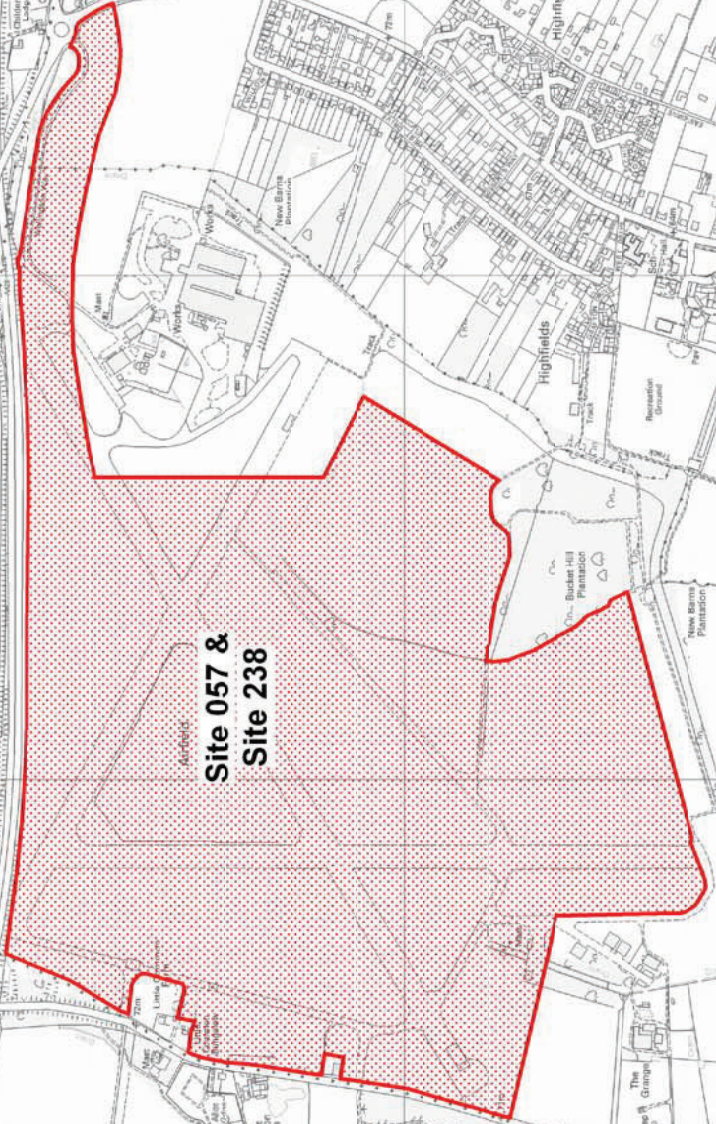


**Site Comments:**

<b>Site 057</b>	Proposed new settlement to the east of Cambourne. Impact on setting of listed buildings adjoining site. Environmental Health have concerns of impact of noise from A428 and adjoining industrial units. Would need to have a landscape buffer around development to ensure that separation retained from Cambourne and Highfields.
<b>Site 131</b>	Adverse landscape and townscape impacts. Affected by noise from the M11. Part of site within outer consultation zone of a hazardous installation.
<b>Site 135</b>	New settlement south of the A11, mostly in East Cambridgeshire District. Significant concerns regarding landscape, highways, infrastructure provision, accessibility, availability, achievability and deliverability
<b>Site 194</b>	Farmland north of the A428. Significant concerns regarding landscape. Some possible issues with noise from adjoining commercial / industrial site, Motocross site and traffic noise from the A428 and A1198 that should be capable of mitigation. A high voltage overhead electricity line runs through the middle of the site so there are possible electromagnetic fields concerns (EMFs). Development would have a direct impact on A428 with potential capacity issues. Significant new infrastructure would be required.
<b>Site 231</b>	New settlement north of Cambridge. Concerns regarding impacts on landscape, heritage assets, highways, infrastructure provision, and accessibility
<b>Site 238</b>	Proposed expansion of Cambourne. Concerns at impact on setting of listed buildings adjoining site. Environmental Health have concerns of impact of noise from A428 and adjoining industrial units which could be mitigated. Would need to have a landscape buffer around development to ensure that separation retained from Upper Cambourne and Highfields.
<b>Site 242</b>	Site already allocated in the Site Specific Policies Plan. Some concerns regarding landscape impact and achievability.
<b>Site 248</b>	New settlement east of A1301 and west of A11. Significant heritage, landscape & townscape impacts (LB within, SAMs, LB & CAs around). CWS, SSSI & potentially protected biodiversity. Air quality & noise from traffic. Highways impact only manageable if development is self contained. Significant utility upgrades needed.
<b>Site 251</b>	The site wraps around Heathfield and part of the Imperial War Museum (IWM) complex. Duxford WWTW within site with 400m protection zone. Within Green Belt. Small part in Flood Zone 2. Significant impact on setting of IWM Conservation Area and numerous listed buildings. Noise and air quality concerns from Environmental Health due to proximity of M11 and A505 and adjoining industrial units. Scale of development would overwhelm Heathfield.
<b>Site 261</b>	The site is north of Barrington. Eastern part is former quarry with SSSI Barrington Pit. Minerals site safeguarded for chalk around quarry. Significant impact on setting of adjoining Conservation Areas and on prominent distinctive landscape - contrary to existing landscape character. Development would dominate all local villages.
<b>Site 265</b>	Farmland north of the A428. Significant concerns regarding landscape. Some possible issues with noise from adjoining commercial / industrial site, Motocross site and traffic noise from the A428 and A1198 that should be capable of mitigation. Development would have a direct impact on A428 with potential capacity issues. Significant new infrastructure would be required.
<b>Site 273</b>	Site already allocated in the Site Specific Policies Plan. Some concerns regarding landscape impact and achievability.
<b>Site 274</b>	Extension to Northstowe to NE. Most of southern part within FZ 2 & 3. Potential air quality, noise and land contamination - mainly related to traffic and Guided Busway, and possible malodour from sewage treatment works to west. Significant landscape & townscape impacts and poor relation to Northstowe across Guided Busway. Limited capacity on A14 and issues with B1050.
<b>Site 275</b>	Village extension to Westwick adjacent to Guided Busway. All within FZ 2 & 3. Significant heritage, landscape & townscape impacts. Potential land contamination and noise from Guided Busway - may not be able to mitigate and achieve good design (long narrow site). Limited capacity on A14.



**SHLAA Site**



**Site 057 &  
Site 238**

HARDV

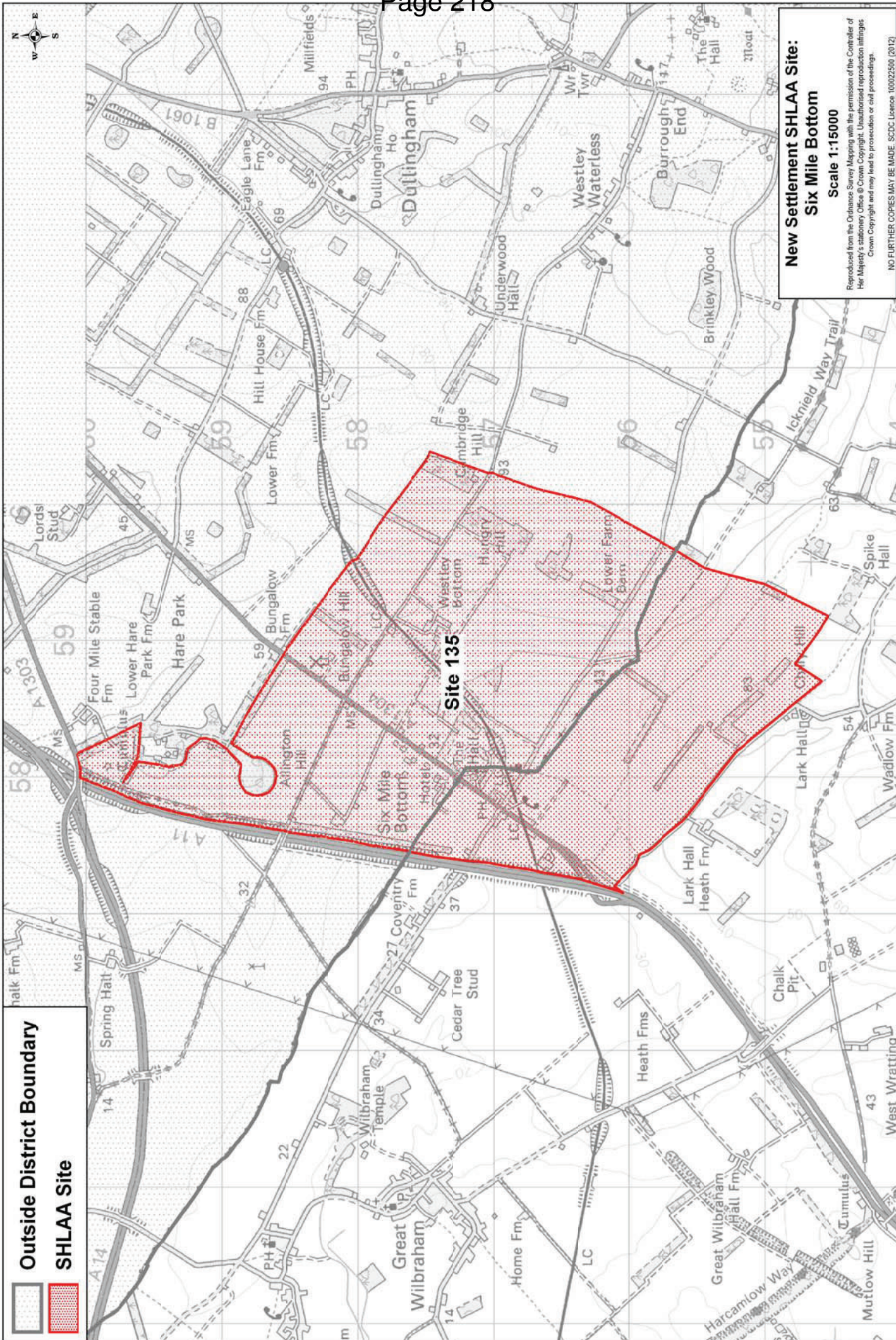
Caldecote

CALDECOTE CP

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**New Settlement SHLAA Site:  
Bourn Airfield  
Scale 1:15000**

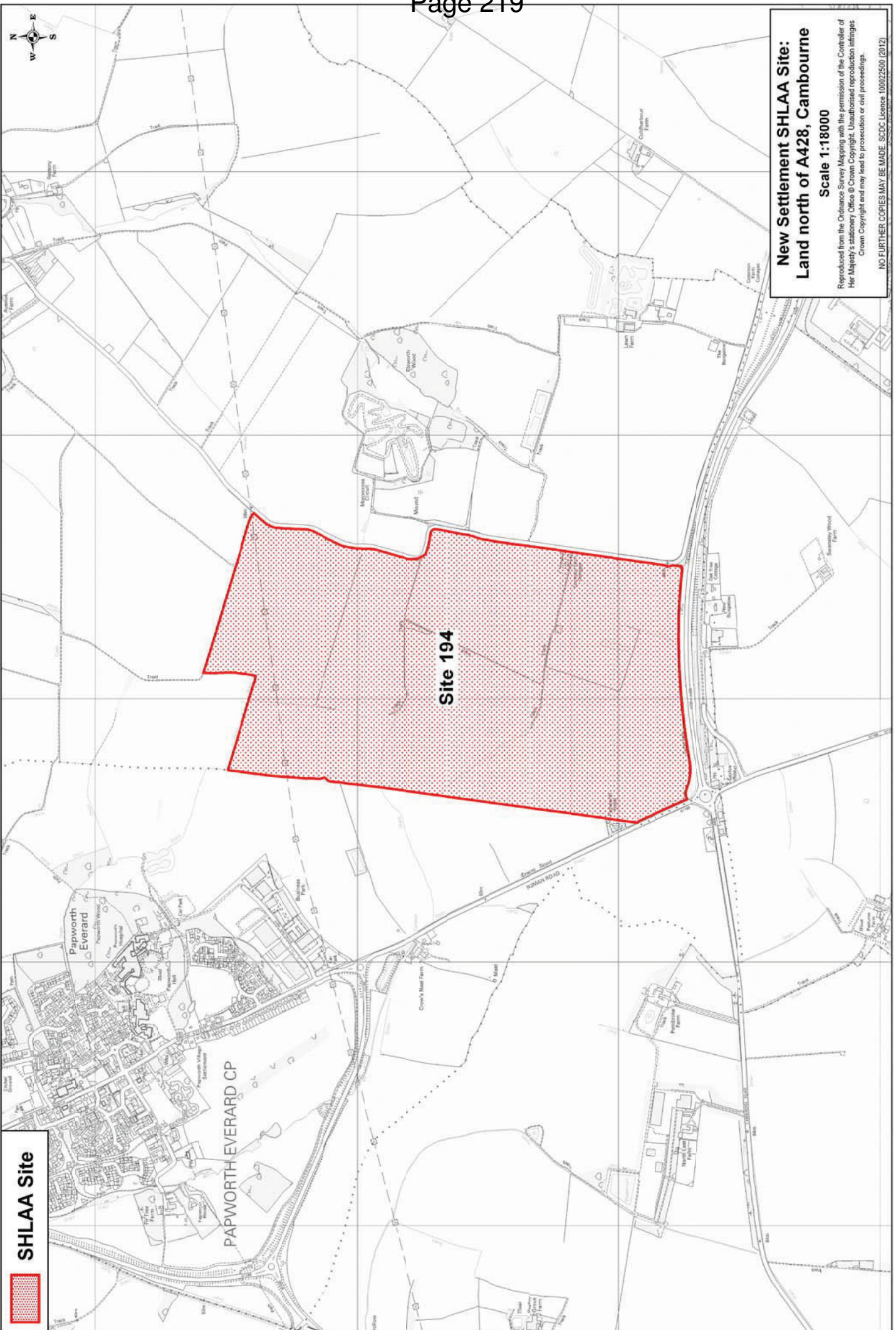
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Outside District Boundary  
SHLAA Site

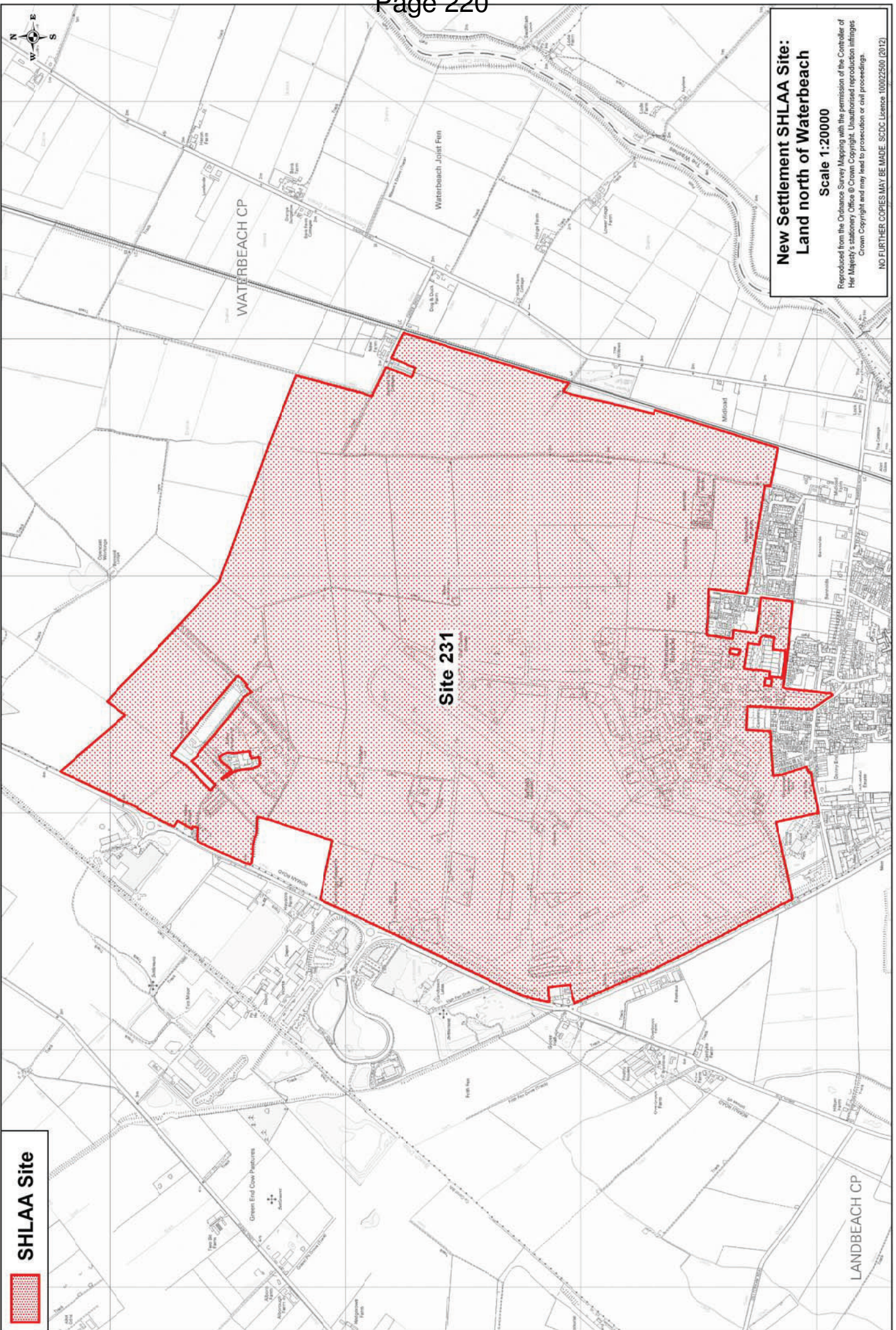
New Settlement SHLAA Site:  
Six Mile Bottom  
Scale 1:15000

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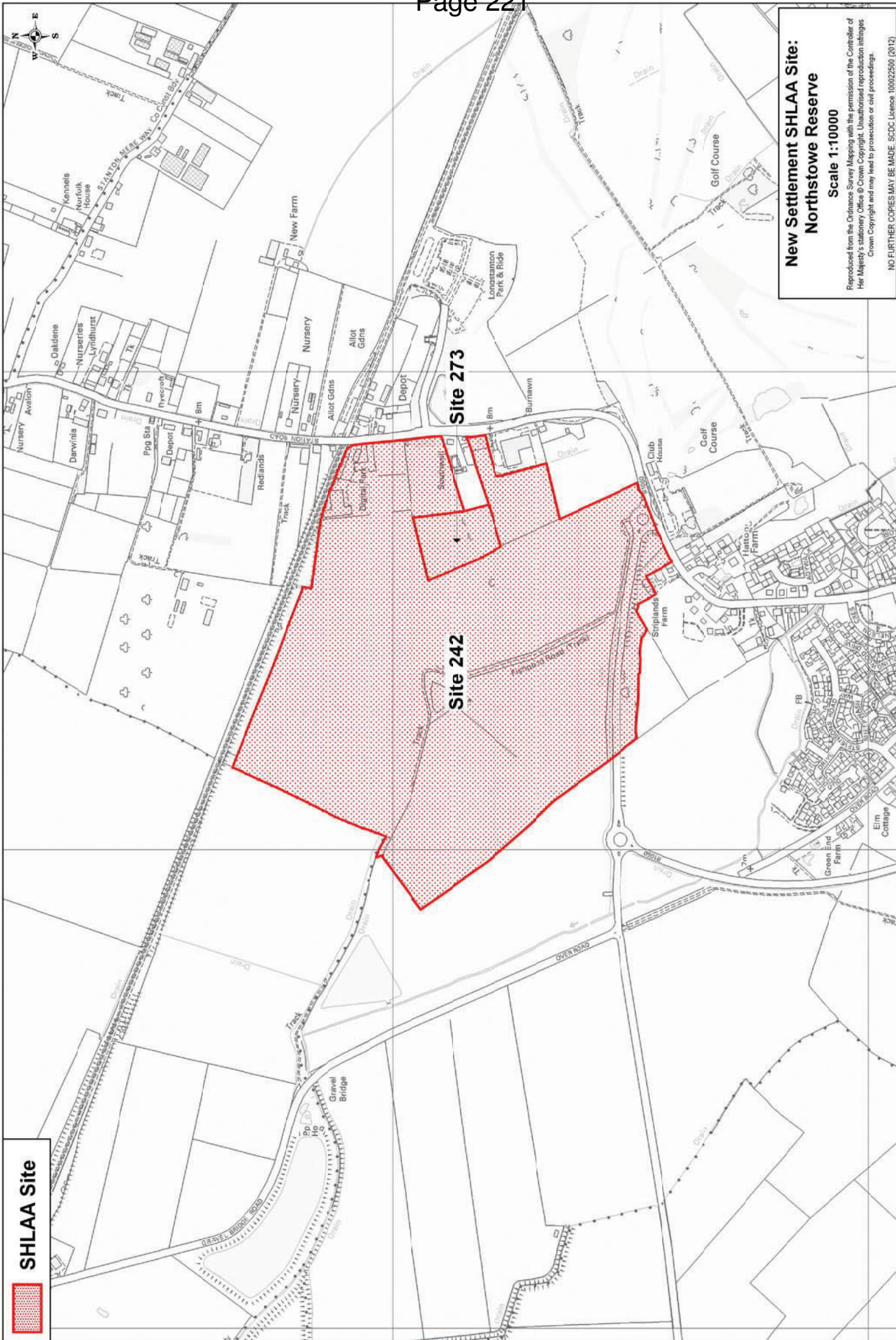
**New Settlement SHLAA Site:  
Land north of A428, Cambourne**  
Scale 1:18000  
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 SHLAA Site

**New Settlement SHLAA Site:  
Land north of Waterbeach**  
Scale 1:20000  
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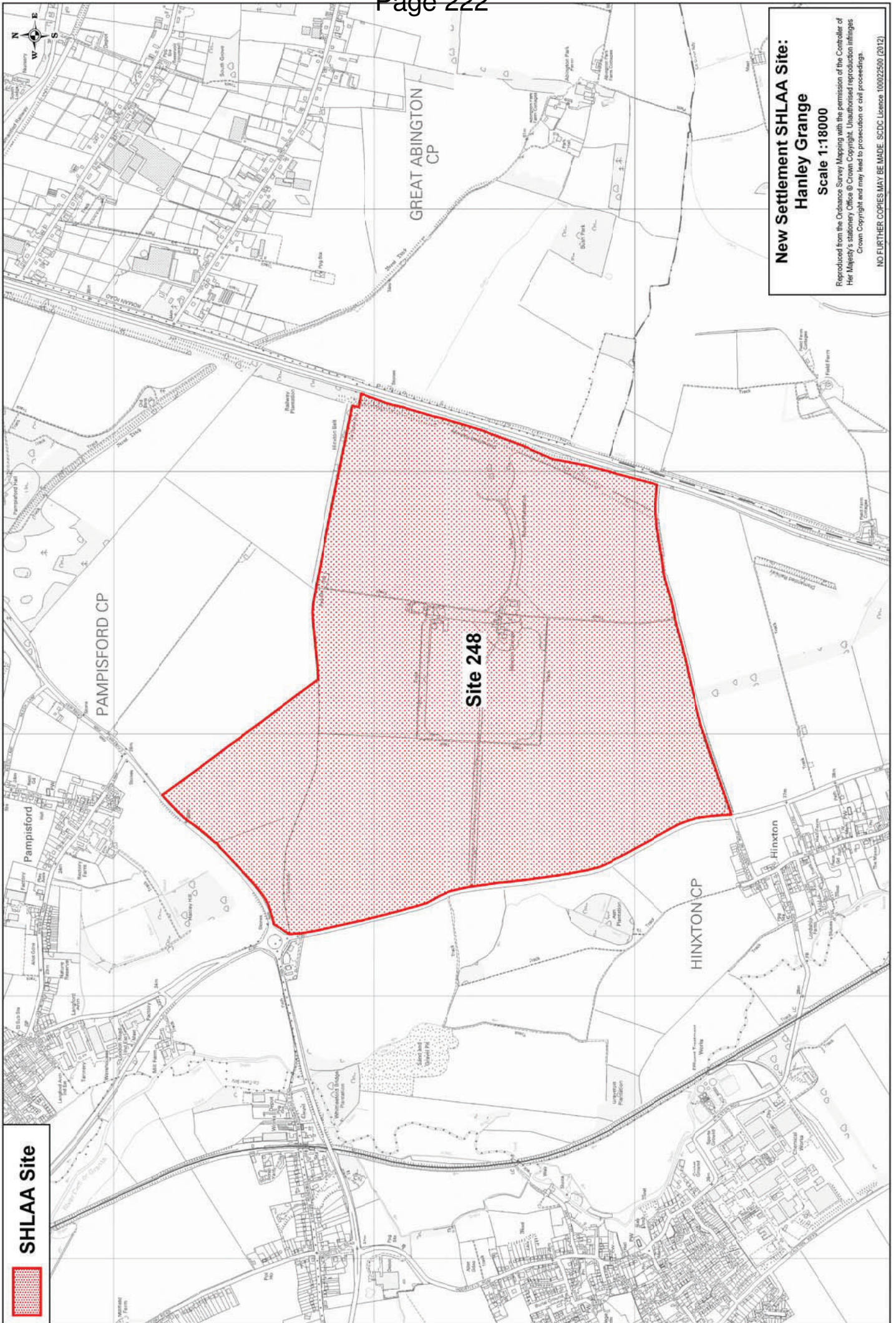


**SHLAA Site**

**New Settlement SHLAA Site:  
Northstowe Reserve**  
Scale 1:10000

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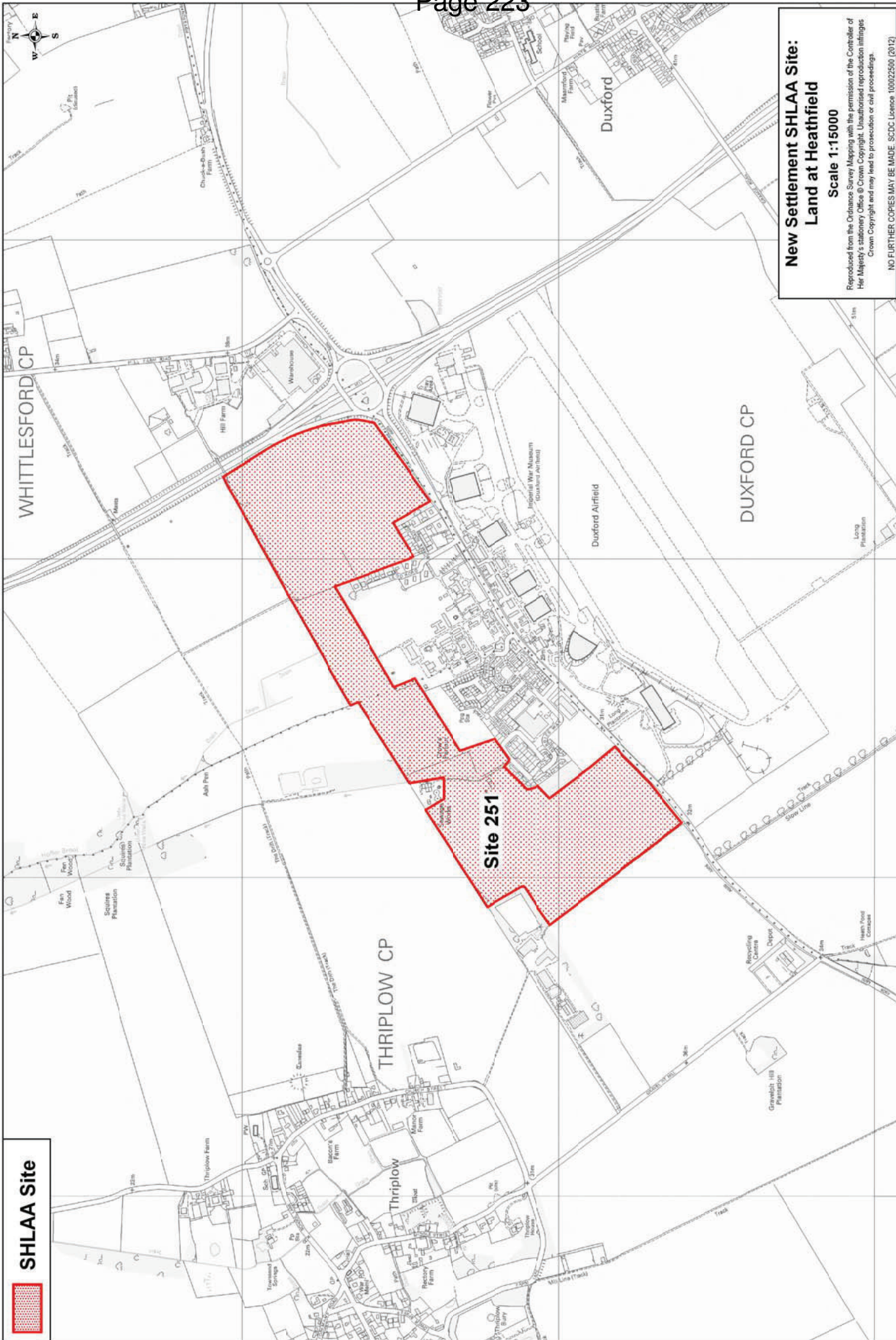


**SHLAA Site**



**New Settlement SHLAA Site:  
Hanley Grange  
Scale 1:18000**

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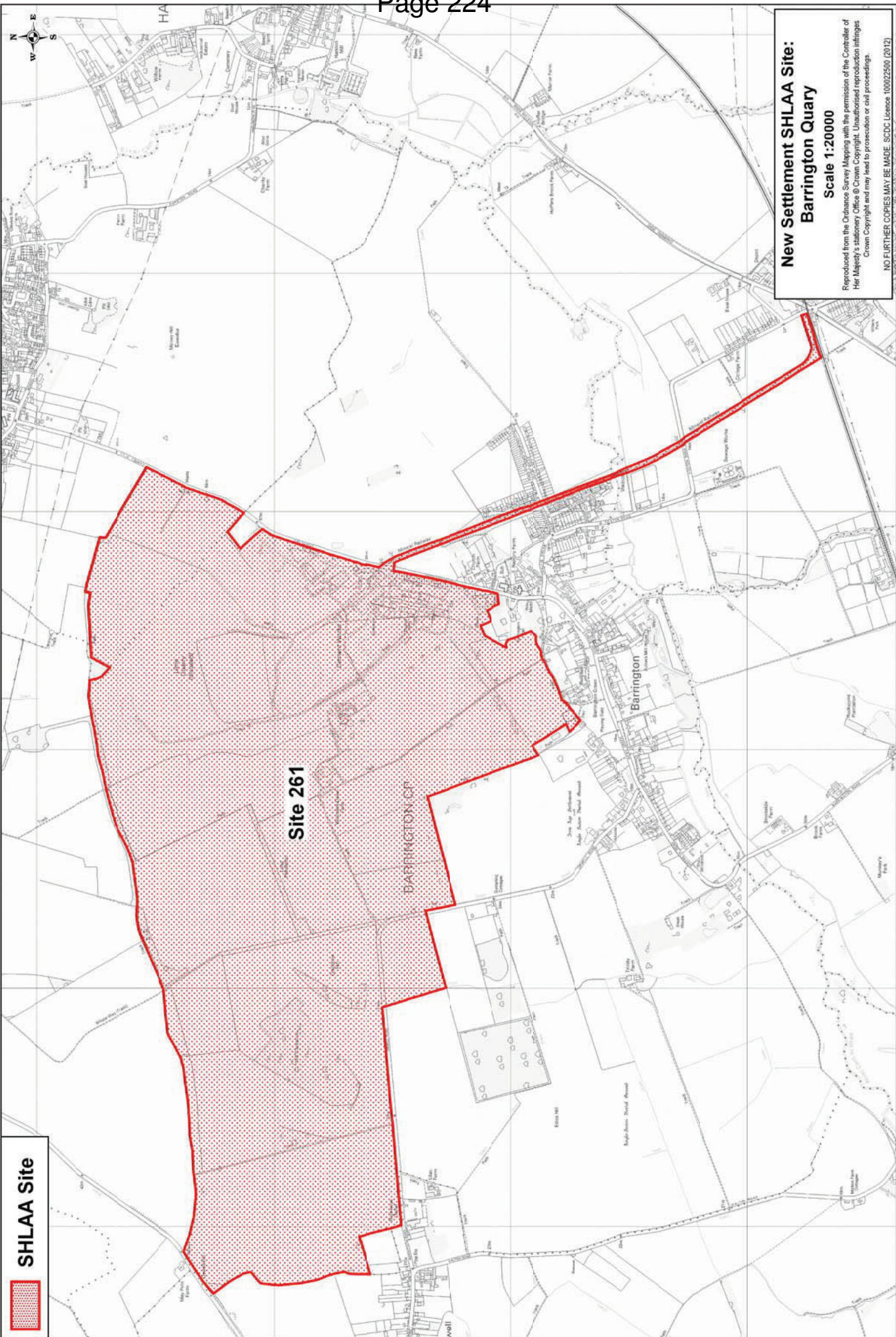


**New Settlement SHLAA Site:  
Land at Heathfield**

Scale 1:15000

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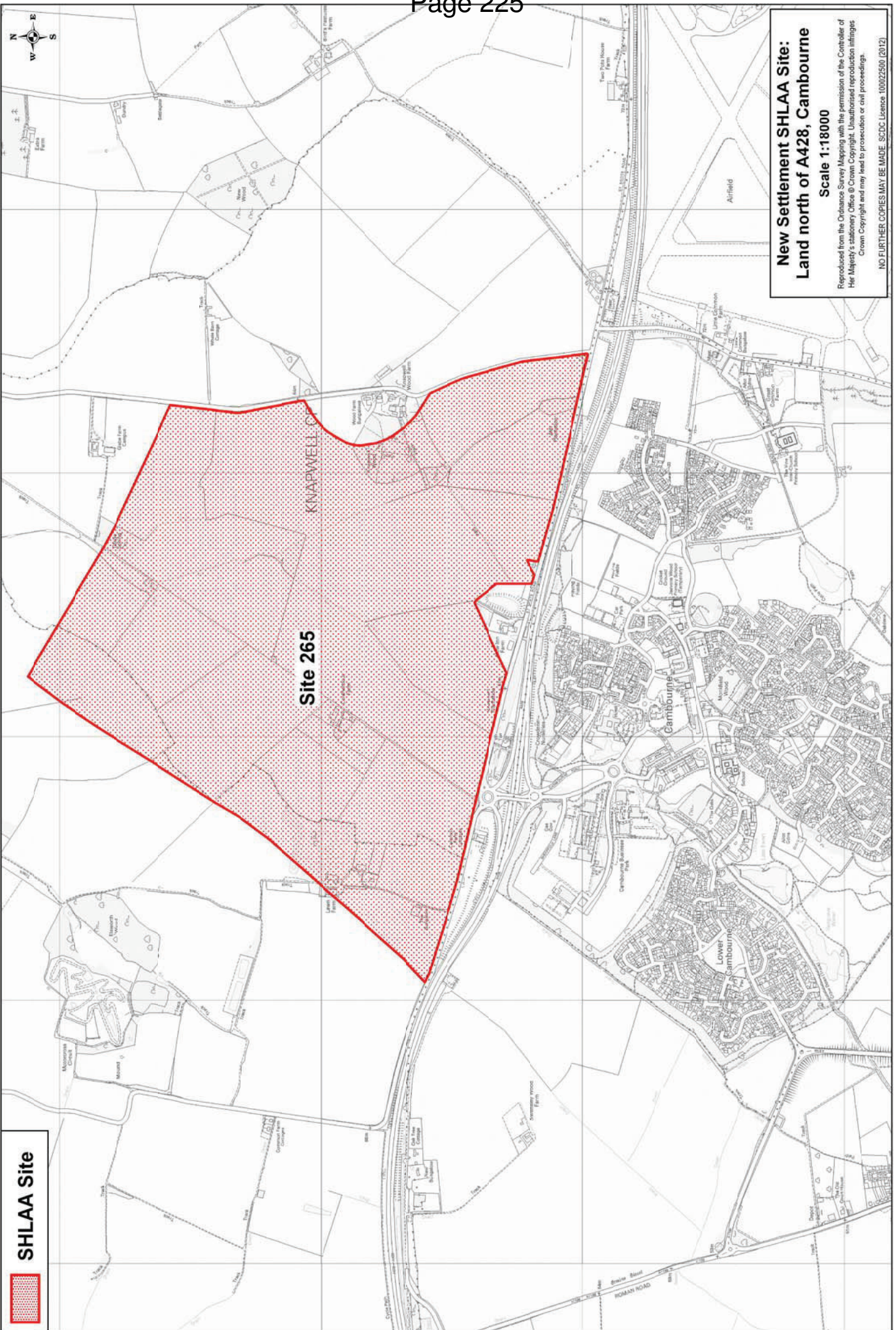


 **SHLAA Site**

**New Settlement SHLAA Site:  
Barrington Quary**  
Scale 1:20000

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 **SHLAA Site**

**Site 265**

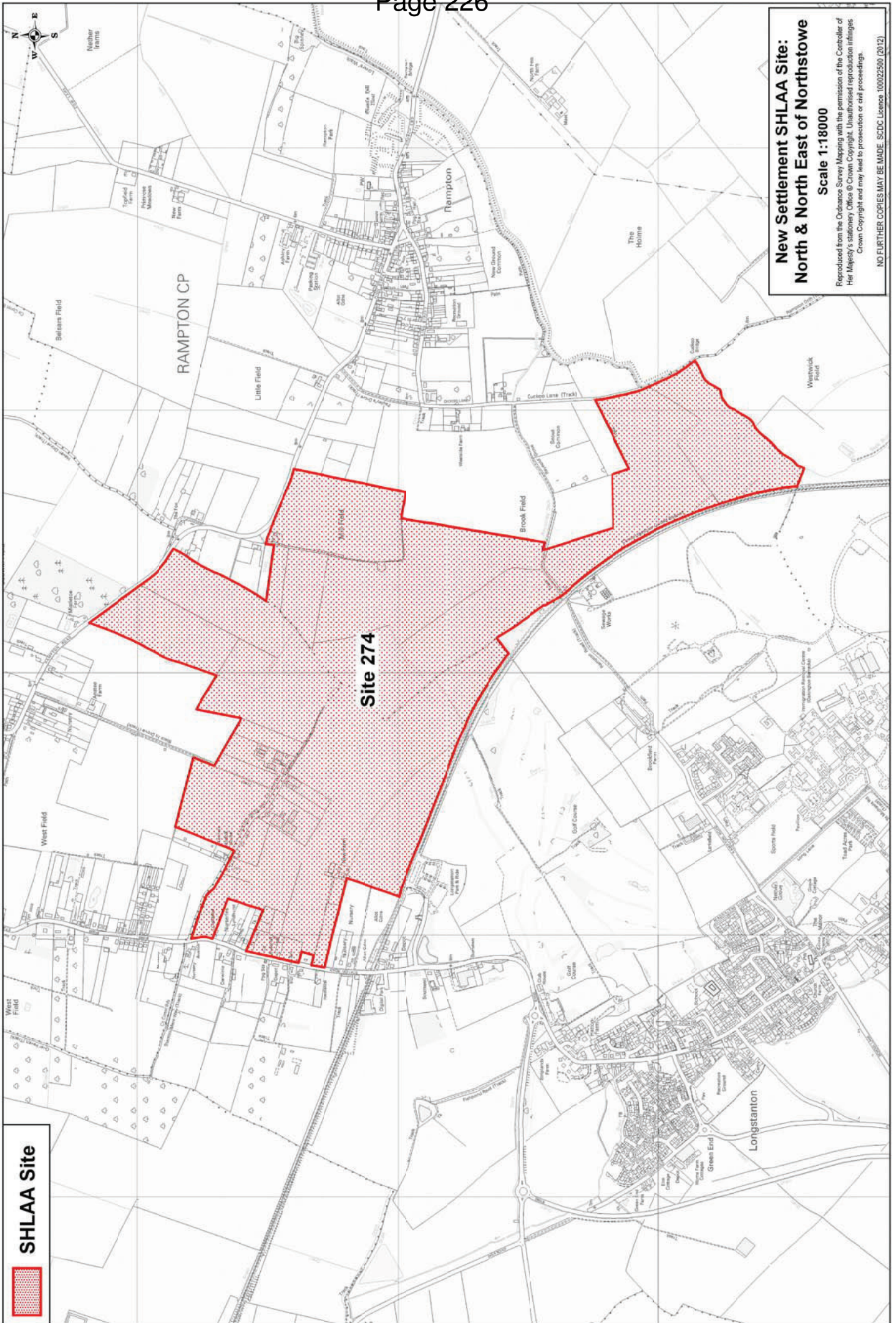
KNARWELL

Cambourne

Lower Cambourne

Airfield

**New Settlement SHLAA Site:  
Land north of A428, Cambourne**  
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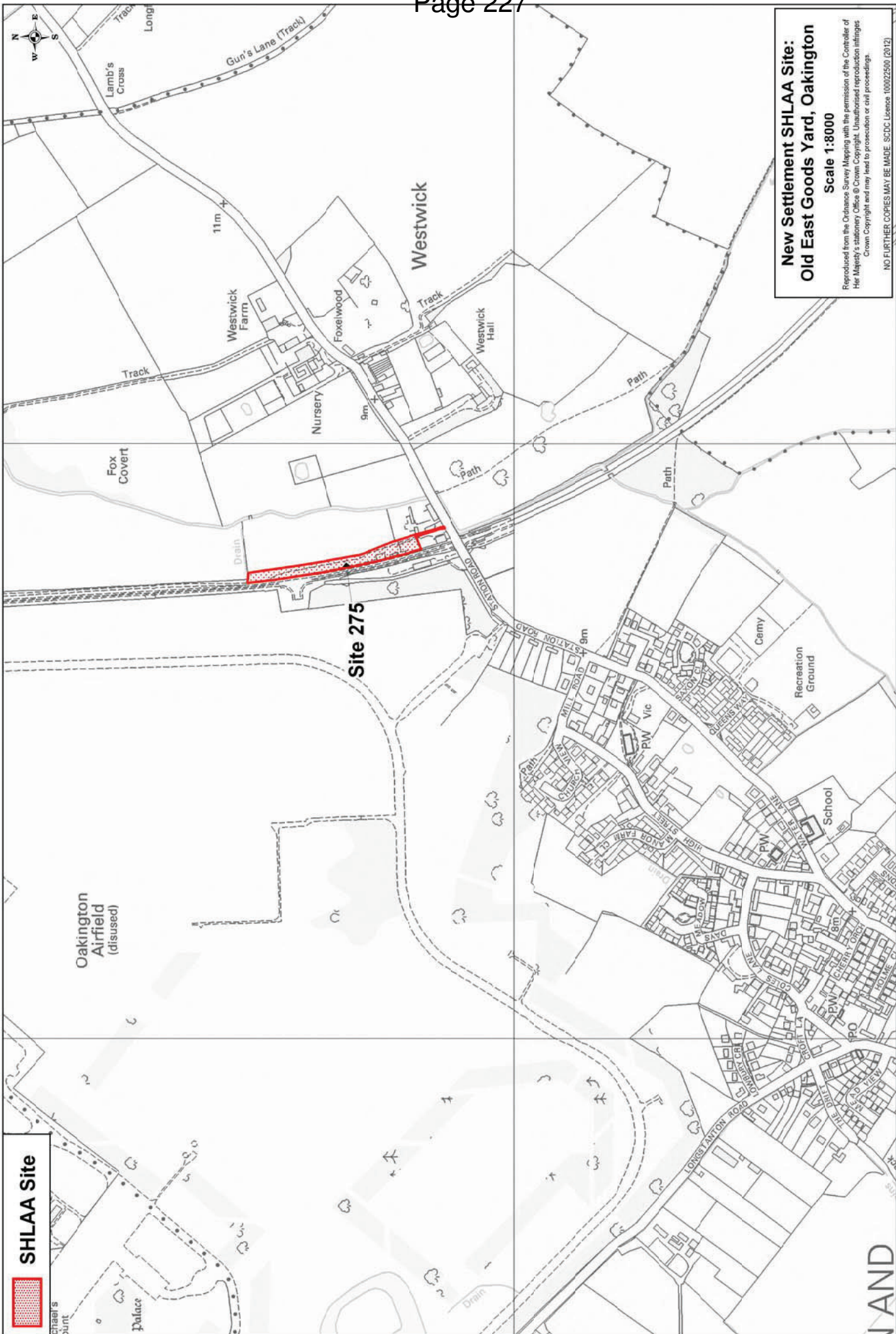
**New Settlement SHLAA Site:  
North & North East of Northstowe**

**Scale 1:18000**

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**SHLAA Site**



**New Settlement SHLAA Site:  
Old East Goods Yard, Oakington**

Scale 1:8000

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LAND

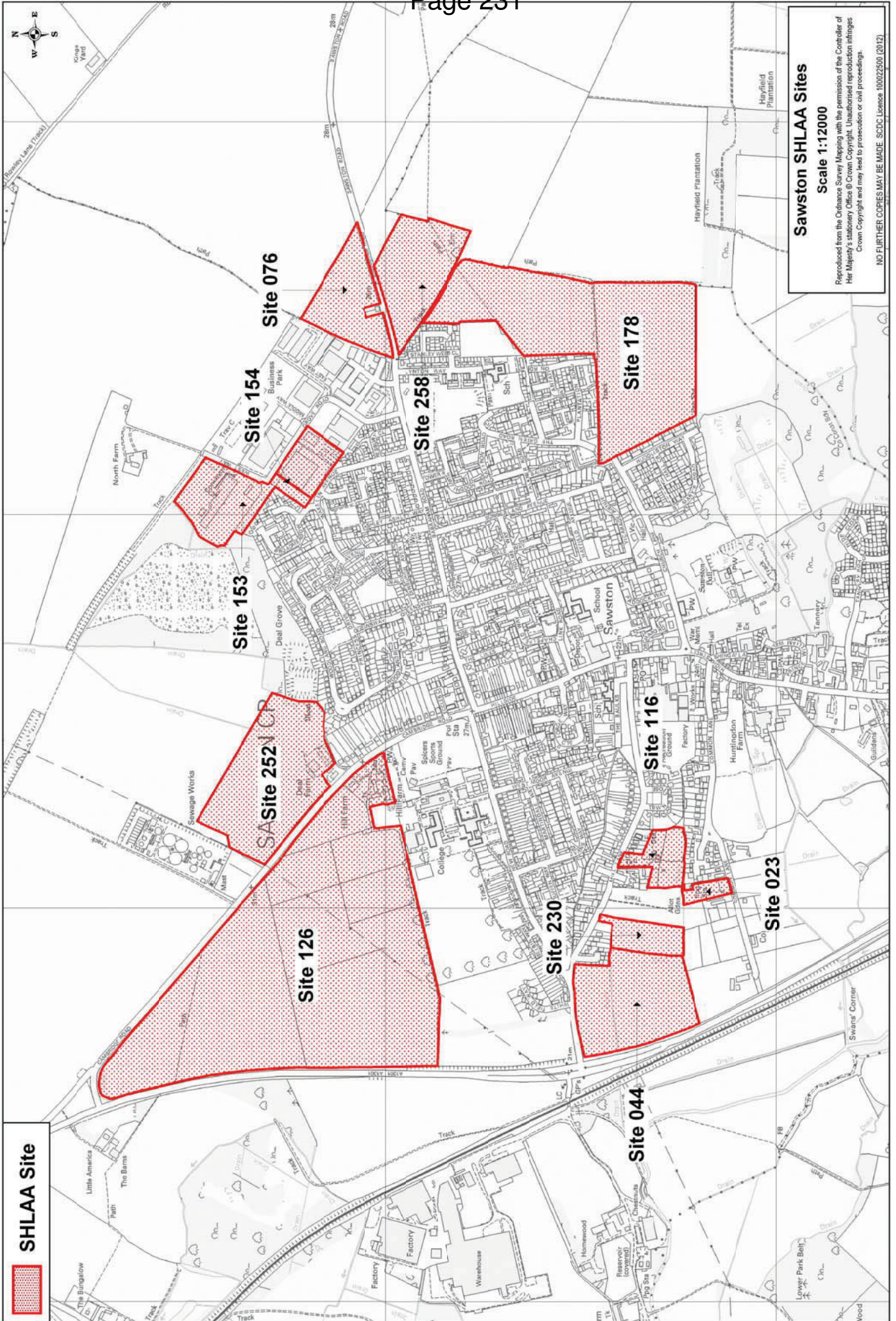
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**Site Comments:**

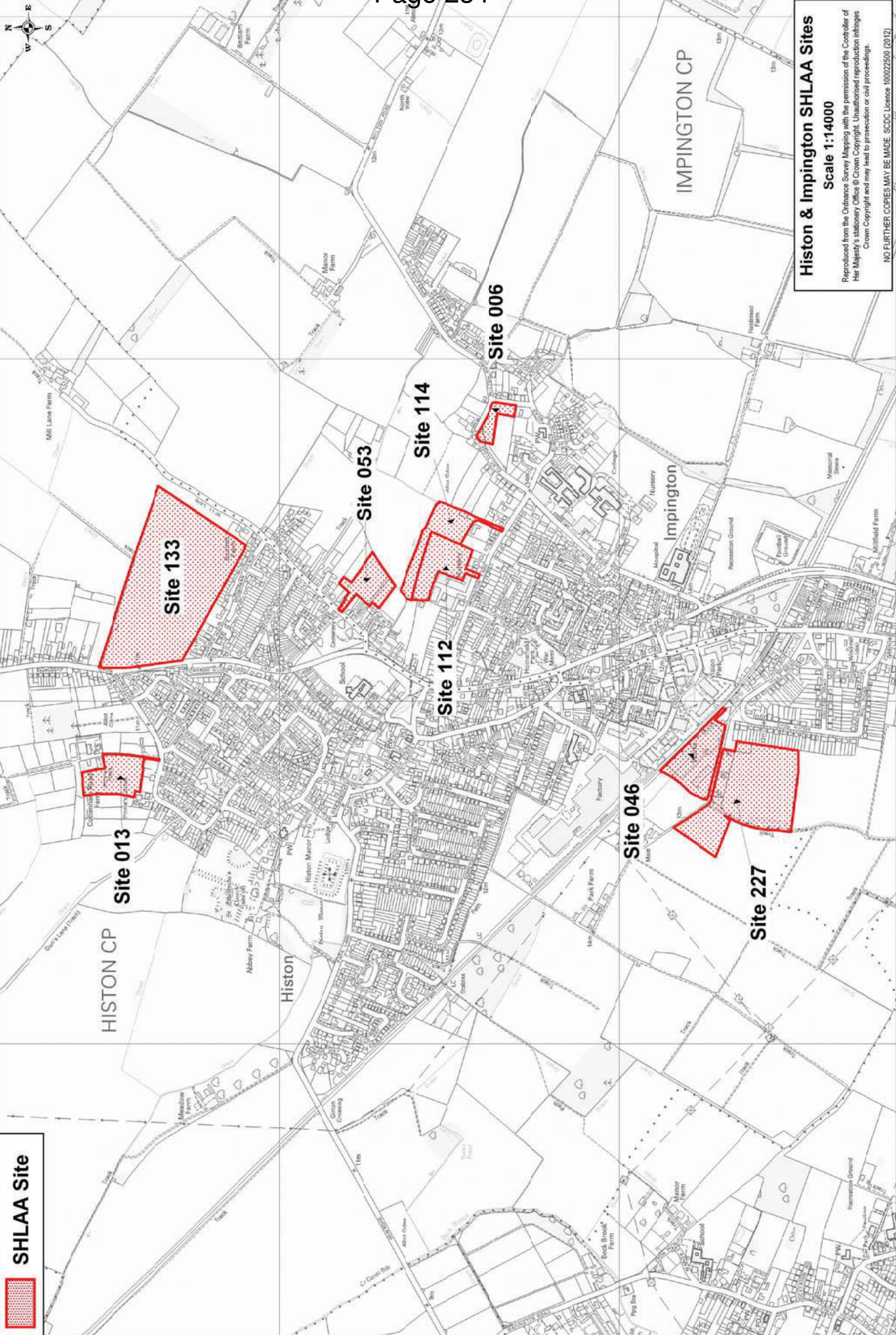
<b>Site 023</b>	Small field on western edge of village. Within flood zone 2.
<b>Site 044</b>	Open field on western approach to the village between it and the A1301. Most in flood zone 2, one third within flood zone 3. Significant impact on landscape setting incapable of mitigation due to proximity of the A1301.
<b>Site 076</b>	Land to east of the village. Potential to improve harsh village edge. Concerns from Environmental Health regarding noise issues from adjoining employment site for residential amenity and extent to which these could be mitigated.
<b>Site 116</b>	Enclosed field to south of village. Not in Green Belt. Within flood zone 2. Some adverse impact on landscape and townscape which could be partially mitigated. Close to village services and facilities.
<b>Site 126</b>	Land to north of the village. Significant adverse impacts on Green Belt purposes and landscape setting. Most of site within 400m of WWTW.
<b>Site 153</b>	Employment premises on a larger employment site. Concerns from Environmental Health regarding noise issues and residential amenity and extent to which these could be mitigated.
<b>Site 154</b>	Employment premises on a larger employment site. Concerns from Environmental Health regarding noise issues and residential amenity and extent to which these could be mitigated.
<b>Site 178</b>	Fields to east of the village. Potential to improve harsh village edge provided setting of Sawston Hall is respected. Main vehicular access to be from Babraham Road.
<b>Site 230</b>	Enclosed field to west of village, all in flood zone 2. Some adverse impacts on landscape and townscape but at least partially capable of mitigation.
<b>Site 252</b>	Land to north of the village. Significant adverse impacts on Green Belt purposes and landscape setting. All of site within 400m of WWTW.
<b>Site 258</b>	Land to south of Babraham Road. Potential to improve landscape setting by replacing harsh village edge.





**Site Comments:**

<b>Site 006</b>	Small 'L' shaped site to north east of Impington. Significant heritage, townscape and landscape impacts - forms part of the setting of Grade I Listed church and Conservation Area. ICF looks out across site. Contains filled land and reported local flooding nearby.
<b>Site 013</b>	Site to north west of Histon with tenuous link to village framework. Significant heritage, townscape and landscape impacts - immediately to rear of 2 LB. Noise from Unwins Industrial estate to NE unlikely to be mitigatable. Highway access unsuitable.
<b>Site 046</b>	Triangular industrial site, no longer in use, to south west of Impington. Opportunity to improve site and setting on edge of Green Belt, but loss employment site. 1/4 site Flood Zones 2 & 3. No link to adopted highway but discussions ongoing with highway authority and landowner. Some utility upgrades required.
<b>Site 053</b>	Site comprises long rear gardens on eastern edge of Histon. Some adverse heritage, townscape and landscape impact, but smaller scale development may be possible. Small part of site in Flood Zones 2 & 3. Highway concerns over suitable access. Some utility upgrades required.
<b>Site 112</b>	Site north of Impington Lane. Some adverse heritage, townscape and landscape impacts, but smaller scale development possible. Small part Flood Zones 2 & 3. Possible contaminated land and local flooding nearby. Some utility upgrade required.
<b>Site 114</b>	Site north of Impington Lane. Some adverse heritage, townscape and landscape impacts, but smaller scale development possible. Small part Flood Zones 2 & 3. Possible contaminated land and local flooding nearby. Access only via adjoining site 112. Some utility upgrade required.
<b>Site 133</b>	Large site on north eastern edge Histon. Some adverse townscape and landscape impacts - clear edge and rural character. Air quality and noise issues, but mitigatable. Some utility upgrades required.
<b>Site 227</b>	Site to south west of Impington. 4/5ths site in Flood Zones 2 & 3. Significant Green Belt impact. Some adverse impact on townscape and landscape. No link to adopted highway but highway authority are in communication with the landowner of the SCA Packaging Ltd site at present to provide a connection to the public highway. Some utility upgrades required.



 **SHLAA Site**

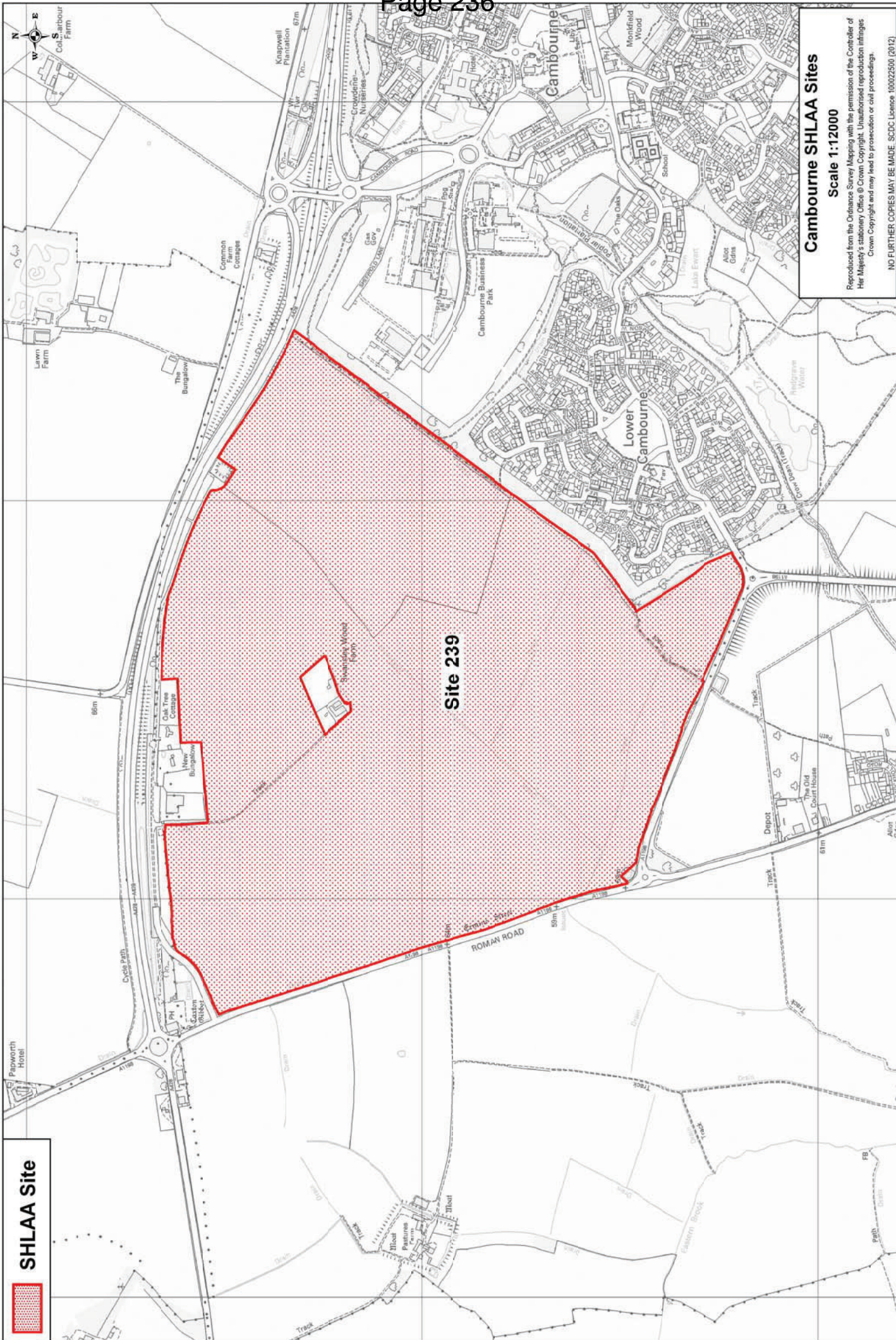
**Histon & Impington SHLAA Sites**  
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**CAMBOURNE**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Rural Centre

SHLAA Site Reference	Site 239
Address (summary)	Land west of Lower Cambourne
Site Size (gross ha)	150.88
Notional dwelling capacity	2,250
SHLAA strategic considerations	0
Green belt	0
SHLAA significant local considerations	-
Landscape and Townscape impact	-
SHLAA site specific factors	+
Accessibility to key local services and facilities (SA criteria 37)	+
Distance to key local services and facilities (SA criteria 38)	---
Accessibility to a range of employment opportunities (SA criteria 48)	0
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	0
Sustainable Development Potential	

<b>Site 239</b>	Located to the west of Cambourne. Some possible issues with noise from adjoining commercial / industrial site and traffic noise from the A428 and A1198 that should be capable of mitigation. Development would have a direct impact on A428 with potential capacity issues. Over 1,500 m from the centre of Cambourne, however the site could include some services and facilities of its own.
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 **SHLAA Site**

**Cambourne SHLAA Sites**  
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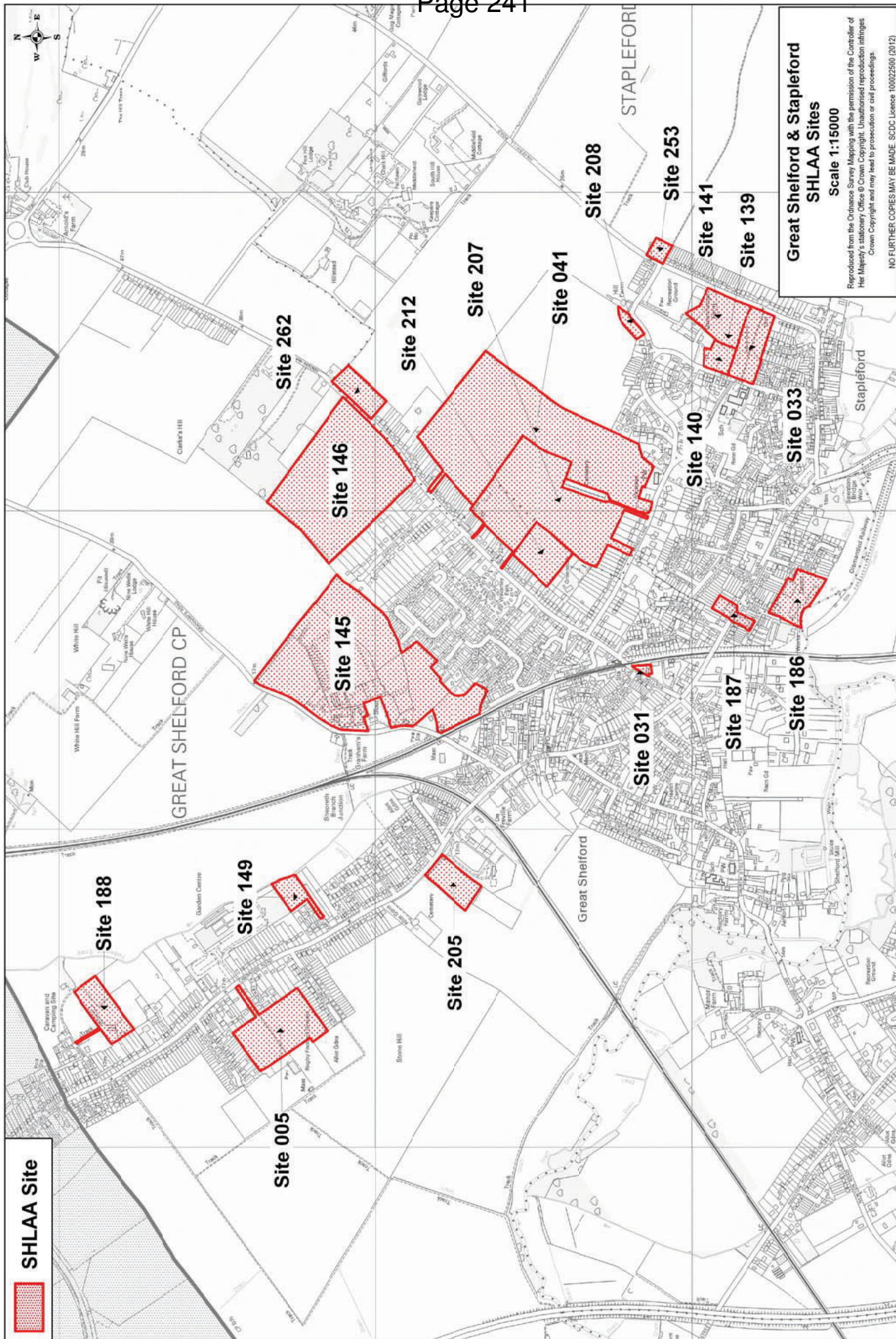
**Site Comments:**

<b>Site 005</b>	Located on north-western edge of Great Shelford. Some possible issues with noise from training and competitive matches and entertainment events and artificial lighting at the adjacent Shelford Rugby Club. Some adverse impacts on Green Belt, townscape and landscape. Suitable access to the site needs to be agreed with the Highways Authority.
<b>Site 031</b>	Located in the centre of Great Shelford. The site has planning permission for 13 dwellings.
<b>Site 033</b>	Site is to north of village. Used as allotments and is within the Green Belt. Site enclosed by mature hedgerows with trees. Significant loss of open space if developed. Adjacent to school, residential uses and paddocks.
<b>Site 041</b>	Located on eastern edge of villages. Significant adverse impacts on landscape and heritage assets.
<b>Site 139</b>	Site to north of village combining sites 140 and 141. Two paddocks enclosed by mature hedges and many protected trees. Within Green Belt. Site brings distinctive rural character into village - significant loss if developed.
<b>Site 140</b>	Site to north of village. Eastern part of larger site 139. Paddock enclosed by mature hedges. Many protected trees with pond. Within Green Belt. Site brings distinctive rural character into village - significant loss if developed.
<b>Site 141</b>	Site to north of village. Western part of larger site 139. Paddock enclosed by mature hedges and protected trees. Within Green Belt. Site brings distinctive rural character into village - significant loss if developed.
<b>Site 145</b>	Located on the north-eastern edge of Great Shelford. Significant adverse impacts on landscape, townscape, biodiversity and heritage assets.
<b>Site 146</b>	Located on the north-eastern edge of Great Shelford. Significant adverse impact on landscape.



**Site Comments:**

<b>Site 149</b>	Located on the north-eastern edge of Great Shelford. The site includes a very small area of Flood Zones 2, 3a and 3b. Some possible noise from adjacent Scottdales Garden Centre that would require further investigation. Significant adverse impact on townscape.
<b>Site 186</b>	The site on southern edge of village. Transport depot in commercial use. Third of site is within Flood Zone 2. Environmental Health have concerns of noise impact from adjoining railway line and neighbouring industrial units. Open views into countryside from south - impact on adjoining Conservation Area. Development could enhance townscape.
<b>Site 187</b>	Located in centre of villages. Redevelopment of garage and car sales site creating improvements to noise and townscape.
<b>Site 188</b>	Located on the north-eastern edge of Great Shelford. Significant adverse impacts on landscape and townscape. Some possible noise impacts from adjacent garage use. Suitable access to the site needs to be agreed with the Highways Authority.
<b>Site 205</b>	Located on the north-western edge of Great Shelford. Significant adverse impacts on the landscape and townscape, and settings of listed buildings and conservation area. The site is part of an Important Countryside Frontage.
<b>Site 207</b>	Located on the eastern edge of Great Shelford. Significant adverse impacts on the landscape and townscape, and some impacts on the Conservation Area. Suitable access to the site needs to be agreed with the Highways Authority.
<b>Site 208</b>	Site on northern edge of village behind well established hedge. Rural character and relates to wider countryside being part of large arable field.
<b>Site 212</b>	Located on the eastern edge of Great Shelford. Some landscape and townscape impacts. Site access is reliant on securing an agreement with the adjoining landowner.
<b>Site 253</b>	Site on northern edge of village. Part of extensive arable field. Relates to wider countryside.
<b>Site 262</b>	Located on the north-eastern edge of Great Shelford. Significant adverse impact on landscape and some impact on listed buildings.



**Great Shelford & Stapleford  
SHLAA Sites**  
Scale 1:15000

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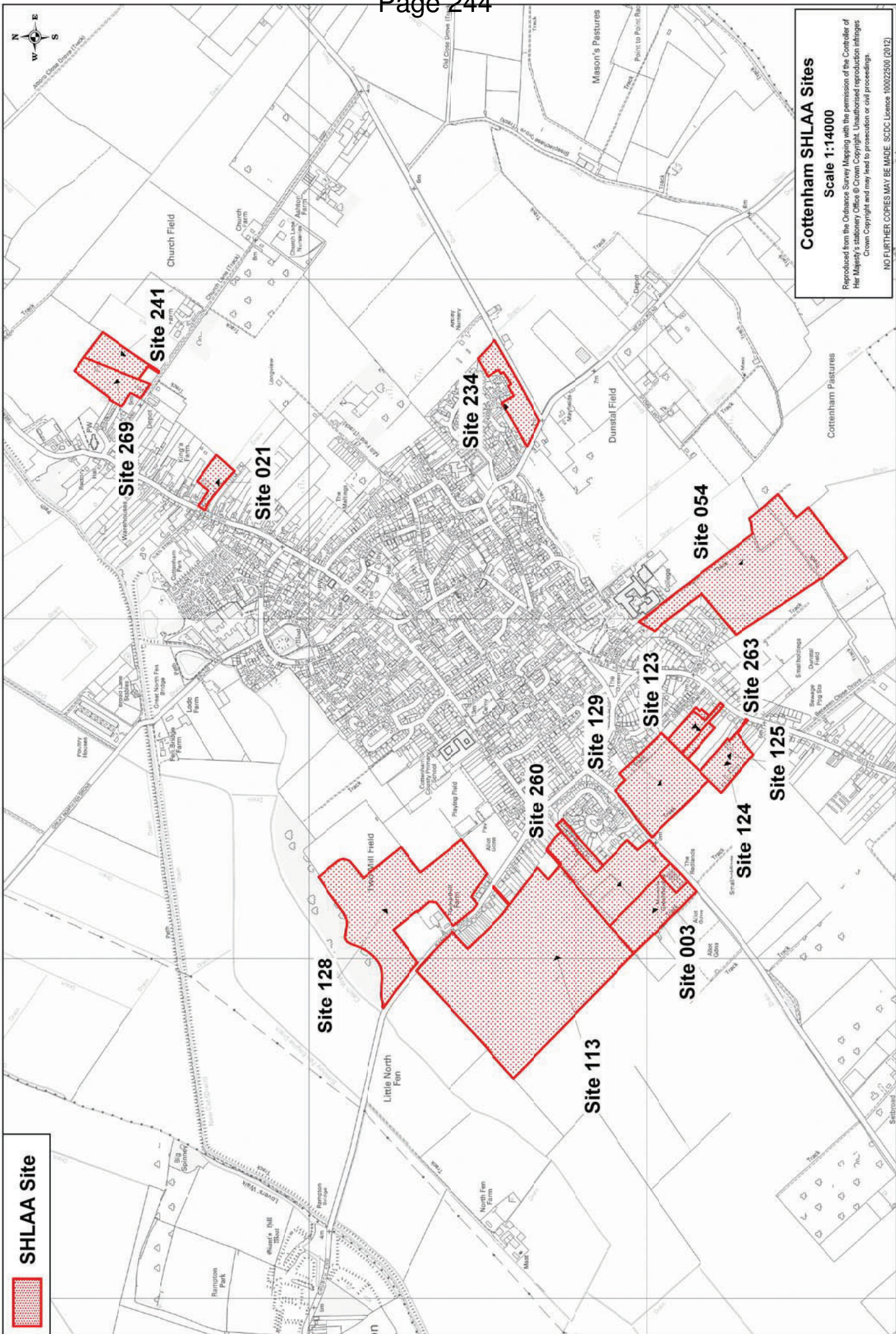
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**SHLAA Site**



**Site Comments:**

<b>Site 003</b>	Land to south west of village. Site overlaps with site 113. Some adverse impact to the landscape setting.
<b>Site 021</b>	Land to north east of the village. Major adverse impacts on heritage assets and landscape setting and townscape.
<b>Site 054</b>	Land to the south east of the village. Major adverse impacts on heritage assets and landscape setting. Adverse impact on Green Belt purposes.
<b>Site 113</b>	Land to the west of the village. Major adverse impact on landscape setting. Only part of the site suitable for development (formed from overlapping sites 003 and 260).
<b>Site 123</b>	Grassland site to the rear of a line of residential properties with long plots situated on the north western side of Cottenham. Adverse impact on Green Belt, townscape and landscape setting.
<b>Site 124</b>	Sawmill and paddock on the southern edge of the village. Adverse impacts to landscape setting and on Green Belt purposes.
<b>Site 125</b>	Sawmill and paddock on the southern edge of the village. Adverse impacts to landscape setting and on Green Belt purposes.
<b>Site 128</b>	Site to north west of Cottenham. Major adverse impact on landscape setting.
<b>Site 129</b>	Land to south west of village. Adverse impacts on Green Belt purposes and landscape setting.
<b>Site 234</b>	Pastoral site located adjacent to residential properties in Calvin Close on the eastern edge of Cottenham. Adverse impact on townscape and landscape setting.
<b>Site 241</b>	Land to north east of the village. Major adverse impacts on heritage assets and landscape setting and townscape.
<b>Site 260</b>	Land to south west of village. Site overlaps with site 113. Some adverse impact to the landscape setting.
<b>Site 263</b>	Grassland site to the rear of a line of residential properties with long plots situated on the north western side of Cottenham. Adverse impact on Green Belt, townscape and landscape setting.
<b>Site 269</b>	Land to north east of the village. Major adverse impacts on heritage assets and landscape setting and townscape.



 SHLAA Site

**Cottenham SHLAA Sites**  
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**Site Comments:**

<b>Site 037</b>	Large to south of Cambridge Road between Cambridge and Fulbourn set in rolling landscape. Significant Green Belt, heritage (surrounds LB), townscape and landscape impacts. Possible air quality, noise and malodour issues. Highway capacity issues & significant upgrades needed to utilities and schools.
<b>Site 038</b>	Land north of Cambridge Road set in rolling landscape. Significant Green Belt (separation), townscape and landscape impacts and part of setting of Conservation Area. Possible land contamination, noise and local flooding issues. Significant upgrades needed to utilities and schools.
<b>Site 074</b>	Site is on north east edge of Fulbourn. Northern boundary is railway line with countryside beyond. In Green Belt. Adverse impact on setting of Conservation Area and listed buildings. Result in loss of land with rural character. Environmental Health concerned by noise impact from railway line and adjoining industrial units. Two reports of local flooding on Station Rd. Concerns by Highway Authority at having access to site so near level crossing.
<b>Site 108</b>	Land to east of Hinton Road set in rolling landscape. Significant Green Belt, heritage, townscape and landscape impacts. Possible noise issues. Significant upgrades needed to utilities and schools.
<b>Site 109</b>	Land either side of Hinton Road set in rolling landscape. Significant Green Belt (separation), heritage, townscape and landscape impacts. Possible noise issues. Significant upgrades needed to utilities and schools.
<b>Site 136</b>	Site is on the eastern edge of Fulbourn - two enclosed fields adjacent to Recreation Ground. In Green Belt. Significant adverse effect on landscape and townscape setting of Fulbourn. Would extend built form of eastern edge of village. Impact on setting of listed buildings within a rural backdrop.
<b>Site 162</b>	Site located on northern edge of Fulbourn south of railway line. White land - not Green Belt. Site comprises two enclosed fields. Environmental Health have concerns about noise impact form adjoining industrial uses and railway line. High water table so site has had serious flooding.
<b>Site 213</b>	Site is on the eastern edge of Fulbourn. In Green Belt. Significant adverse effect on landscape and townscape setting of Fulbourn. Would extend built form of eastern edge of village. Impact on setting of listed buildings within a rural backdrop.
<b>Site 214</b>	Site is grass field on eastern edge of Fulbourn . In Green Belt. Adjacent to the village hall, recreation ground and scout hut. Concerns about noise impact from recreation area and skatepark. Significant adverse effect on landscape and townscape setting of Fulbourn because it would reduce transitional area including the recreation ground on this edge of village.
<b>Site 245</b>	Land south west of Fulbourn, set in rolling landscape. Significant Green Belt, heritage, townscape and landscape impacts, but potential for small development. Possible noise and local flooding issues. Significant upgrades needed to utilities, schools and sustainable travel.





**Site Comments:**

<b>Site 015</b>	Site located within village along residential road. Consists of large house and gardens. Adverse impact on Conservation Area and setting of listed buildings. Mitigate by lower density and design of existing hedges and trees into development.
<b>Site 032</b>	The site is arable field on the eastern edge of village south of Horseheath Road. Hedges enclose the site to north and east. Residential properties to west and south. Significant impact on landscape part of the open undulating farmland that extends eastward from the village. Highway Authority has severe concerns about accidents on A1307 - need for detailed analysis of access points.
<b>Site 101</b>	Site on northern edge of village. Land rises towards Rivey Hill. Significant impact on landscape setting of village. Environmental Health concerned of adjoining scrapyard. Highway Authority has severe concerns about accidents on A1307 - need for detailed analysis of access points.
<b>Site 102</b>	Field on eastern edge of village part of open countryside setting of village and impact on approach into Linton. Significant impact on setting of listed building. Highway Authority has severe concerns about accidents on A1307 - need for detailed analysis of access points.
<b>Site 103</b>	Large arable field on eastern edge of village. Adverse impact on landscape setting of Linton - part of views from centre of village to Rivey Hill. Impact on setting of Conservation Area and listed buildings. Highway Authority has severe concerns about accidents on A1307 - need for detailed analysis of access points.
<b>Site 104</b>	Site on eastern edge of village part in river flood zone 2. Adverse effect on setting of Conservation Area due to the prominence of the site across the valley and on approach to Linton. Major adverse effect on countryside setting of Barham Hall (Grade II*). Highway Authority has severe concerns about accidents on A1307 - need for detailed analysis of access points.
<b>Site 120</b>	Large site to east of village made up of 8 arable fields. Small part of site in Flood zone 2. Highly significant impact on landscape setting of Linton since fields all on edge and significant impact on views from historic centre and long views across village. Impact setting of numerous listed buildings. Highway Authority has severe concerns about accidents on A1307 - need for detailed analysis of access points.
<b>Site 152</b>	Site is south of the A1307. Has a warehouse and commercial buildings -some vacant. Environmental Health concerns at noise impact from adjoining industrial users and adjoining A1307. Adverse impact on listed building adjoining site.
<b>Site 197</b>	Site located on northwest edge of village partly in flood zone 2. Southern part of site within safeguarding area for Linton WWTW. Major adverse impact on setting of Little Linton - Grade II listed. Significant impact on landscape setting since on lower slopes of Rivey Hill. Highway Authority has severe concerns about accidents on A1307 - need for detailed analysis of access points.
<b>Site 198</b>	Site is on northeastern edge of village. Hedges enclose site. It is in a prominent location part of the open network of fields that form the rural setting of Linton. Limited impact on setting of historic core.
<b>Site 199</b>	Site is arable field on the eastern edge of village. Hedges enclose fields. Site is prominently located part of the rolling countryside that is an important part of the landscape setting of Linton. Highway Authority has severe concerns about accidents on A1307 - need for detailed analysis of access points.
<b>Site 200</b>	Site is on southern edge of village south of the A1307. Arable field with some agricultural buildings to south. Adverse impact on adjoining listed buildings. Environmental Health concerned at noise and odour impacts from A1307 and petrol station. Site has a rural character and is in a prominent location in terms of views into and out of the historic centre of the village. Highway Authority has severe concerns about accidents on A1307 - need for detailed analysis of access points.
<b>Site 201</b>	Site situated on the southern edge of village. Immediately to the north is the historic centre with the Grade I Listed church of St Mary's - significant impact on listed building and Conservation Area. Third of site in flood zone 3. Highway Authority has severe concerns about accidents on A1307 - need for detailed analysis of access points.
<b>Site 276</b>	Site is north of an exception site for housing. Part of a large arable field. Significant impact on landscape setting of village. Impact on views from the historic centre and ones across the village. Highway Authority has severe concerns about accidents on A1307 - need for detailed analysis of access points.

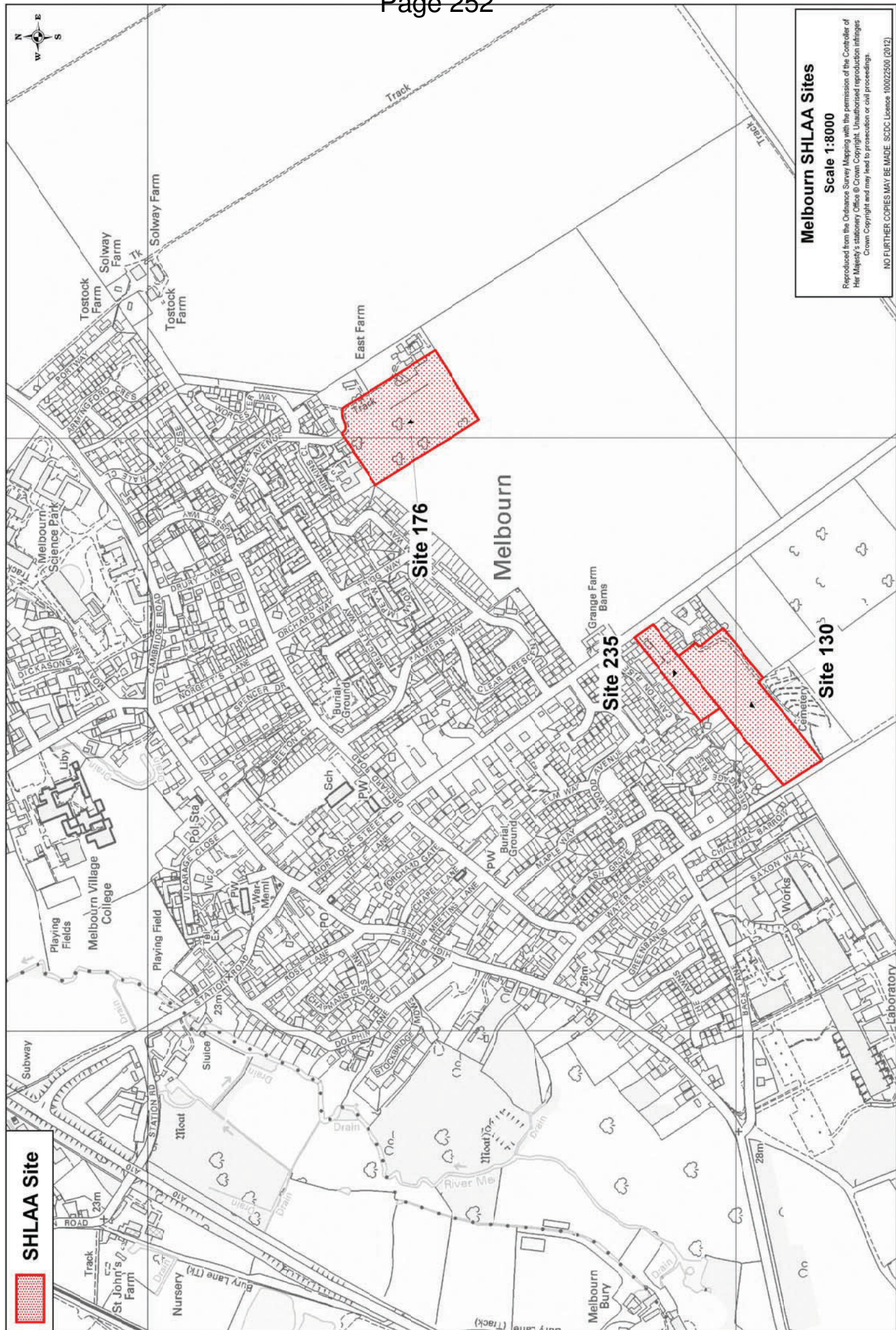


**MELBOURN**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Minor Rural Centre

SHLAA Site Reference	Site 130	Site 176	Site 235
Address (summary)	Land rear of Victoria Way, off New Road	East Farm	36 New Road
Site Size (gross ha)	2.29	2.83	0.71
Notional dwelling capacity	52	60	14
SHLAA strategic considerations	0	0	0
Green belt	0	0	0
SHLAA significant local considerations	0	0	0
Landscape and Townscape impact	0	---	0
SHLAA site specific factors	+++	---	+++
Accessibility to key local services and facilities (SA criteria 37)	0	0	0
Distance to key local services and facilities (SA criteria 38)	-	-	-
Accessibility to a range of employment opportunities (SA criteria 48)	+++	+++	+++
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	+	+	+
Sustainable Development Potential			

<b>Site 130</b>	Land to r/o Victoria Way on south side of village. Site screened by hedgerows and woodland strip to the south.
<b>Site 176</b>	Derelict orchard and farm buildings on south side of village. The impact of development would be adverse and only capable of partial mitigation by retention of trees and hedges on the boundary and wherever possible on the remainder of the site
<b>Site 235</b>	Narrow long rear garden of existing bungalow to south side of village. Well screened by hedgerows and woodland strip to south.



**SHLAA Site**

**Melbourn SHLAA Sites**

Scale 1:8000

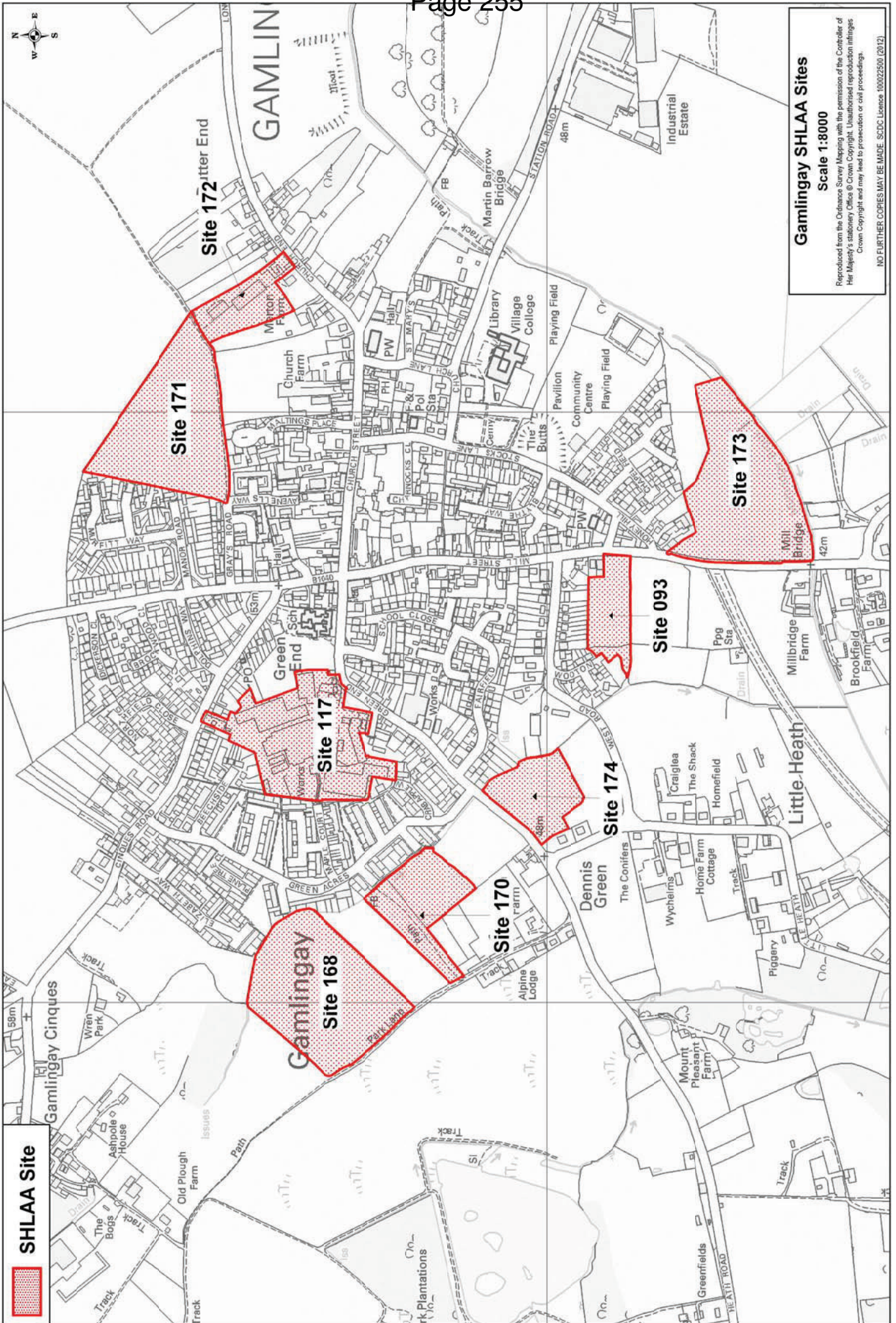
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**Site Comments:**

<b>Site 093</b>	Field on southern edge of village. Some heritage concerns but should be capable of mitigation.
<b>Site 117</b>	Industrial site in heart of the village. Potential to improve townscape and remove noise nuisance.
<b>Site 168</b>	Field on the western edge of the village. Site access concerns. Adverse impacts on landscape setting.
<b>Site 170</b>	Field on the western edge of the village. Adverse impacts on landscape setting and setting of Listed Buildings.
<b>Site 171</b>	Field on northern edge of village.
<b>Site 172</b>	Site to east of the village. Adverse impacts on landscape setting, Conservation Area and setting of Listed Buildings.
<b>Site 173</b>	Prominent field on southern edge of village. Former landfill site. Adverse impacts on landscape setting and setting of Listed Buildings.
<b>Site 174</b>	Field on western edge of village. Adverse impacts on landscape setting, and townscape, and significant adverse impacts on setting of Listed Buildings.



**SHLAA Site**



**Gamlingay SHLAA Sites**

Scale 1:8000

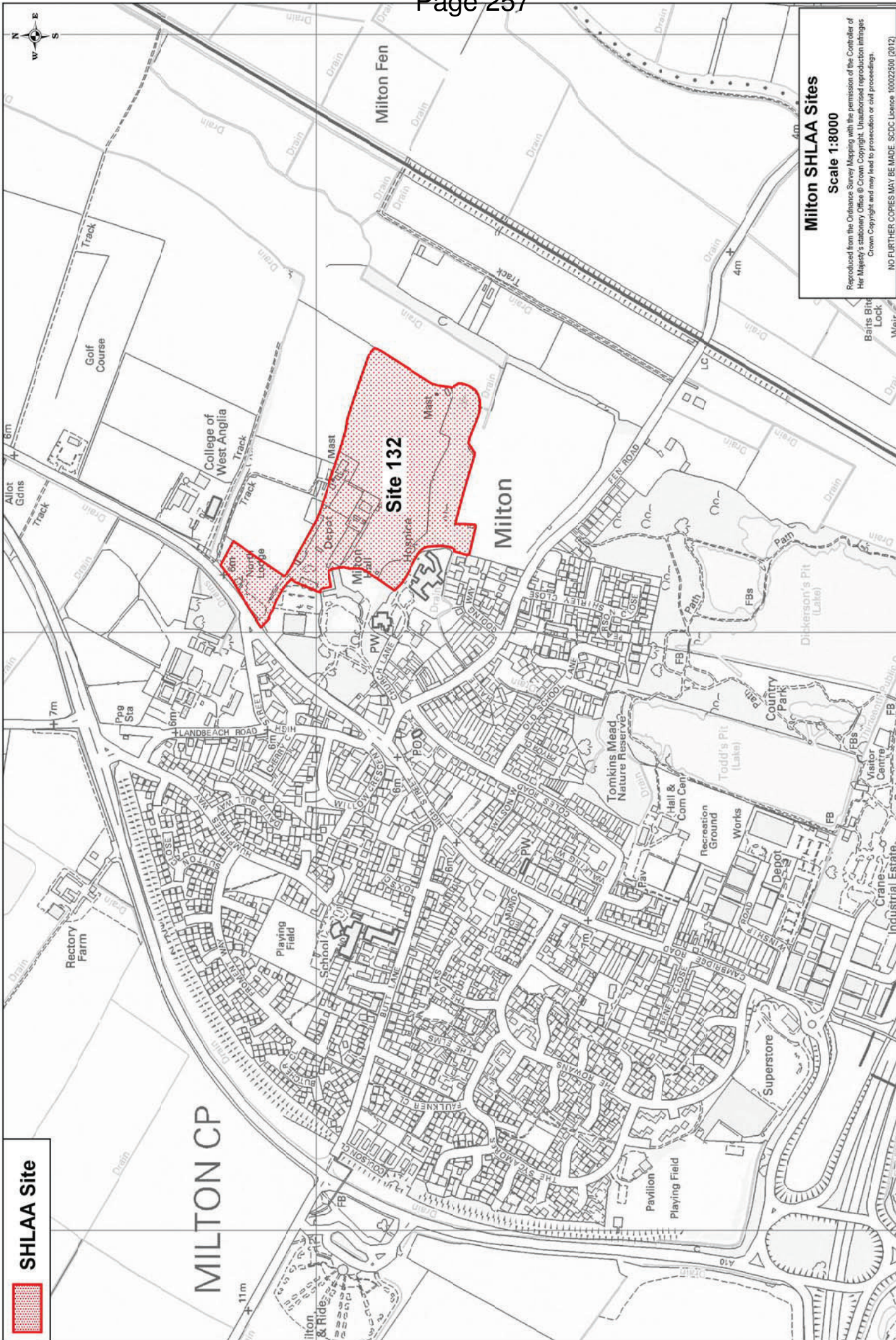
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**MILTON**  
**Summary of SHLAA and SA Assessments**

**Settlement Category: Group Village**

SHLAA Site Reference	Site 132
Address (summary)	Former EDF Depot & Training Centre, Ely Road
Site Size (gross ha)	8.53
Notional dwelling capacity	128
SHLAA strategic considerations	0
Green belt	-
SHLAA significant local considerations	0
Landscape and Townscape impact	0
SHLAA site specific factors	+
Accessibility to key local services and facilities (SA criteria 37)	-
Distance to key local services and facilities (SA criteria 38)	+
Accessibility to a range of employment opportunities (SA criteria 48)	+
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	+
Sustainable Development Potential	

Site 132	Site has planning permission for 89 dwellings. Affects setting of several Listed Buildings, Important Countryside Frontage, TPOs. Loss employment but improvement to site. Development generally limited to previously developed part of site only. Historic gardens to be protected.
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SHLAA Site



Milton SHLAA Sites

Scale 1:8000

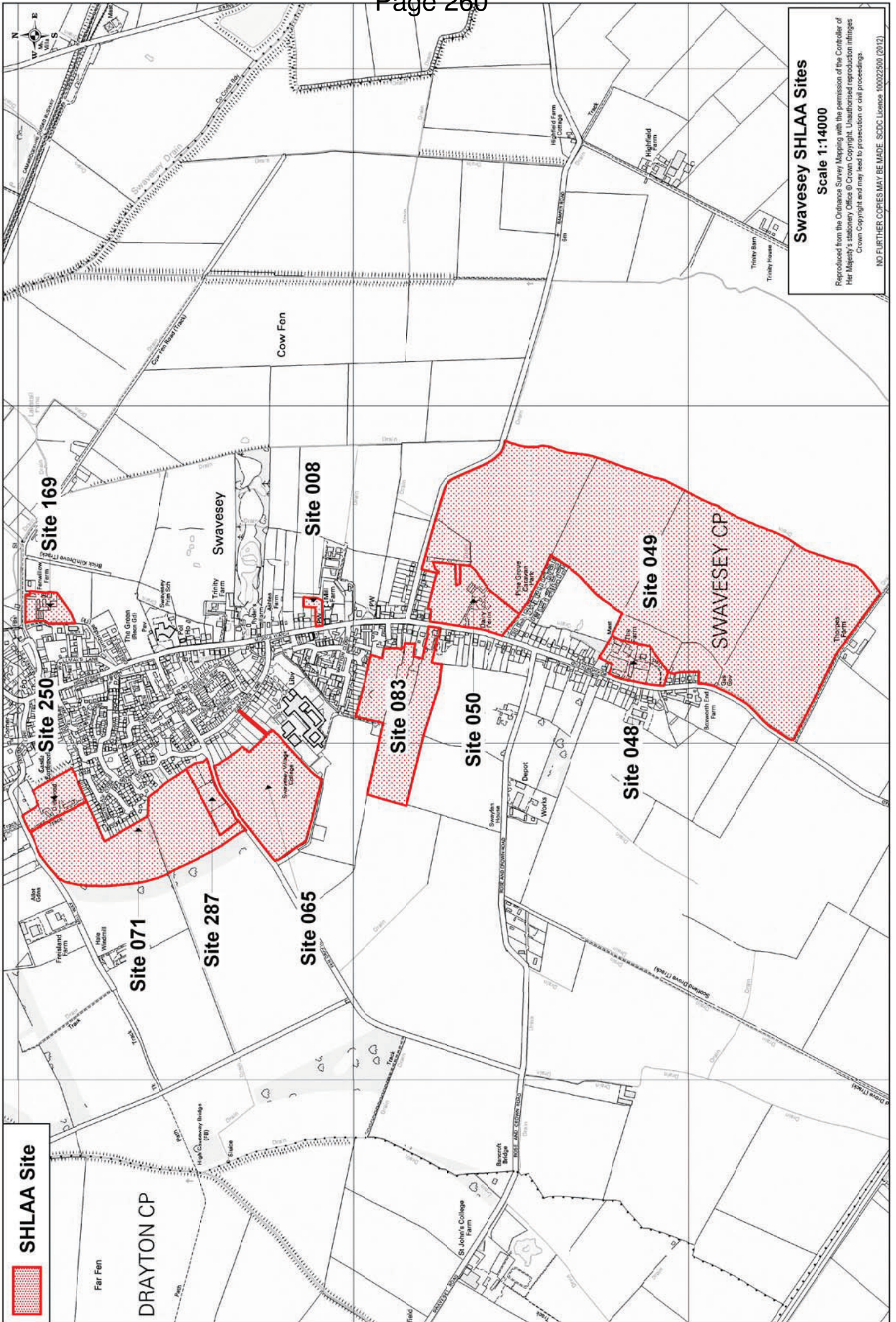
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**Site Comments:**

<b>Site 008</b>	East of Middlewatch. Significant heritage, townscape and landscape impacts - adjacent to several LB. Possible noise from adjacent business centre. Unsuited highway access. Utility & services require upgrade.
<b>Site 048</b>	East of Boxworth End. Significant heritage, townscape and landscape impacts - LB within site & ICF along road frontage. Utility & services require upgrade.
<b>Site 049</b>	Very large site to east of Boxworth End. Significant heritage, townscape and landscape impacts - LB within site & ICF along road frontage. Scale out of proportion to village and character of linear / rural. North eastern part within Flood Zones 2 & 3. Air quality & noise issues from scale of development, and noise and malodour from farm. A14 capacity issues. Utility & services require significant upgrade.
<b>Site 050</b>	East of Boxworth End. Significant heritage, townscape and landscape impacts - LB within site & ICF along road frontage. Utility & services require upgrade.
<b>Site 065</b>	Site adjacent to Secondary School on west. Adverse townscape and landscape impacts - exposed site. A14 capacity issues. Utility & services require upgrade.
<b>Site 071</b>	Large site wrap around north west. Significant townscape and landscape impacts - exposed site and difficult to integrate remaining non-flood land into townscape. Large part middle of site Flood Zone 3, majority of rest Flood Zone 2. A14 capacity issues. Utility & services require upgrade.
<b>Site 083</b>	Site adjacent to Secondary School to south. Adverse townscape and landscape - dense vegetation / rural & intimate character. Possible smaller scale development. A14 capacity issues. Utility & services require upgrade. 3 landowners.
<b>Site 179</b>	Site to the south east of Market Street. Whole site Flood Zone 3. Significant heritage, townscape and landscape impacts. Noise and odour from scrap yard and sewage pumping station. No highway access. Utility & services require upgrade.
<b>Site 250</b>	Site to north west, adjacent to nationally important SAM. Significant heritage, townscape and landscape impact. Small part Flood Zone 2. Unsuited highway access - upgrade would be detrimental to rural character. Utility & services require upgrade.
<b>Site 287</b>	Site to the west. Majority Flood Zone 2. Adverse townscape and landscape impact - very exposed site. A14 capacity issues. Utility & services require upgrade.





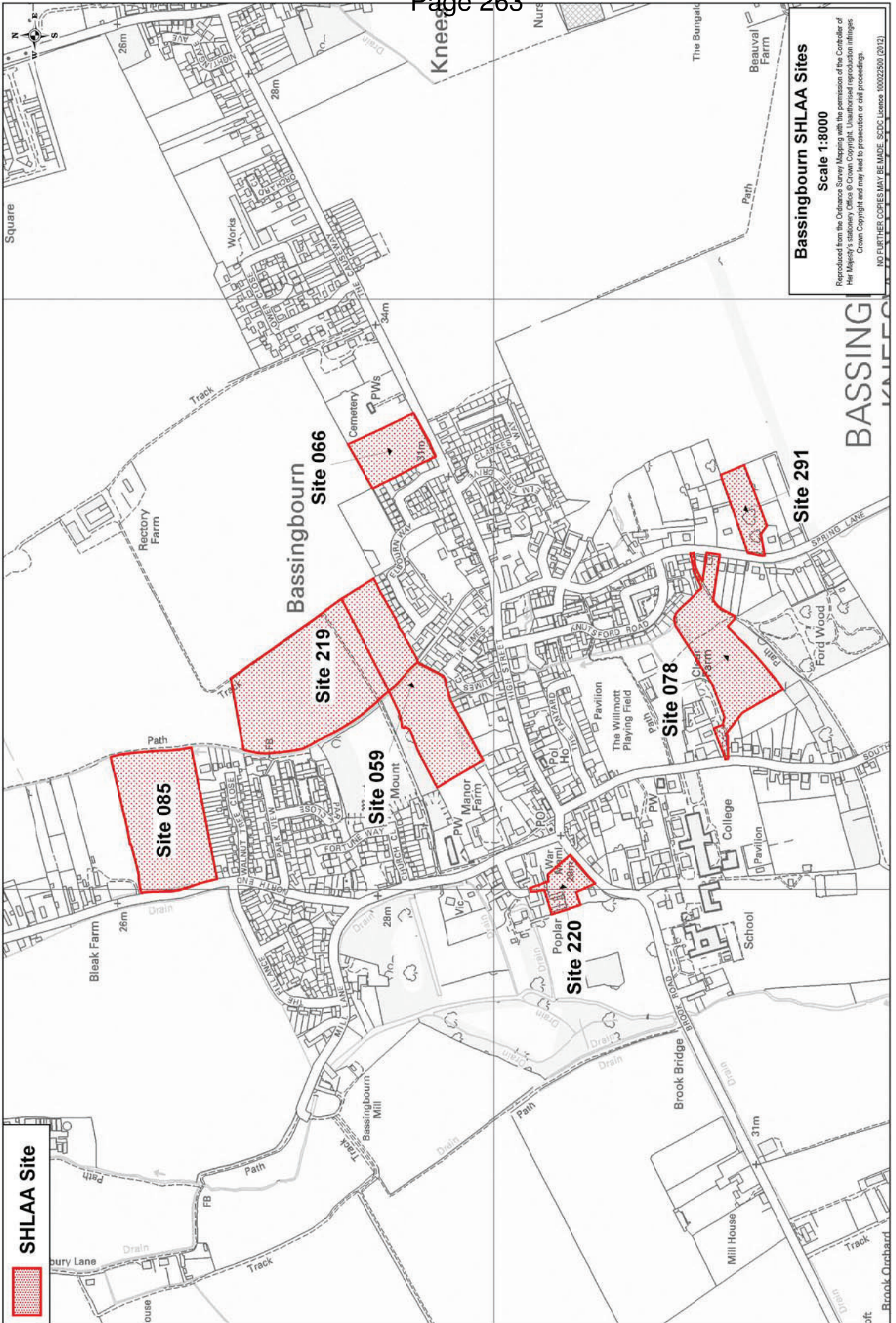
**BASSINGBOURN**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 059	Site 066	Site 078	Site 085	Site 219	Site 220	Site 291
<b>Address (summary)</b>	North end & Elbourne Way	Land off the Causeway	Land between South End & Spring Lane	Next to Walnut Tree Close, North End	Land north of Elbourne Way	Land south of Poplar Farm Close and north of Brook Road	Land opposite 68 Spring Lane
<b>Site Size (gross ha)</b>	2.80	1.03	2.12	3.14	5.31	0.51	0.61
<b>Notional dwelling capacity</b>	63	28	48	53	41	11	12
<b>SHLAA strategic considerations</b>	-	0	-	-	-	0	0
<b>Green belt</b>	0	0	0	0	0	0	0
<b>SHLAA significant local considerations</b>	-	-	-	0	0	0	0
<b>Landscape and Townscape impact</b>	---	---	-	-	-	---	---
<b>SHLAA site specific factors</b>	---	---	-	+	-	---	---
<b>Accessibility to key local services and facilities (SA criteria 37)</b>	-	-	-	-	-	-	-
<b>Distance to key local services and facilities (SA criteria 38)</b>	+++	+	+++	+	+++	+++	+
<b>Accessibility to a range of employment opportunities (SA criteria 48)</b>	+	+	+	+	+	+	+
<b>Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)</b>	+	+	+	+	+	+	+
<b>Sustainable Development Potential</b>							

**Site Comments:**

<b>Site 059</b>	Located on the eastern edge of the village. Eastern part of the site overlaps with site 219. Small areas of Flood Zones 2, 3a and 3b. Significant adverse impacts on townscape, landscape, and settings of listed buildings and the Conservation Area.
<b>Site 066</b>	Located on the eastern edge of the village and forms part of the separation between Bassingbourn and Kneesworth. Significant adverse impacts on landscape, townscape and the settings of listed buildings.
<b>Site 078</b>	Located on the southern edge of the village. Small area within Flood Zones 2, 3a and 3b. Some adverse impacts on townscape and landscape, and settings of the listed buildings and Conservation Area.
<b>Site 085</b>	Located on the northern edge of the village. Approximately a quarter of the site is within Flood Zones 2, 3a and 3b. Some adverse impact on the townscape and landscape.
<b>Site 219</b>	Located on the eastern edge of the village. Southern part of the site overlaps with site 059. Very small areas of Flood Zones 2 and 3a. Landscape and townscape impacts can be partially mitigated by reducing the site size to retain a green / countryside area around the historic core of the village and links to the open countryside. Suitable access to the revised site would need to be agreed with the Highways Authority.
<b>Site 220</b>	Located on the western edge of the village. Significant adverse landscape and townscape impacts. The site is part of an Important Countryside Frontage.
<b>Site 291</b>	Small site located on the southern edge of the village. Significant adverse impacts on landscape and townscape.



**Basingstoke SHLAA Sites**  
 Scale 1:8000

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BASSINGSTOKE

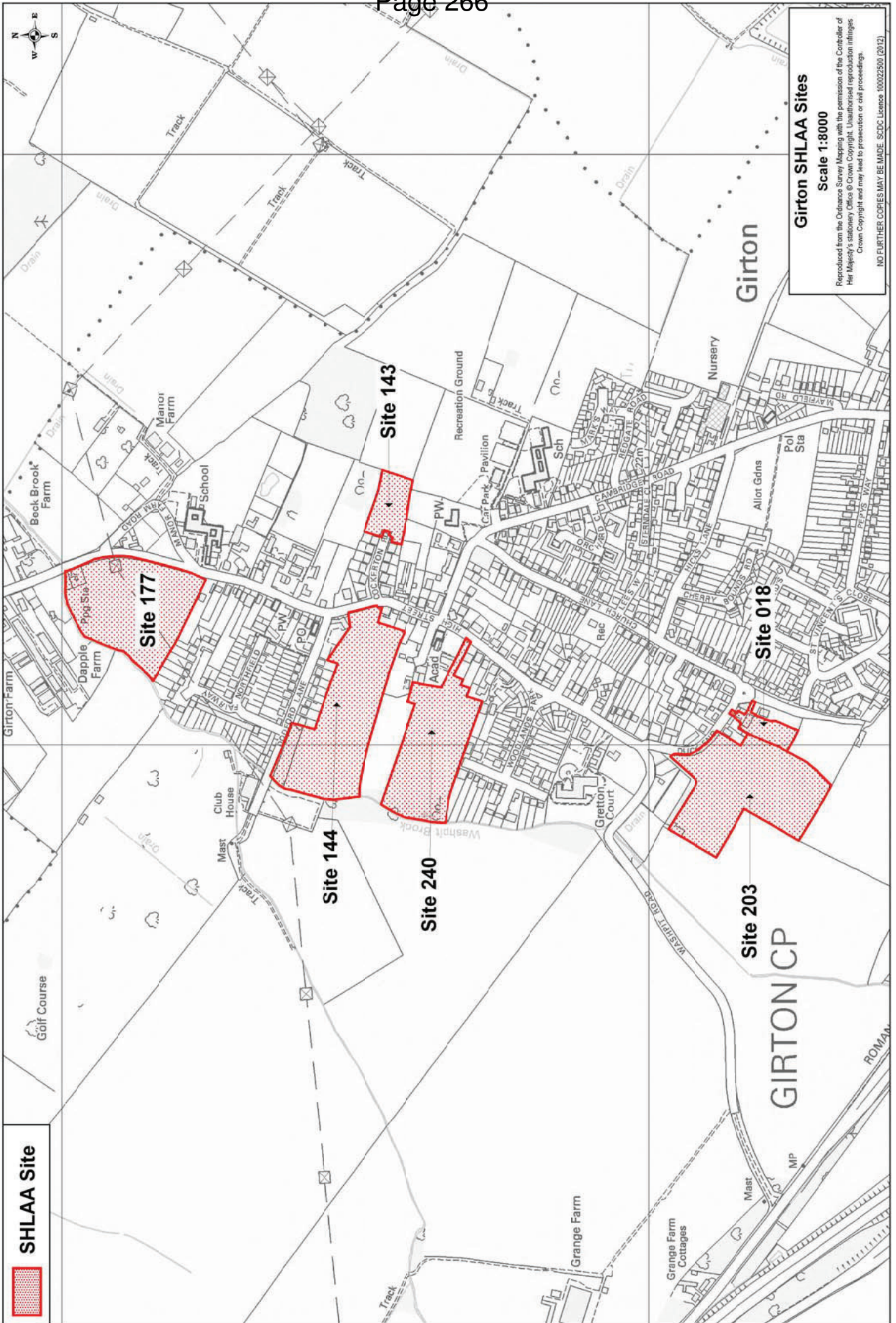
**GIRTON**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 018	Site 143	Site 144	Site 177	Site 203	Site 240
<b>Address (summary)</b>	Town End, Duck End	Land at Cockerton Road	Land at Doford Lane / High Street	Land off Oakington Road	Land off Duck End	Land at Littleton House, High Street
<b>Site Size (gross ha)</b>	0.37	0.63	3.50	3.12	3.41	2.58
<b>Notional dwelling capacity</b>	8	13	2	47	51	50
<b>SHLAA strategic considerations</b>	0	0	-	-	0	-
<b>Green belt</b>	---	-	-	-	---	-
<b>SHLAA significant local considerations</b>	---	-	---	---	---	---
<b>Landscape and Townscape impact</b>	---	-	---	-	---	---
<b>SHLAA site specific factors</b>	---	+	---	---	---	---
<b>Accessibility to key local services and facilities (SA criteria 37)</b>	-	-	-	-	-	-
<b>Distance to key local services and facilities (SA criteria 38)</b>	0	+++	+++	+	0	+++
<b>Accessibility to a range of employment opportunities (SA criteria 48)</b>	+	+++	+	+++	+	+
<b>Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)</b>	+++	+++	+++	+++	+++	+++
<b>Sustainable Development Potential</b>						

**Site Comments:**

<b>Site 018</b>	Site to south west of Girton. Significant Green Belt, heritage, townscape and landscape impacts. Suitable access cannot be achieved. Significant utility & service upgrades required.
<b>Site 143</b>	Site to north east of Girton. Adverse heritage, townscape and landscape impacts - setting of Grade II* church. Filled land. Significant utility & service upgrades required.
<b>Site 144</b>	Site to north of Girton. ICF to road frontage to east. 1/3 Flood Zones 2 & 3 to west. Noise from pub & A14, & nuisance from golf club car park (lighting). Significant utility & service upgrades required.
<b>Site 177</b>	Site on northern edge Girton. 1/2 Flood Zones 2 & 3. Pylons cross site. Possible noise & malodour from farms. Land forms setting & separation of village from commercial units to north. Significant utility & service upgrades required.
<b>Site 203</b>	Site to south west of Girton. Significant Green Belt, heritage, townscape and landscape impacts but smaller scale development may be possible. Highway Authority has concerns with regards to the intensification of Wash Pit Road. Significant utility & service upgrades required.
<b>Site 240</b>	Site to west of High Street. Significant heritage, townscape and landscape impacts - adjacent LB. Sewage filter beds on site. No highway access.



**SHLAA Site**

**Girton SHLAA Sites**

Scale 1:8000

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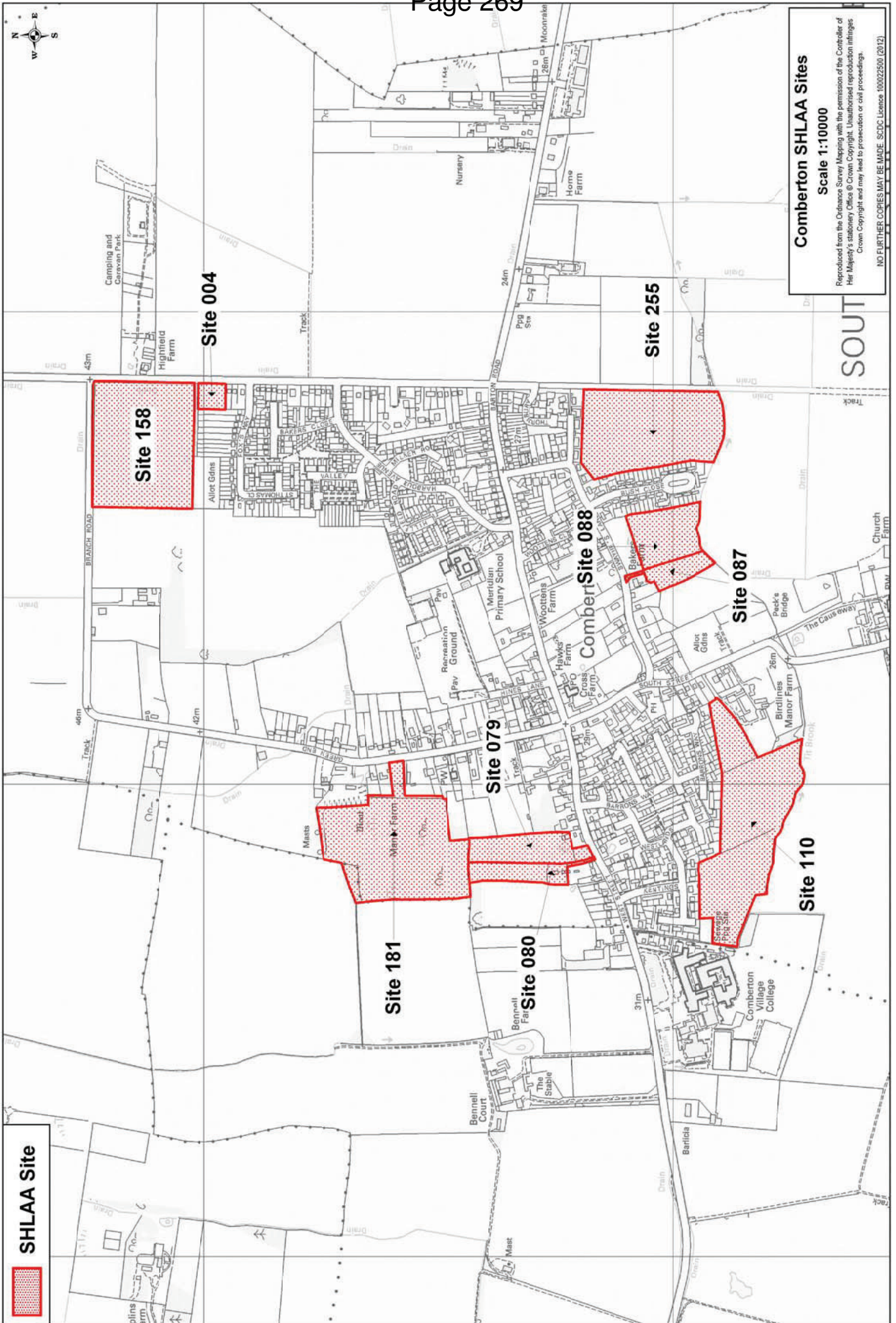
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**Site Comments:**

<b>Site 004</b>	Garden area to north of the village.
<b>Site 079</b>	Field to north of houses fronting onto West Street. Adverse impacts on Listed Buildings and landscape setting.
<b>Site 080</b>	Field to north of houses fronting onto West Street. Adverse impacts on Listed Buildings and landscape setting. Access only possible through site 079.
<b>Site 087</b>	Field to south of Swaynes Lane. Loss of countryside views. Adverse impact on Green Belt purposes and landscape setting. Major adverse impact on Listed Buildings.
<b>Site 088</b>	Field to south of Swaynes Lane. Loss of countryside views. Adverse impact on Green Belt purposes and landscape setting. Major adverse impact on Listed Buildings.
<b>Site 110</b>	Land west of Birdlines Manor Farm. Adverse impact on Green Belt purposes, landscape setting and setting of Listed Buildings.
<b>Site 158</b>	Field to north of village. Adverse impact on Green Belt purposes and landscape setting.
<b>Site 181</b>	Enclosed field to west of Green End. Adverse impact on Green Belt purposes and landscape setting. Major adverse impact on Listed Building setting.
<b>Site 255</b>	Field to east of village. Byway to edge. Adverse impact on Green Belt purposes and Listed Building setting.





**PAPWORTH EVERARD**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Minor Rural Centre

SHLAA Site Reference	Site 151	Site 196
Address (summary)	Papworth Hospital	Land east of Ridgeway and north of Old Pine Way
Site Size (gross ha)	5.23	81.77
Notional dwelling capacity	118	981
SHLAA strategic considerations	0	-
Green belt	0	0
SHLAA significant local considerations	+	-
Landscape and Townscape impact	+	---
SHLAA site specific factors	-	---
Accessibility to key local services and facilities (SA criteria 37)	0	0
Distance to key local services and facilities (SA criteria 38)	+	0
Accessibility to a range of employment opportunities (SA criteria 48)	+	+
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	+	0
Sustainable Development Potential		

<b>Site 151</b>	Papworth Hospital. Scope to improve setting of Listed Buildings and character of the Conservation Area. Suitable access to the site needs to be agreed with the Highways Authority.
<b>Site 196</b>	Located to north and east of the village. Significant adverse impacts on landscape setting. A small part of the site is within the safeguarding area for the Papworth Everard Sewage Treatment Works, within which there is a presumption against development that would be occupied by people.



**Papworth Everard SHLAA Sites**  
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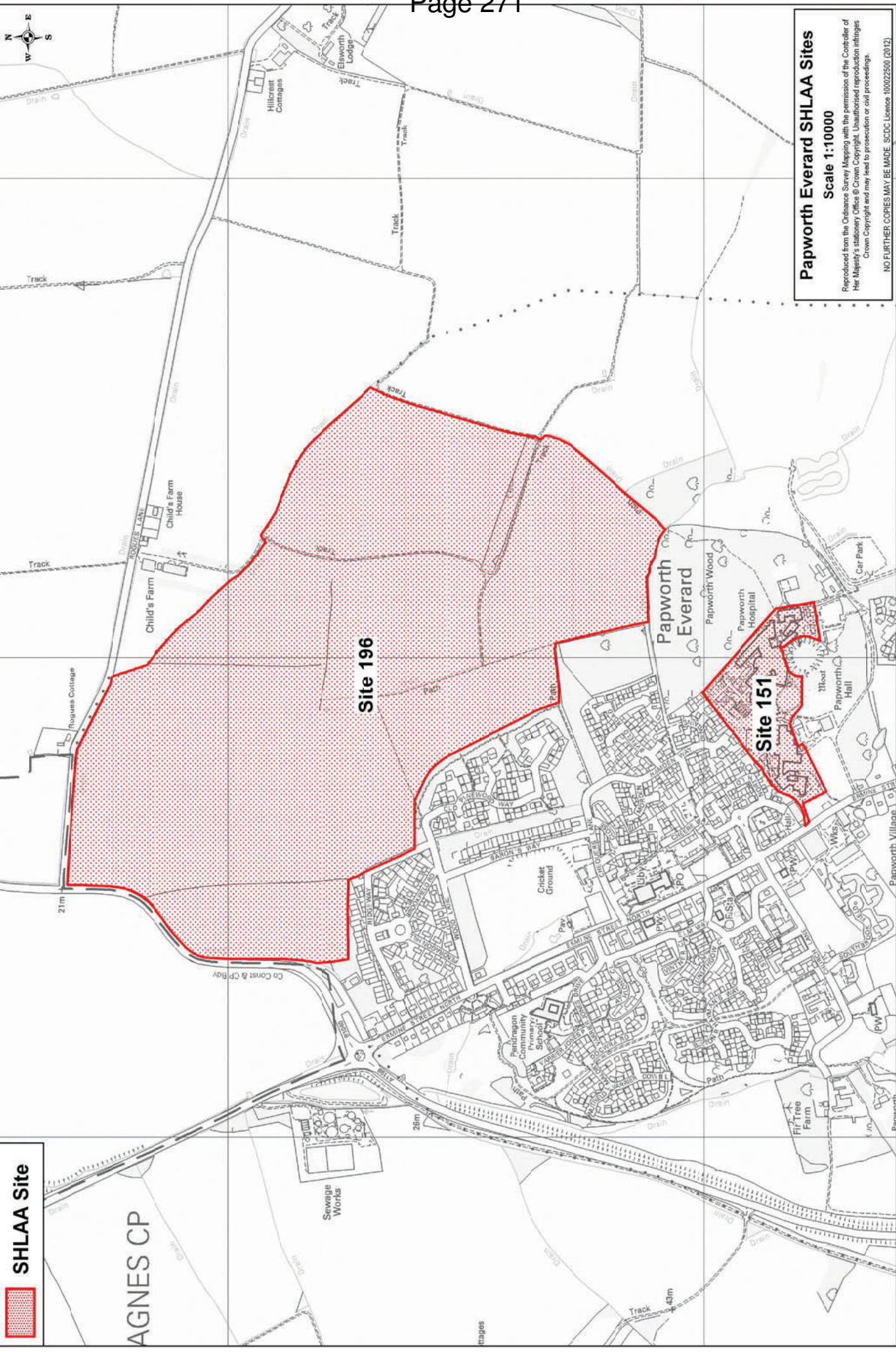
 **SHLAA Site**

**AGNES CP**

**Site 196**

**Site 151**

**Papworth Everard**



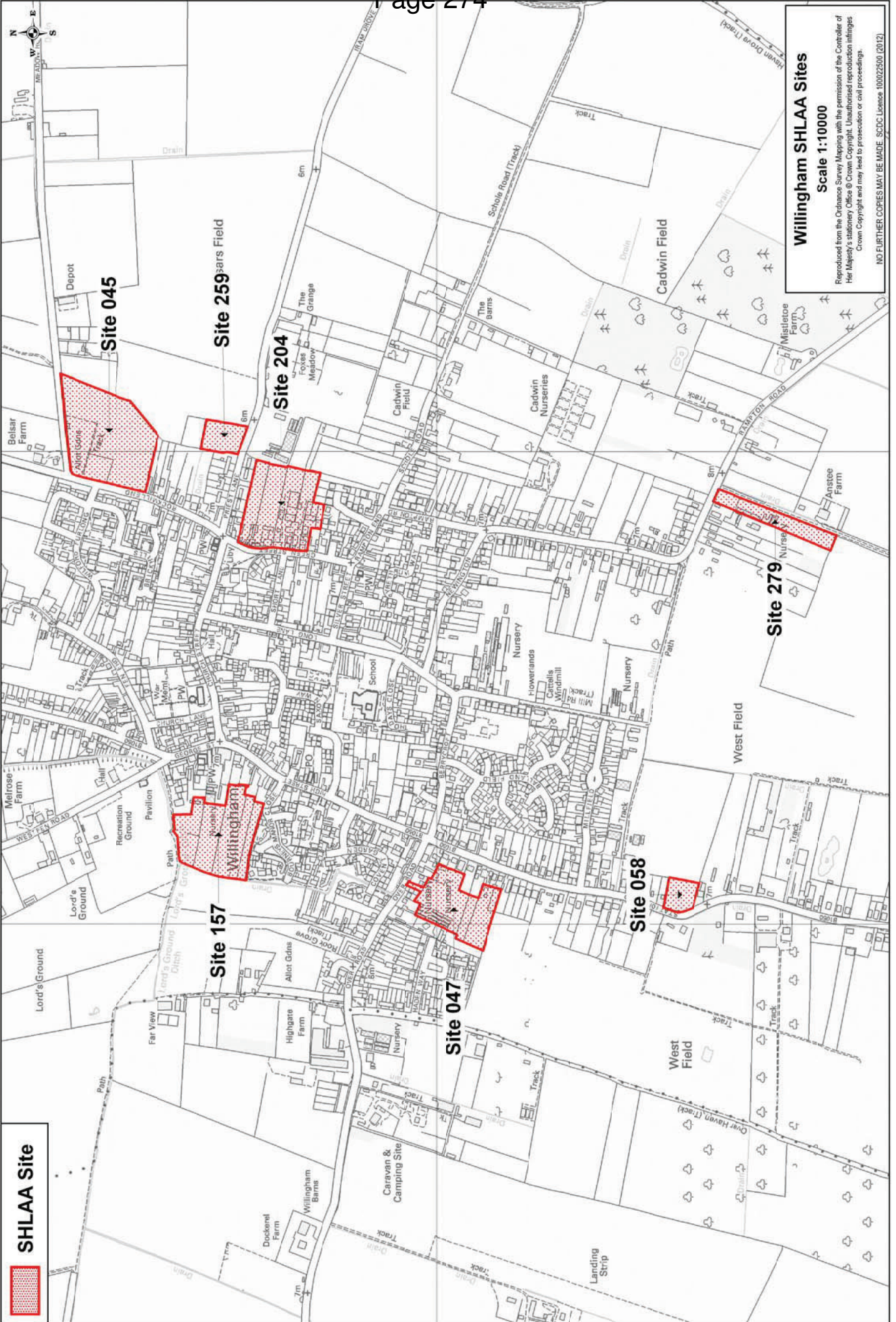
**WILLINGHAM**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Minor Rural Centre

SHLAA Site Reference	Site 045	Site 047	Site 058	Site 157	Site 204	Site 259	Site 279
<b>Address (summary)</b>	Land east of Rockmill End	Land south of Over Road	Land south of Station Road	Land rear of High Street / George Street	Land rear of Green Street	Land adjacent 15 Priest Lane	Land at Black Pit Drove / Rampton Road
<b>Site Size (gross ha)</b>	3.41	1.84	0.41	2.55	2.60	0.52	0.85
<b>Notional dwelling capacity</b>	48	28	2	57	39	12	10
<b>SHLAA strategic considerations</b>	0	-	----	0	0	0	0
<b>Green belt</b>	0	0	0	0	0	0	0
<b>SHLAA significant local considerations</b>	0	-	0	----	-	-	-
<b>Landscape and Townscape impact</b>	-	----	0	----	-	----	----
<b>SHLAA site specific factors</b>	+	0	+	-	-	+	+
<b>Accessibility to key local services and facilities (SA criteria 37)</b>	0	0	0	0	0	0	0
<b>Distance to key local services and facilities (SA criteria 38)</b>	-	+	-	+++	+	0	----
<b>Accessibility to a range of employment opportunities (SA criteria 48)</b>	+	+	+	+	+	+	+
<b>Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)</b>	0	+	+	+	0	0	0
<b>Sustainable Development Potential</b>							

**Site Comments:**

<b>Site 045</b>	Landscape impact - loss small intimate field.
<b>Site 047</b>	2/3 FZ 2 & 3 - remaining land not relate well to townscape. Noise Aspinalls Yard. May not achieve suitable access.
<b>Site 058</b>	Most site FZ3
<b>Site 157</b>	Significant heritage / townscape / landscape impacts. No highway access - negotiations agreed with adjoining landowner. Owned by 6 landowners.
<b>Site 204</b>	2 LB within site. Significant heritage, townscape & landscape impact but may be possible for much smaller scale of development in south of site to deliver improvements. Multiple owners and no agreement.
<b>Site 259</b>	Slightly raised land in relationship to adjoining.
<b>Site 279</b>	Noise from adjoining nursery business. Townscape / landscape impact from long narrow site.

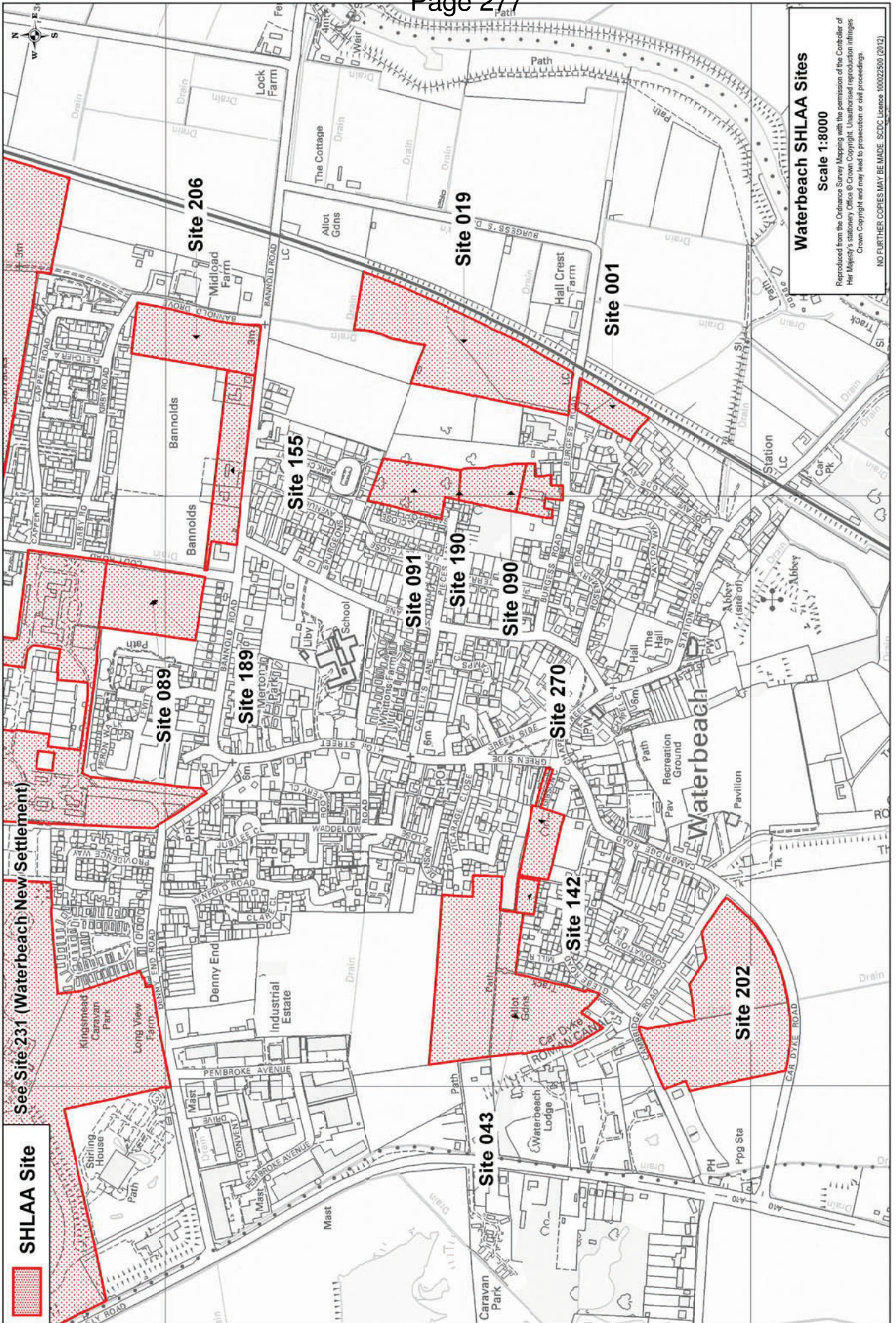




**Site Comments:**

<b>Site 001</b>	Small site on east of village up to railway line. 1/2 site in Flood Zone 2. Noise & vibration from railway. Some adverse townscape and landscape impact. No direct link to highway - ransom strip. Some utility upgrades required.
<b>Site 019</b>	Site to the east of village adjacent to railway line. Majority of site Flood Zones 2 & 3. Some adverse townscape and landscape impact, but smaller scale development may be possible. Noise & vibration from railway, noise & odour from farm & workshop. Access may be unsuitable next to rail crossing. Some utility upgrades required.
<b>Site 043</b>	Noise A10. Adverse townscape and landscape impacts. No suitable highway access.
<b>Site 089</b>	Adverse townscape and landscape - separation with barracks.
<b>Site 090</b>	Adjacent LB / townscape /landscape impact.
<b>Site 091</b>	LB / townscape /landscape impact. No suitable highway access.
<b>Site 142</b>	LB / townscape /landscape impact. No suitable highway access.
<b>Site 155</b>	Townscape / landscape - separation with barracks. Multiple owners.
<b>Site 189</b>	Adverse townscape and landscape - separation with barracks.
<b>Site 190</b>	LB / townscape /landscape impact. No suitable highway access.
<b>Site 202</b>	Significant GB & poor relationship to built area. But possible to develop Cambridge Road frontage.
<b>Site 206</b>	Noise & malodour from farm.
<b>Site 270</b>	LB / townscape /landscape impact. No suitable highway access.





See Site 231 (Waterbeach New Settlement)

 SHLAA Site

**Waterbeach SHLAA Sites**

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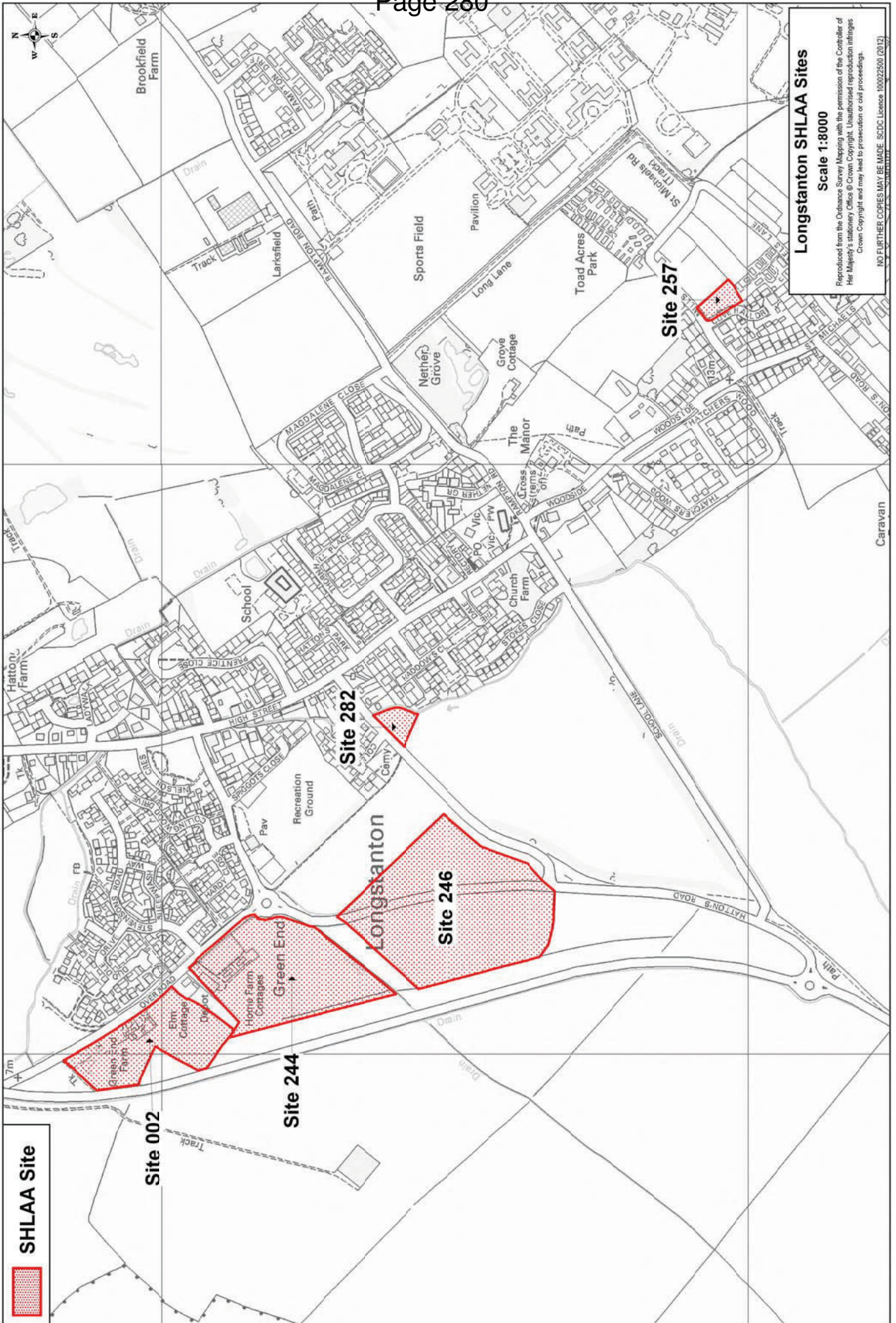
**LONGSTANTON**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 002	Site 244	Site 246	Site 257	Site 282
<b>Address (summary)</b>	Green End Farm	Land West of Over Road	Land east of B1050 (employment allocation)	Land off Clive Hall Drive	Land off Hatton Road
<b>Site Size (gross ha)</b>	2.39	4.08	6.53	0.26	0.26
<b>Notional dwelling capacity</b>	54	92	147	8	0
<b>SHLAA strategic considerations</b>	-	0	0	0	----
<b>Green belt</b>	0	0	0	0	0
<b>SHLAA significant local considerations</b>	0	0	0	-	----
<b>Landscape and Townscape impact</b>	-	-	-	----	-
<b>SHLAA site specific factors</b>	0	0	-	----	----
<b>Accessibility to key local services and facilities (SA criteria 37)</b>	-	-	-	-	-
<b>Distance to key local services and facilities (SA criteria 38)</b>	0	+	+	-	+++
<b>Accessibility to a range of employment opportunities (SA criteria 48)</b>	+	+	+	+	+++
<b>Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)</b>	0	0	0	0	+
<b>Sustainable Development Potential</b>					

**Site Comments:**

<b>Site 002</b>	Site to west of Longstanton. Top 1/4 in Flood Zone 3. SAM on site. Townscape and landscape impacts - west of Over Road which provides clear edge, in exposed location. Noise issues from Longstanton bypass and possible contaminated land from farm use. A14 capacity constraints.
<b>Site 244</b>	Site to west of Longstanton. Townscape and landscape impacts - west of Over Road which provides clear edge, in exposed location. Noise issues from Longstanton bypass and possible contaminated land from commercial use. A14 capacity constraints.
<b>Site 246</b>	Site to west of Longstanton. Partial loss of employment allocation with outline planning consent. Townscape and landscape impacts - in exposed location. Noise issues from Longstanton bypass. A14 capacity constraints.
<b>Site 257</b>	Site to east of Longstanton. Within Conservation Area. Townscape and landscape impacts. Inspectors - important to keep land open.
<b>Site 282</b>	Flood Zone 3.

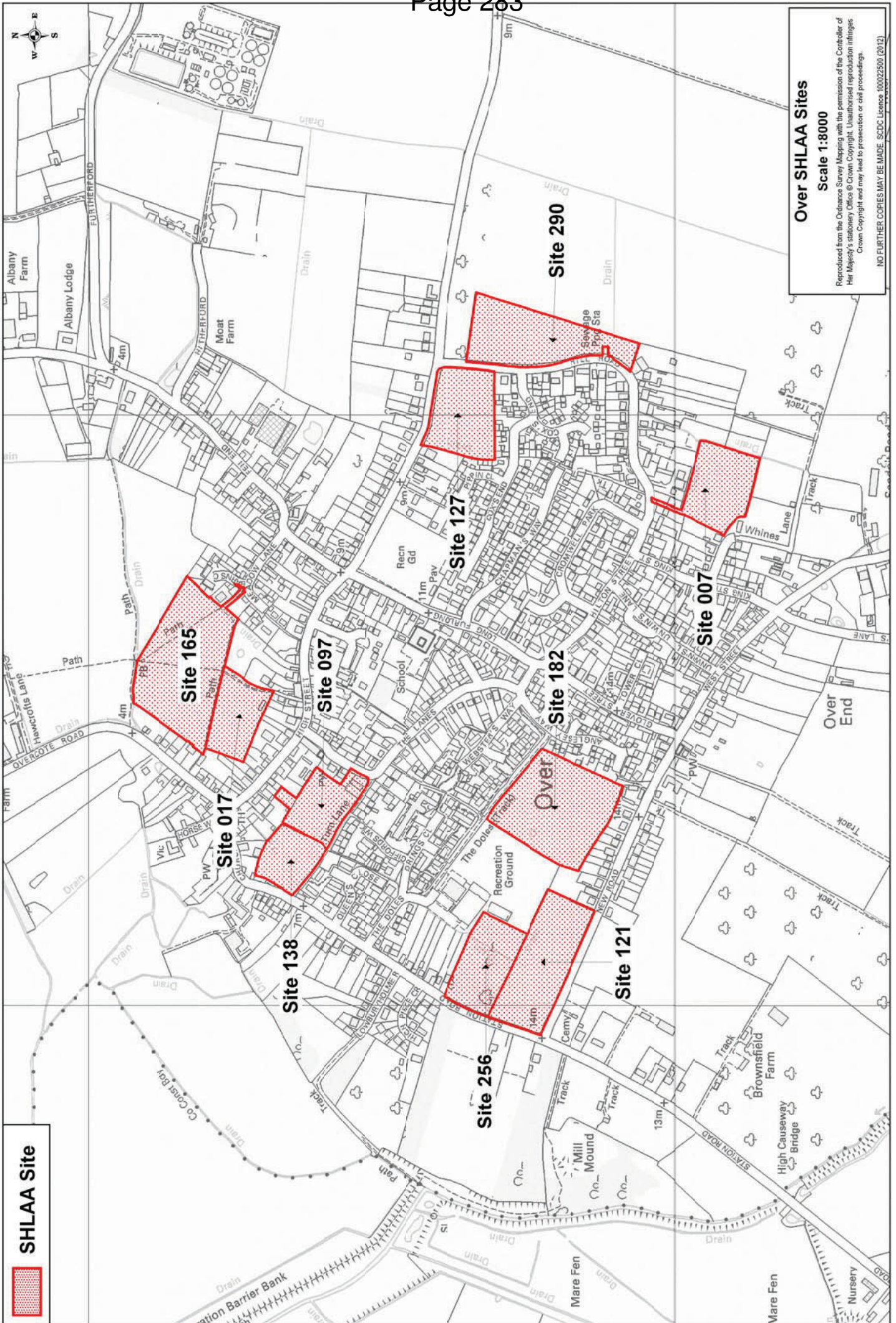


**Longstanton SHLAA Sites**  
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**Site Comments:**

<b>Site 007</b>	Site to south east of Over. Heritage, townscape and landscape impacts - wider setting of LB and intricate transition landscape. No suitable highway access - unless lose another house on Mill Road (not included within site). A14 capacity issues.
<b>Site 017</b>	Site to north west of Over. Significant heritage, townscape and landscape impacts - setting of Grade I and II LBs Conservation Area and rural backdrop to single depth. Questionable whether suitable highway access. A14 capacity issues.
<b>Site 097</b>	Site within western part of Over, designated PVAA. Significant heritage, townscape and landscape impacts - setting of Grade I and II LBs and Conservation Area. A14 capacity issues.
<b>Site 121</b>	Site to south west of Over. Adjacent to community centre, skate park, recreation ground - noise and floodlighting impacts (would require relocation of skate park). Townscape and landscape impacts - relates better to countryside to south than urban area. Power lines cross site. A14 capacity issues.
<b>Site 127</b>	Site to east of Over, enclosed by tall hedgerow. ICF to road frontage. Impact on townscape / amenity. A14 capacity issues.
<b>Site 138</b>	Site to north west of Over. Significant heritage, townscape and landscape impacts - setting of Grade I and II LBs and Conservation Area. Questionable whether suitable highway access. A14 capacity issues.
<b>Site 165</b>	Site to north west of Over. Significant heritage, townscape and landscape impacts - setting of Grade I and II LBs Conservation Area and rural backdrop to single depth but possible to mitigate smaller site to east with landscaping. Questionable whether suitable highway access. A14 capacity issues.
<b>Site 182</b>	Site to south west of Over allocated for open space. Close to community centre, skate park, recreation ground - noise and floodlighting impacts (would require relocation of skate park). Townscape and landscape impacts - backland development poorly related to built area. A14 capacity issues.
<b>Site 256</b>	Site to south west of Over. Adjacent to community centre, skate park, recreation ground - noise and floodlighting impacts (would require relocation of skate park). Townscape and landscape impacts - relates better to countryside to south than urban area. A14 capacity issues.
<b>Site 290</b>	Site to east of Over. Significant impact on townscape - ICF to road frontage. Sewage pumping station in south - cordan sanitare and infrastructure constraint to growth. A14 capacity issues.



**BALSHAM**  
**Summary of SHLAA and SA Assessments**

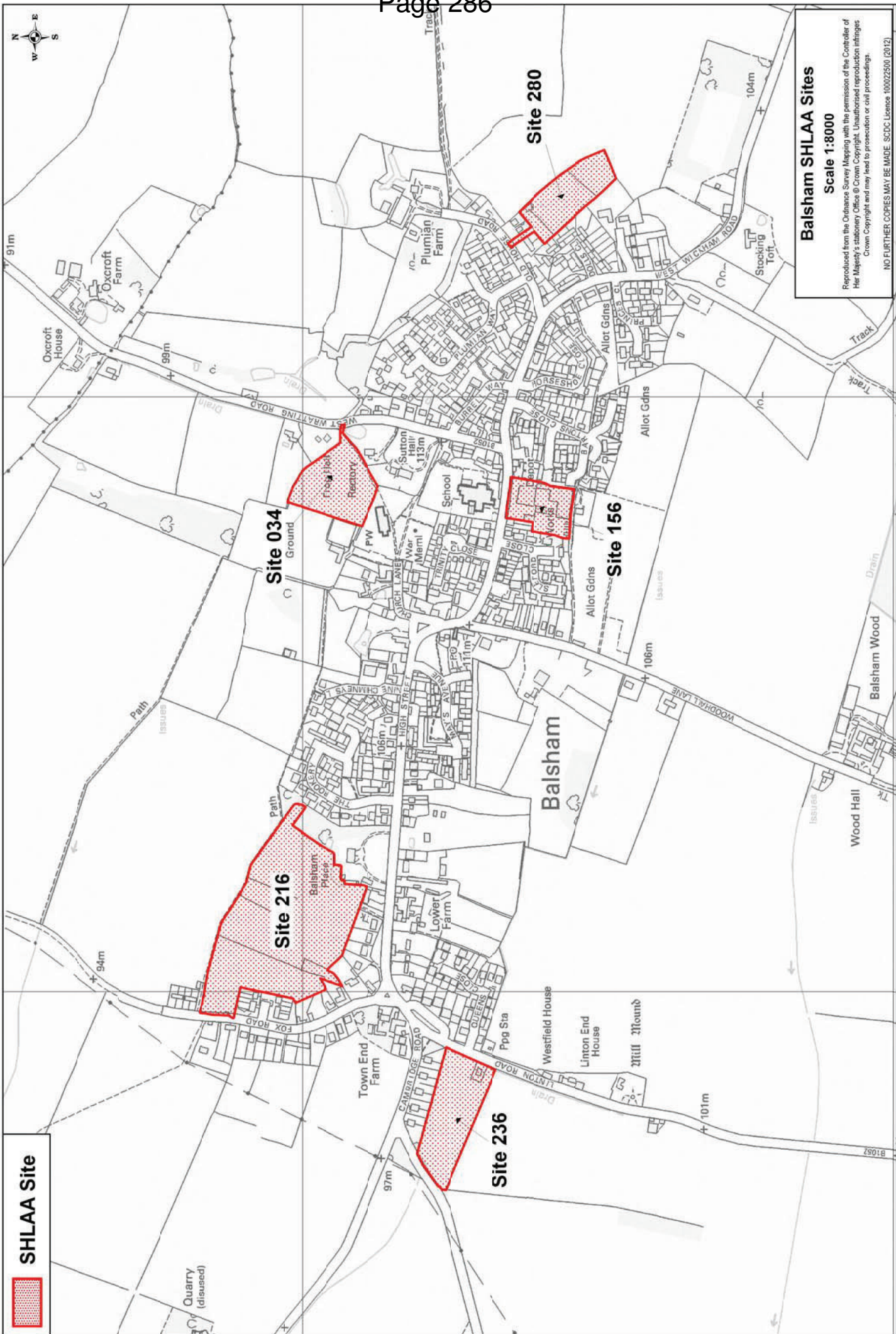
Settlement Category: Group Village

SHLAA Site Reference	Site 034	Site 156	Site 216	Site 236	Site 280
<b>Address (summary)</b>	Land west of West Wratting Road	Balsham Buildings, 7 High Street	Land east of Fox Road	Land at Linton Road	Land behind 10-16 Old House Road
<b>Site Size (gross ha)</b>	1.34	0.83	5.37	1.61	1.16
<b>Notional dwelling capacity</b>	27	22	121	43	23
<b>SHLAA strategic considerations</b>	0	0	0	0	0
<b>Green belt</b>	0	0	0	0	0
<b>SHLAA significant local considerations</b>	---	0	0	-	---
<b>Landscape and Townscape impact</b>	---	+	---	---	---
<b>SHLAA site specific factors</b>	---	0	-	-	---
<b>Accessibility to key local services and facilities (SA criteria 37)</b>	-	-	-	-	-
<b>Distance to key local services and facilities (SA criteria 38)</b>	+++	+++	0	-	0
<b>Accessibility to a range of employment opportunities (SA criteria 48)</b>	0	0	0	0	0
<b>Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)</b>	0	0	0	0	0
<b>Sustainable Development Potential</b>					



**Site Comments:**

<b>Site 034</b>	Site on northern edge of village adjacent to two large residential properties and playing fields and bowling green. South is grade I church in churchyard and grade II former rectory set in grounds. Major adverse impact on Conservation Area and setting of listed buildings if site developed. Major impact on landscape setting of village.
<b>Site 156</b>	Site south of High Street in Balsham opposite the village primary school. Currently in employment use with residential neighbours, would therefore result in loss of employment land in village with little employment. Some noise issues in past. Development would have a beneficial effect on the townscape of Balsham providing opportunity to improve the appearance of a prominent site within the historic centre of the village.
<b>Site 216</b>	Pastureland is on western edge of Balsham east of Fox Road. It is to the rear of residential properties on High Street including Balsham Place – a listed building. Significant adverse effect on townscape and landscape setting of Balsham because of loss of open area with a distinct rural character which provides a setting for numerous listed buildings notably those at Balsham Place.
<b>Site 236</b>	Pastureland on western edge of village. Residential to north. Development would introduce non-linear form of built development into the village. Site is rural in character and part of the undulating open countryside on this western side of Balsham.
<b>Site 280</b>	Site is to east of Balsham south of properties in Old House Road. There are mature trees and hedgerows on three sides of the site. Significant adverse effect on landscape setting of Balsham as site has a rural character and is part of the open countryside to the east of the village.



 **SHLAA Site**

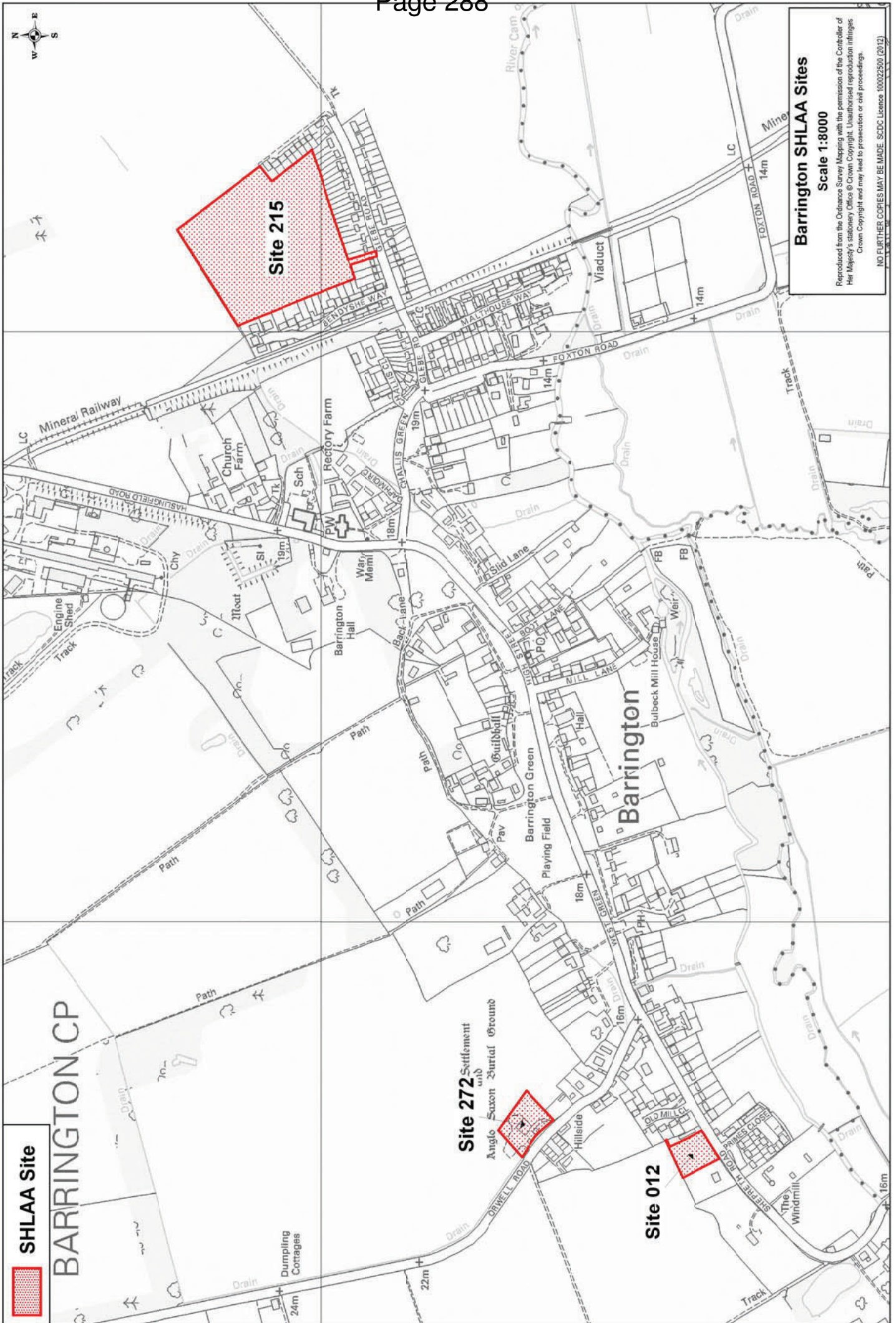
**Balsham SHLAA Sites**  
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**BARRINGTON**  
Summary of SHLAA and SA Assessments

Settlement Category: Group Village

SHLAA Site Reference	Site 012	Site 215	Site 272
<b>Address (summary)</b>	Land between 12 & 22 Shepreth Road	Land north of Glebe Road	Hillside Farm Buildings, Orwell Road
<b>Site Size (gross ha)</b>	0.38	5.20	0.49
<b>Notional dwelling capacity</b>	11	117	13
<b>SHLAA strategic considerations</b>	0	0	0
<b>Green belt</b>	0	-	0
<b>SHLAA significant local considerations</b>	---	-	-
<b>Landscape and Townscape impact</b>	---	---	---
<b>SHLAA site specific factors</b>	---	---	---
<b>Accessibility to key local services and facilities (SA criteria 37)</b>	-	-	-
<b>Distance to key local services and facilities (SA criteria 38)</b>	0	-	0
<b>Accessibility to a range of employment opportunities (SA criteria 48)</b>	0	0	0
<b>Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)</b>	0	0	0
<b>Sustainable Development Potential</b>			

<b>Site 012</b>	Site lies to the north of Shepreth Road on the western edge of Barrington. Part of wider setting of Listed Buildings and Conservation Area. Detrimental biodiversity impact. Significant townscape and landscape impacts - harmful to the open and rural appearance and character of this part of the village. Some utility upgrades required.
<b>Site 215</b>	Site lies to the north of Glebe Road on the eastern edge of Barrington. Some adverse GB and significant townscape and landscape impacts - visible from higher ground. No safe access. Some utility upgrades required.
<b>Site 272</b>	Site east of Orwell Road on the north western side of Barrington. Significant townscape and landscape impacts - very visible the northern approach to the village. Potential contaminated land. Some utility upgrades required.



**SHLAA Site**

**BARRINGTON CP**

**Site 215**

**Site 272** Settlement and Anglo Saxon Burial Ground

**Site 012**

**Barrington**

**Barrington SHLAA Sites**

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**Barton**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 222	Site 223	Site 224	Site 225
Address (summary)	Land north of 6-14 Comberton Road	Land north of 18 Comberton Road	Land south of Comberton Road	Land west of Cambridge Road, south of New Road
Site Size (gross ha)	2.60	2.68	9.05	6.66
Notional dwelling capacity	52	60	0	0
SHLAA strategic considerations	0	0	0	0
Green belt	-	-	-	-
SHLAA significant local considerations	-	-	-	-
Landscape and Townscape impact	----	----	----	----
SHLAA site specific factors	----	----	----	----
Accessibility to key local services and facilities (SA criteria 37)	-	-	-	-
Distance to key local services and facilities (SA criteria 38)	+++	+++	0	+
Accessibility to a range of employment opportunities (SA criteria 48)	+	+	+	+
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	+++	+	+	+++
Sustainable Development Potential				

**Site Comments:**

<b>Site 014</b>	Site comprising an arable field on northern edge of Barton within the Green Belt. Strip of land links to road through residential properties for access. To north, west and east is open countryside with Grade II listed farm--Clare College Farm- to south east. Setting of this listed property would be adversely impacted. Development would significantly impact on setting of Barton.
<b>Site 067</b>	Site is a field on northern edge of Barton with open countryside to north and east within the Green Belt. Development of the site would extend built form of the village and reduce the views towards open countryside from approach road into Barton.
<b>Site 095</b>	Site is an extensive arable field on west side of Barton within Green Belt. Clearly part of the open countryside extending from this side of village. Development would extend built area onto land with rural character.
<b>Site 185</b>	Site is large arable field on edge of Barton west of Cambridge Rd/A603 within the Green Belt. To west is car park and Burwash Manor Farm retail development which separate the site from the main built form of the village. Site part of wider open countryside.



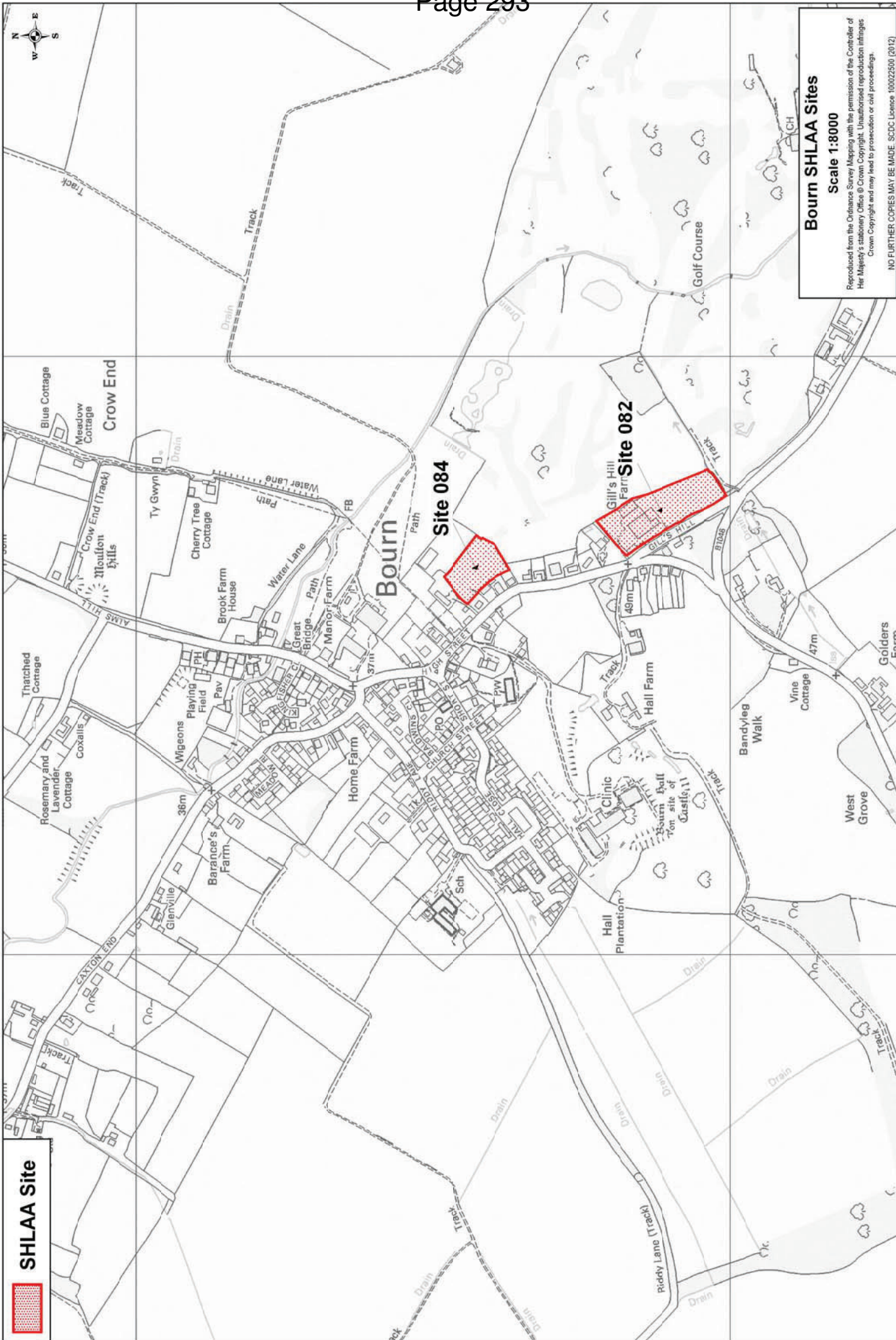
**BOURN**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 082	Site 084
Address (summary)	Gills Hill Farmyard	45 High Street
Site Size (gross ha)	1.33	0.64
Notional dwelling capacity	27	17
SHLAA strategic considerations	0	0
Green belt	0	0
SHLAA significant local considerations	---	---
Landscape and Townscape impact	---	---
SHLAA site specific factors	---	---
Accessibility to key local services and facilities (SA criteria 37)	-	-
Distance to key local services and facilities (SA criteria 38)	+	+++
Accessibility to a range of employment opportunities (SA criteria 48)	+	+
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	0	0
Sustainable Development Potential		

<b>Site 082</b>	Partly commercial site east of Gills Hill, on the south eastern edge of Bourn. Loss of B2 and B8 uses. Significant historic environment, townscape and landscape impacts - adjacent Grade II Listed Building, rural character.
<b>Site 084</b>	Site to east of High Street on eastern side of Bourn. Significant historic environment, townscape and landscape impacts - paddock provides soft edge and setting of several Listed Buildings, including Grade I church, and Conservation Area. No access - can only be achieved by removal of property on High Street.





**SHLAA Site**

**Bourn SHLAA Sites**

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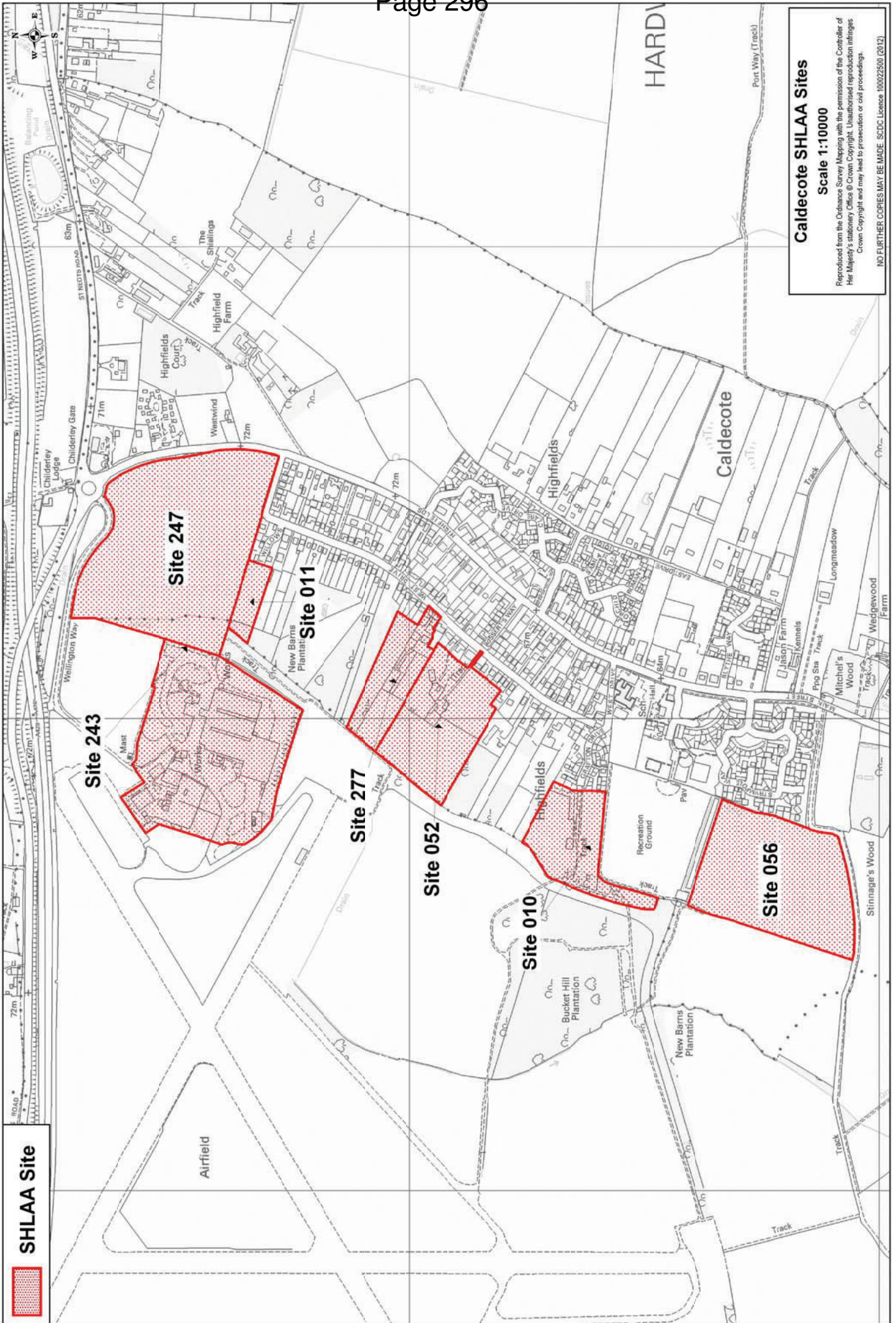
**CALDECOTE**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 010	Site 011	Site 052	Site 056	Site 243	Site 247	Site 277
<b>Address (summary)</b>	Rear of 104 West Drive	Rear of 10 West Drive	72 & 64A West Drive	Land west of Strympole Way	Land west of Highfields Road & West Drive (Caldecote)	Land west of Highfields Road, (Caldecote)	Land rear of 48-46 West Drive
<b>Site Size (gross ha)</b>	3.25	0.81	4.74	7.67	23.70	12.58	2.62
<b>Notional dwelling capacity</b>	50	18	107	173	0	0	34
<b>SHLAA strategic considerations</b>	0	0	0	-	0	0	0
<b>Green belt</b>	0	0	0	0	0	0	0
<b>SHLAA significant local considerations</b>	-	----	----	-	+	----	----
<b>Landscape and Townscape impact</b>	-	-	-	-	-	-	-
<b>SHLAA site specific factors</b>	----	----	----	----	----	----	----
<b>Accessibility to key local services and facilities (SA criteria 37)</b>	-	-	-	-	-	-	-
<b>Distance to key local services and facilities (SA criteria 38)</b>	+++	-	+	+	-	-	+
<b>Accessibility to a range of employment opportunities (SA criteria 48)</b>	0	+	+	0	+	+	+
<b>Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)</b>	0	+++	+	0	+++	+++	+
<b>Sustainable Development Potential</b>							

**Site Comments:**

<b>Site 010</b>	Former pig farm located on the south-western edge of the village. Adverse impact on the townscape and landscape of this area.
<b>Site 011</b>	Former pig farm located on the north-western edge of the village. Adverse impact on the townscape and landscape of this area. The site is close to industrial units and offsite mitigation for noise is likely to be required.
<b>Site 052</b>	Smallholding located on the western edge of the village. Adverse impact on the townscape and landscape of this area. The site is close to industrial units and offsite mitigation for noise is likely to be required.
<b>Site 056</b>	Agricultural field on the south-western edge of the village. Some adverse impact on landscape of the area and is adjacent to Caldecote Meadows SSSI.
<b>Site 243</b>	Agricultural fields and employment buildings on the northern edge of the village. Adverse impact on landscape setting. Potential for positive local considerations if noise generating employment redeveloped.
<b>Site 247</b>	Agricultural fields on the northern edge of the village. Adverse impact on landscape setting. Potential for noise nuisance from industrial uses and A428.
<b>Site 277</b>	Three dwellings and agricultural land / land used for horses located on the western edge of the village. Adverse impact on the townscape and landscape of this area. The site is close to industrial units and offsite mitigation for noise is likely to be required.



 SHLAA Site

**Caldecote SHLAA Sites**  
Scale 1:10000

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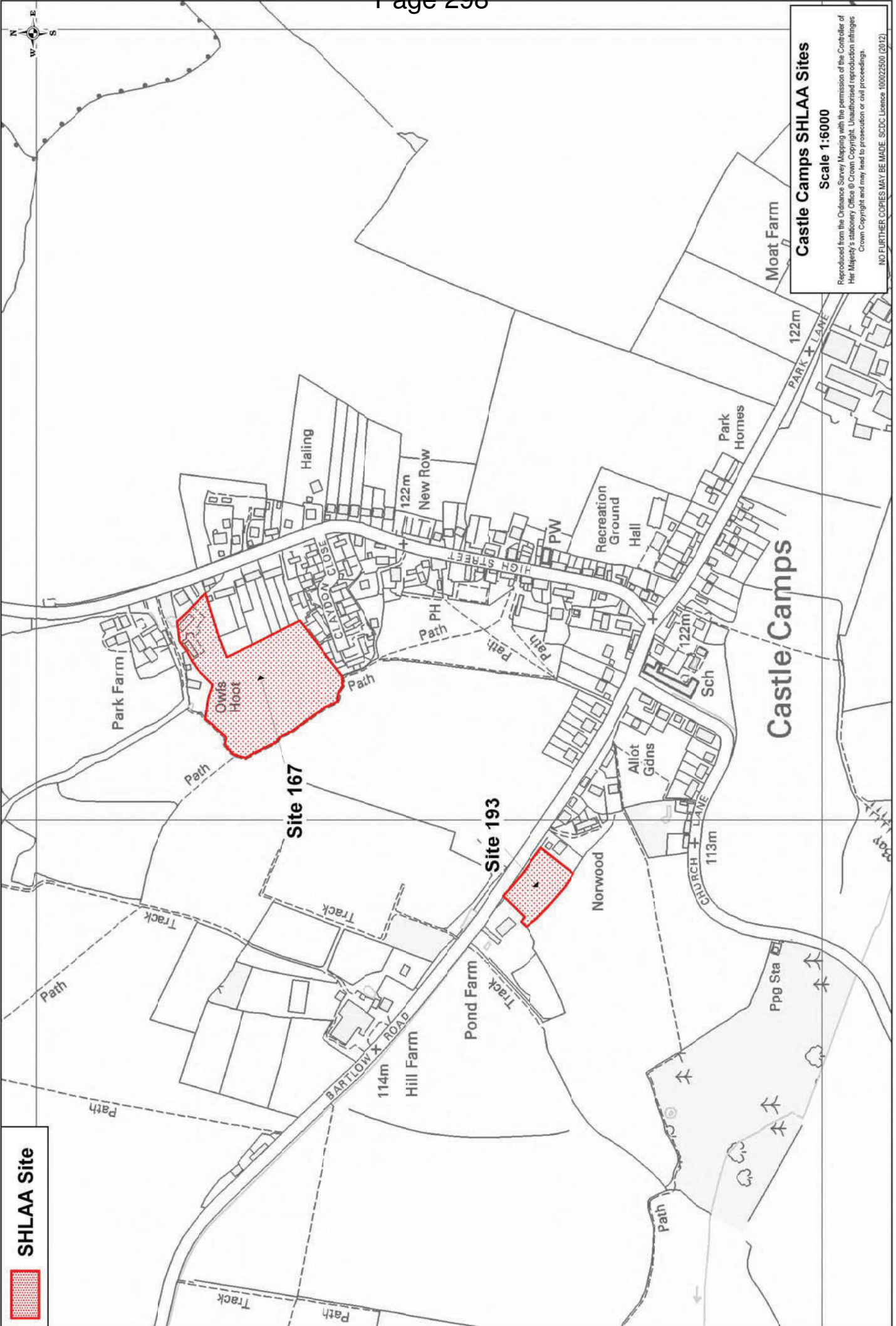
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**CASTLE CAMPS**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 167	Site 193
<b>Address (summary)</b>	Land south of Homers Lane & West of High Street	Bartlow Road
<b>Site Size (gross ha)</b>	2.23	0.42
<b>Notional dwelling capacity</b>	50	9
<b>SHLAA strategic considerations</b>	0	0
<b>Green belt</b>	0	0
<b>SHLAA significant local considerations</b>	---	---
<b>Landscape and Townscape impact</b>	-	-
<b>SHLAA site specific factors</b>	---	---
<b>Accessibility to key local services and facilities (SA criteria 37)</b>	-	-
<b>Distance to key local services and facilities (SA criteria 38)</b>	+	+++
<b>Accessibility to a range of employment opportunities (SA criteria 48)</b>	+	+
<b>Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)</b>	+	+
<b>Sustainable Development Potential</b>		

<b>Site 167</b>	Site on edge of Castle Camps with housing on two sides. Site is pastureland with some commercial uses . Adjoins open countryside creating soft edge to the village with existing gardens and farmland. Would be contrary to linear built form. No direct link to the adopted public highway.
<b>Site 193</b>	Site is on the western edge of Castle Camps. Development would result in loss of significant wooded backdrop to the rural edge of village and potentially a loss of mature hedgerows that create a rural character to this approach into village. Highway Authority indicated no direct link to public highway.



 SHLAA Site

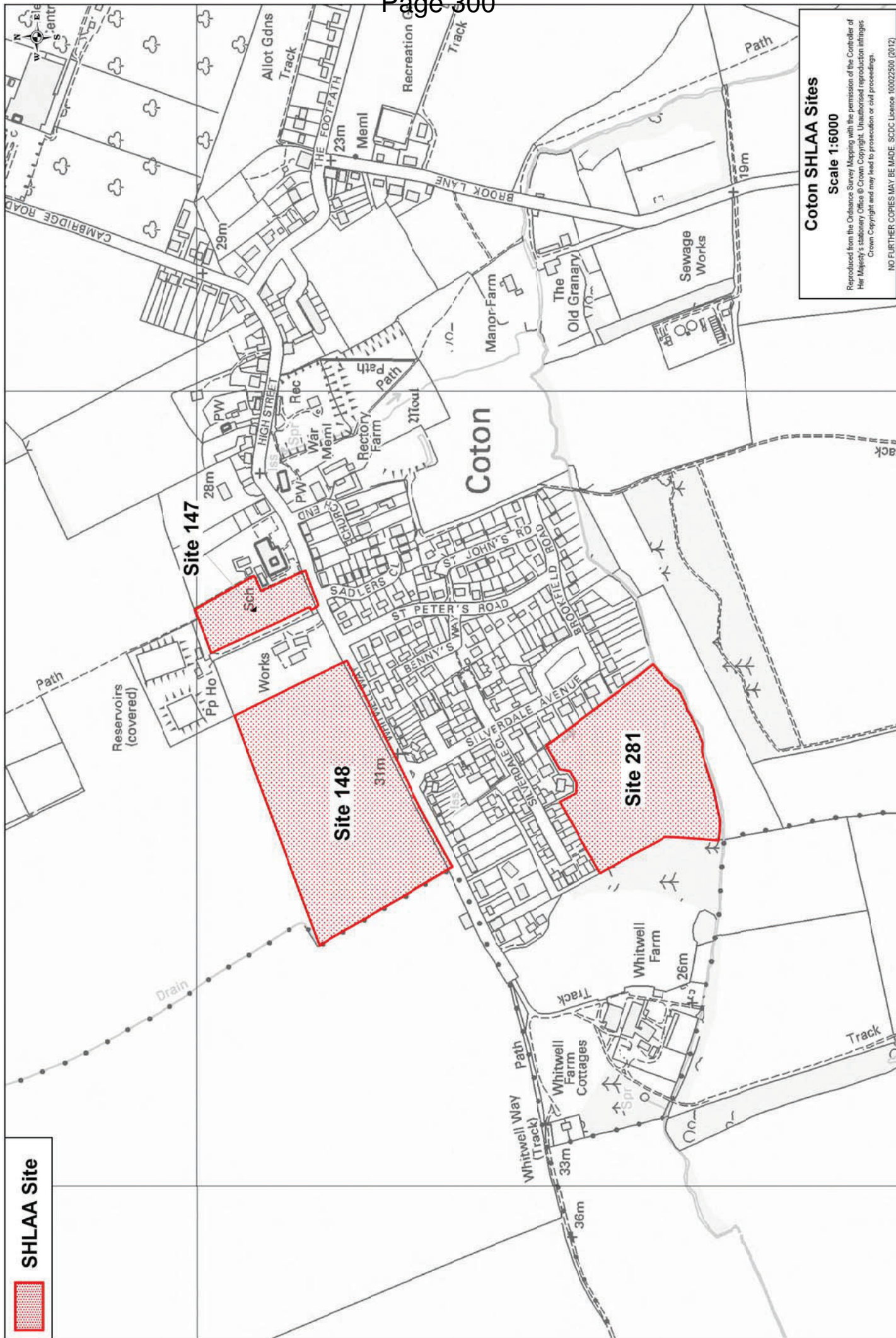
**Castle Camps SHLAA Sites**  
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**COTON**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 147	Site 148	Site 281
<b>Address (summary)</b>	Land opposite Sadlers Close, Whitwell Way	Land opposite Silverdale Avenue, Whitwell Way	Land off Silverdale Close
<b>Site Size (gross ha)</b>	0.81	5.23	3.45
<b>Notional dwelling capacity</b>	16	118	78
<b>SHLAA strategic considerations</b>	0	0	0
<b>Green belt</b>	-	-	-
<b>SHLAA significant local considerations</b>	---	---	---
<b>Landscape and Townscape impact</b>	---	---	---
<b>SHLAA site specific factors</b>	---	---	---
<b>Accessibility to key local services and facilities (SA criteria 37)</b>	-	-	-
<b>Distance to key local services and facilities (SA criteria 38)</b>	+++	+	0
<b>Accessibility to a range of employment opportunities (SA criteria 48)</b>	+	+	+
<b>Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)</b>	+	+	+
<b>Sustainable Development Potential</b>			

<b>Site 147</b>	Site on northern side of Coton half within Green Belt. Adjacent to Sawmill to west of site - Environmental Health concerned about noise impact from this business therefore object to site. Significant adverse impact on Grade I listed church and setting of Conservation Area due to loss of openness and rural character. Site relates to open countryside part of distinctive landscape around American Cemetery.
<b>Site 148</b>	Site to north of Coton within Green Belt. To east is Sawmill- Environmental Health concerned about noise impact from this business therefore object to site. Significant adverse impact on Grade I listed church and setting of Conservation Area due to loss of openness and rural character. Site relates to open countryside part of distinctive landscape around American Cemetery.
<b>Site 281</b>	Site is pastureland on southwestern edge of Coton within Green Belt. Southern edge of site next to Bin Brook with residential to north and east. Impact on setting of listed farmhouse and Conservation Area. Hedges provide some enclosure to site. No direct link to adopted public highway.



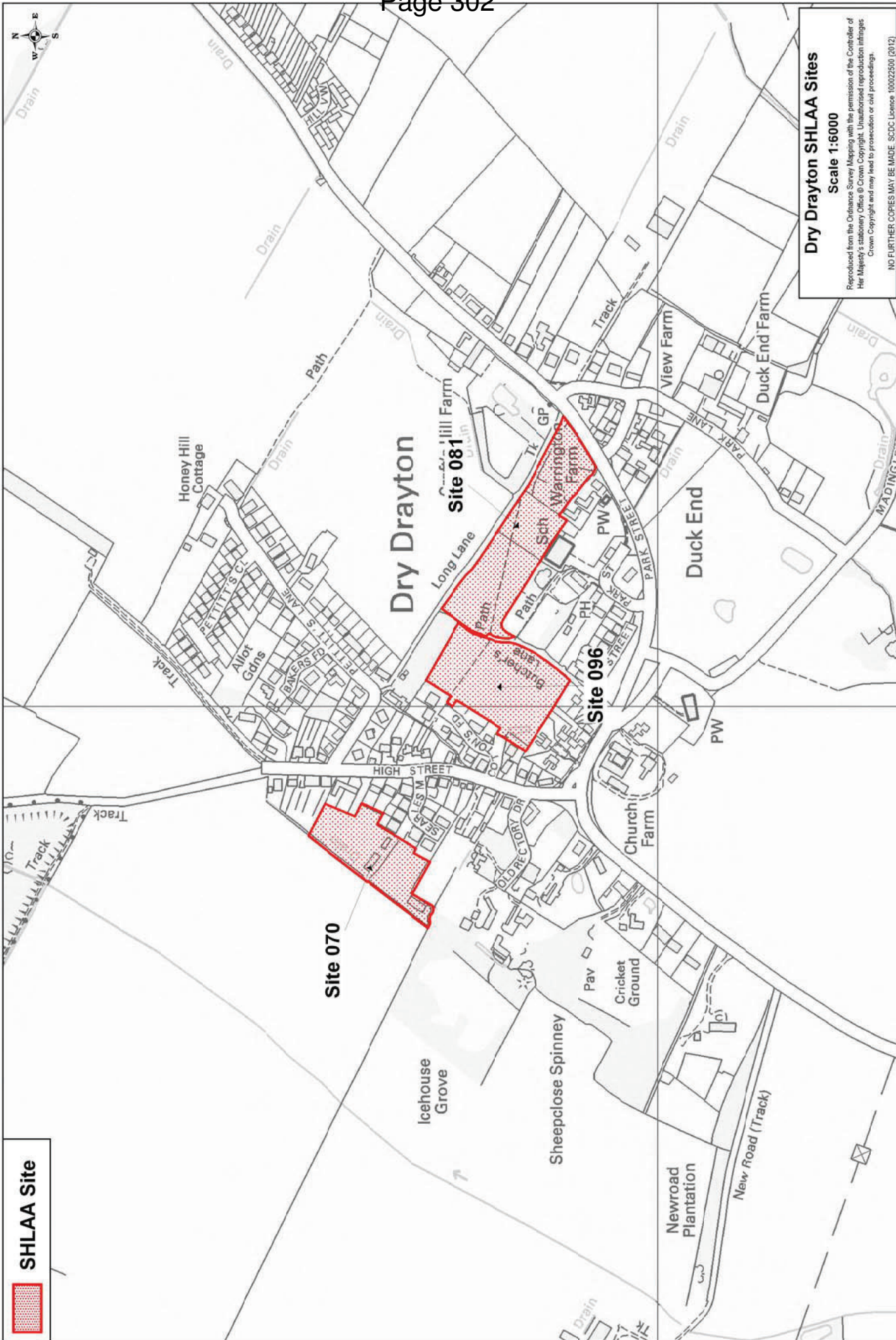


**DRY DRAYTON**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 070	Site 081	Site 096
<b>Address (summary)</b>	Rear of Searles Meadow	Warrington Farm	Cottons Field
<b>Site Size (gross ha)</b>	1.06	1.78	1.51
<b>Notional dwelling capacity</b>	29	36	41
<b>SHLAA strategic considerations</b>	0	0	0
<b>Green belt</b>	0	-	-
<b>SHLAA significant local considerations</b>	-	---	---
<b>Landscape and Townscape impact</b>	---	---	---
<b>SHLAA site specific factors</b>	---	---	---
<b>Accessibility to key local services and facilities (SA criteria 37)</b>	-	-	-
<b>Distance to key local services and facilities (SA criteria 38)</b>	+++	+++	+++
<b>Accessibility to a range of employment opportunities (SA criteria 48)</b>	+	+	+
<b>Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)</b>	0	0	0
<b>Sustainable Development Potential</b>			

<b>Site 070</b>	Site located to west of Searles Meadow, on the western edge of Dry Drayton. Significant historic environment, townscape and landscape impacts - loss of established trees, exposed to the wider countryside, expand the built area of village to the west - planning history rejected. Access can be achieved subject to legal right of way over Searle's Meadow. No doctors surgery.
<b>Site 081</b>	Site located in the heart of Dry Drayton. Significant historic environment, townscape and landscape impacts - setting of a Grade II* and several Grade II Listed Buildings. No doctors surgery.
<b>Site 096</b>	Site located in the heart of Dry Drayton. Significant historic environment, townscape and landscape impacts - setting of a Grade II* and several Grade II Listed Buildings. No doctors surgery.



 SHLAA Site

**Dry Drayton SHLAA Sites**  
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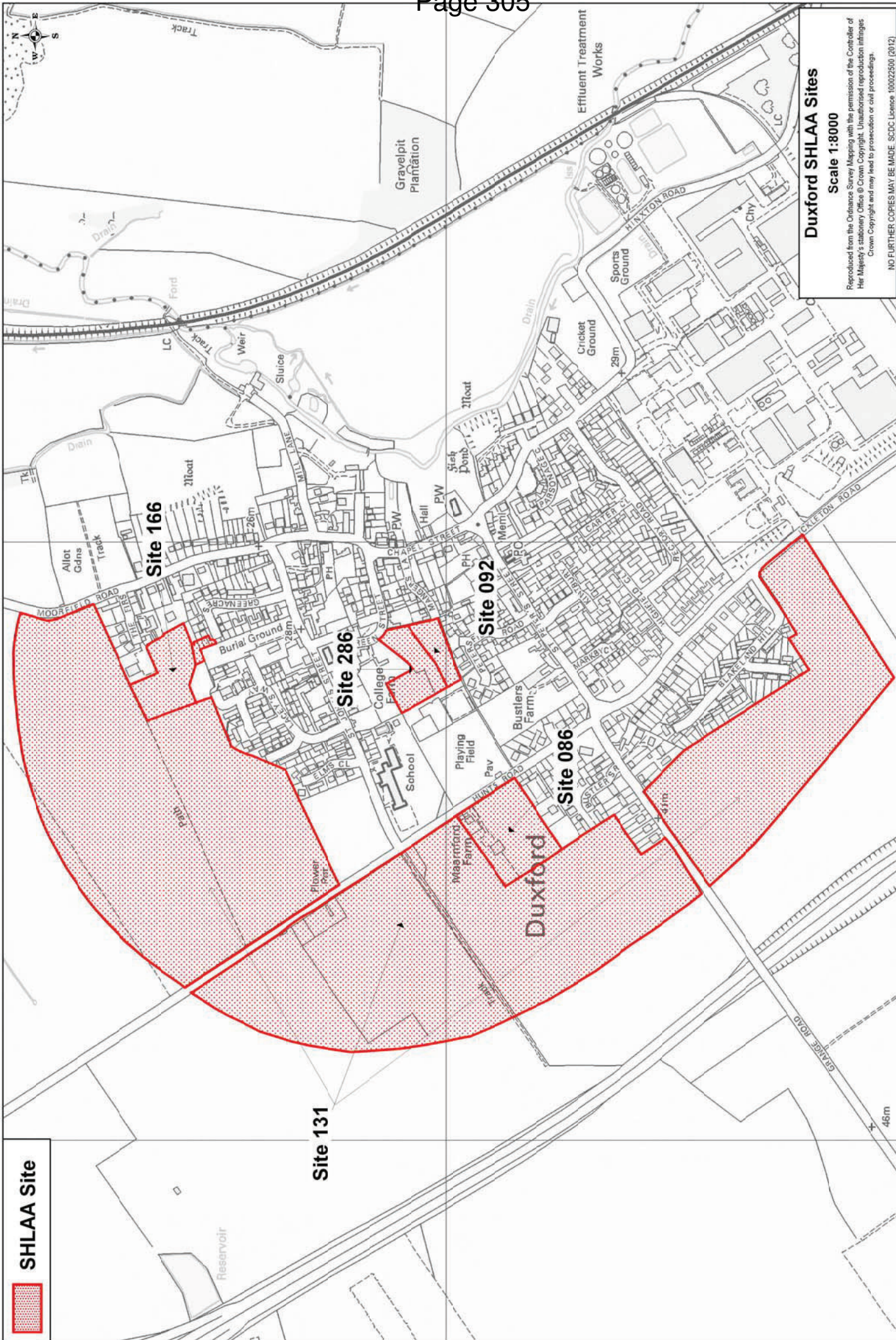
**DUXFORD**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 086	Site 092	Site 131	Site 166	Site 286
<b>Address (summary)</b>	Maarnford Farm, Hunts Road	The Paddock, End of Mangers Lane	Land west and north of Duxford	Rear of 8 Greenacres	Land adjacent to The Green
<b>Site Size (gross ha)</b>	1.66	0.41	49.31	1.16	0.81
<b>Notional dwelling capacity</b>	45	9	740	23	16
<b>SHLAA strategic considerations</b>	0	0	-	0	0
<b>Green belt</b>	0	0	0	0	0
<b>SHLAA significant local considerations</b>	0	----	-	0	----
<b>Landscape and Townscape impact</b>	-	----	----	0	----
<b>SHLAA site specific factors</b>	+	----	----	+	----
<b>Accessibility to key local services and facilities (SA criteria 37)</b>	-	-	-	-	-
<b>Distance to key local services and facilities (SA criteria 38)</b>	+	+++	0	+	+++
<b>Accessibility to a range of employment opportunities (SA criteria 48)</b>	+	+	+	+	+
<b>Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)</b>	0	0	0	0	0
<b>Sustainable Development Potential</b>					

**Site Comments:**

<b>Site 086</b>	Site on western edge of the village. Adverse townscape and landscape impacts.
<b>Site 092</b>	Site in historic core. Adverse heritage, access and townscape impacts.
<b>Site 131</b>	Adverse landscape and townscape impacts. Affected by noise from the M11. Part of site within outer consultation zone of a hazardous installation.
<b>Site 166</b>	Site to north of the village.
<b>Site 286</b>	Site in historic core. Adverse heritage and townscape impacts.



 SHLAA Site

**Duxford SHLAA Sites**  
Scale 1:8000

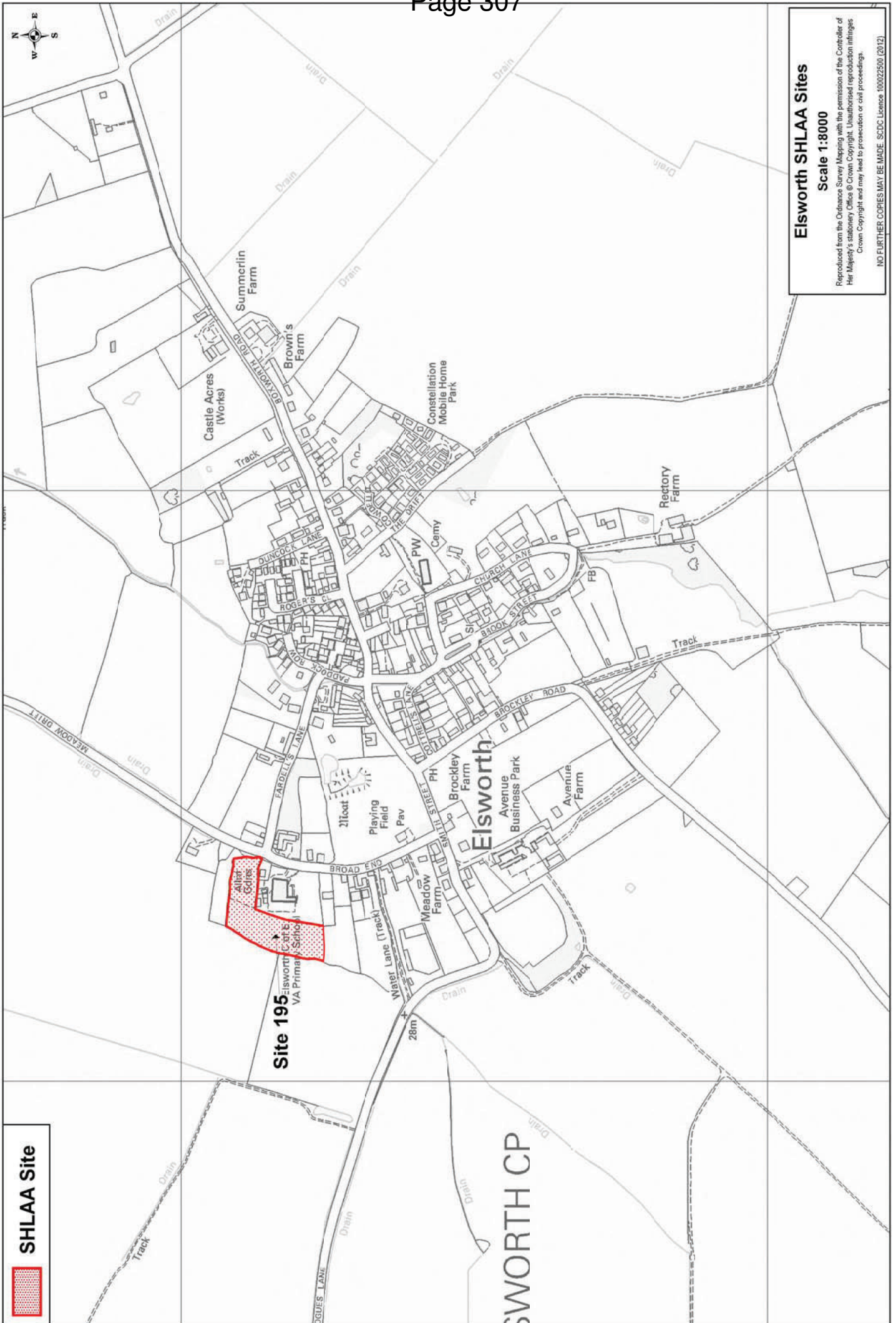
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**ELSWORTH**  
**Summary of SHLAA and SA Assessments**

**Settlement Category: Group Village**

SHLAA Site Reference	Site 195
Address (summary)	Land north and west of Elsworth School, Broad End
Site Size (gross ha)	1.32
Notional dwelling capacity	27
SHLAA strategic considerations	0
Green belt	0
SHLAA significant local considerations	-
Landscape and Townscape impact	----
SHLAA site specific factors	----
Accessibility to key local services and facilities (SA criteria 37)	0
Distance to key local services and facilities (SA criteria 38)	+++
Accessibility to a range of employment opportunities (SA criteria 48)	+
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	0
Sustainable Development Potential	

<b>Site 195</b>	Site to the west of Broad End on the north western edge of Elsworth. Significant historic environment, townscape and landscape impacts. The site forms a transition between the village and wider landscape, in an exposed area, which it would not be possible to mitigate.
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**Elsworth SHLAA Sites**

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**SHLAA Site**



**Site 195**  
Elsworth VA Primary School

**Elsworth**

**SWORTH CP**

**ELTISLEY**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 022	Site 035
Address (summary)	Land rear of 28 The Green	Land south of St. Neots Road
Site Size (gross ha)	1.53	2.22
Notional dwelling capacity	31	50
SHLAA strategic considerations	0	0
Green belt	0	0
SHLAA significant local considerations	---	---
Landscape and Townscape impact	---	---
SHLAA site specific factors	---	---
Accessibility to key local services and facilities (SA criteria 37)	-	-
Distance to key local services and facilities (SA criteria 38)	+++	+++
Accessibility to a range of employment opportunities (SA criteria 48)	+	+
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	+	+
Sustainable Development Potential		

<b>Site 022</b>	Site to the north of The Green, on the northern edge of Eltisley. Significant historic environment, townscape and landscape impacts - adjacent to 4 Grade II Listed Buildings, Conservation Area, and part of the setting of a Grade II* Listed church. Potential noise from PH and A428 unlikely can be mitigated. HA concerns over access onto A428.
<b>Site 035</b>	Site to the north of The Green, on the northern edge of Eltisley. Significant historic environment, townscape and landscape impacts - adjacent to Grade II* and II Listed Buildings, Conservation Area, setting of a several Grade II Listed Buildings and is located in the historic core of the village with important archaeology. Potential noise from church and A428 unlikely can be mitigated. HA concerns over access onto A428.



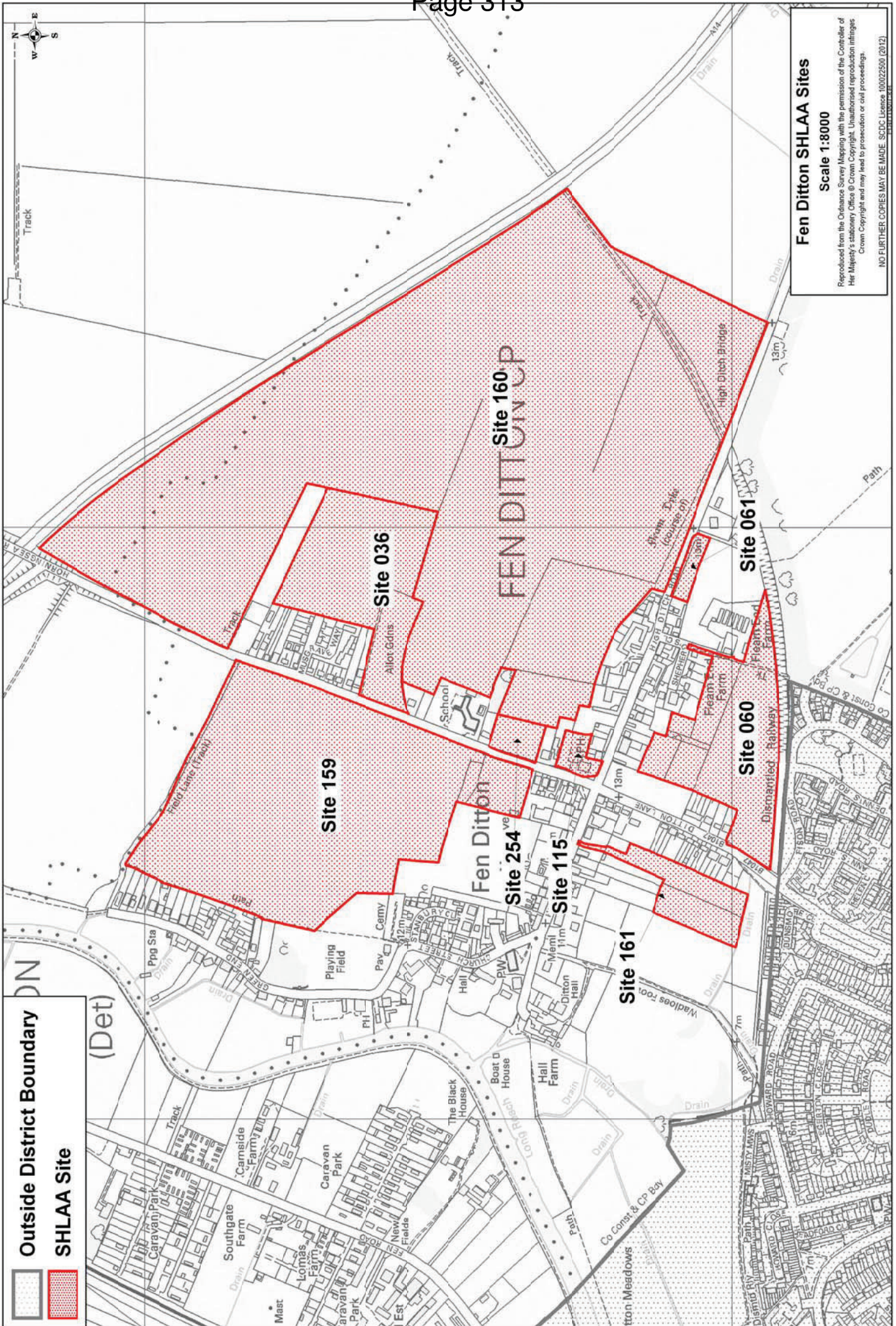


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**Site Comments:**

<b>Site 036</b>	Site located east of Horningsea Road, on the north eastern edge of Fen Ditton. Significant GB, historic environment, townscape and landscape impacts - very visible from the wider landscape, out of scale with, and have a detrimental impact on the linear and rural character of the village. A14 capacity issues.
<b>Site 060</b>	Site located south of High Ditch Road, east of Ditton Lane, on south eastern edge of Fen Ditton. Significant GB, historic environment, townscape and landscape impacts - coalescence as development would reduce separation between village and Cambridge to 0m. A14 capacity issues.
<b>Site 061</b>	Site located south of High Ditch Road on the eastern edge of Fen Ditton. Significant GB, historic environment, townscape and landscape impacts. A14 capacity issues.
<b>Site 115</b>	Site located north east of cross roads of Horningsea Road and High Ditch Road. Former PH with planning permission for 13 dwellings. A14 capacity issues.
<b>Site 159</b>	Site located west of Horningsea Road, on the northern edge of Fen Ditton. Significant GB, historic environment, townscape and landscape impacts. A14 capacity issues.
<b>Site 160</b>	Site located east of Horningsea Road, north of High Ditch Road and south of the A14, on the north eastern edge of Fen Ditton. Significant GB, historic environment, townscape and landscape impacts - very visible from the wider landscape, out of scale with, and have a detrimental impact on the linear and rural character of the village. A14 capacity issues.
<b>Site 161</b>	Site located south of High Street and west of Ditton Lane on the south western edge of Fen Ditton. Significant GB, historic environment, townscape and landscape impacts. It may not be possible to achieve safe access. A14 capacity issues.
<b>Site 254</b>	Site located east of Horningsea Road on the eastern edge of Fen Ditton. Significant GB, historic environment, townscape and landscape impacts. A14 capacity issues.



Fen Ditton SHLAA Sites

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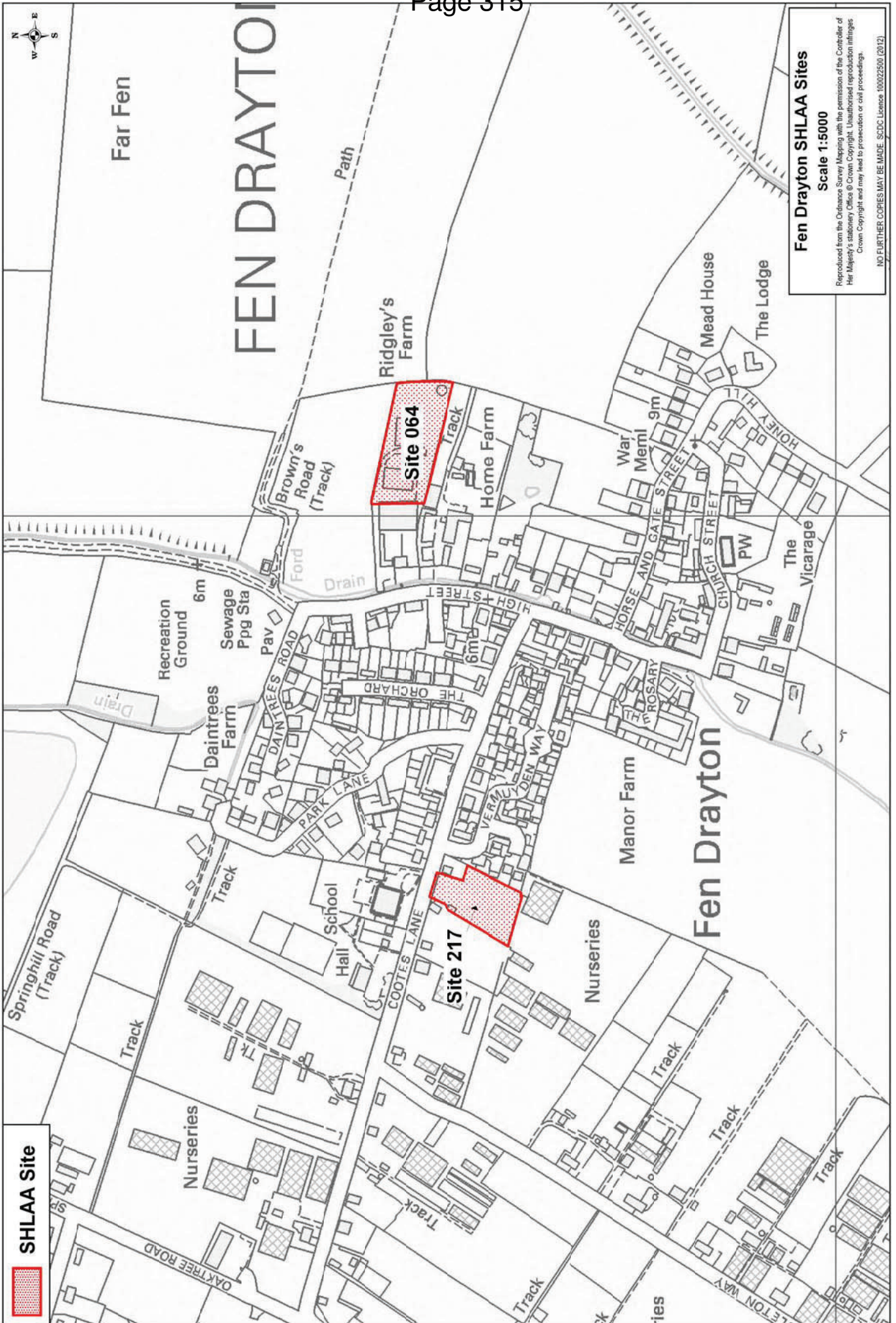
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**FEN DRAYTON**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 064	Site 217
Address (summary)	Land behind Ridgeleys Farm House	Land adjacent to 35 Cootes Lane
Site Size (gross ha)	0.75	0.45
Notional dwelling capacity	20	10
SHLAA strategic considerations	-	0
Green belt	0	0
SHLAA significant local considerations	-	-
Landscape and Townscape impact	-	-
SHLAA site specific factors	+	+
Accessibility to key local services and facilities (SA criteria 37)	-	-
Distance to key local services and facilities (SA criteria 38)	+++	+++
Accessibility to a range of employment opportunities (SA criteria 48)	+	+
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	+++	+++
Sustainable Development Potential		

<b>Site 064</b>	Located on the eastern edge of the village. Some adverse impacts on the townscape, landscape and settings of listed buildings and Conservation Area. Small area of the site within Flood Zone 2. One kilometre from Guided Bus stop but on largely unsurfaced and unlit path.
<b>Site 217</b>	Located on the western edge of the village within the special policy area for the Fen Drayton Former Land Settlement Association Estate. Some adverse impacts on the townscape and landscape. Grade 1 agricultural land. One kilometre from Guided Bus stop but on largely unsurfaced and unlit path.



SHLAA Site

Fen Drayton SHLAA Sites

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**FOWLMEERE**  
**Summary of SHLAA and SA Assessments**

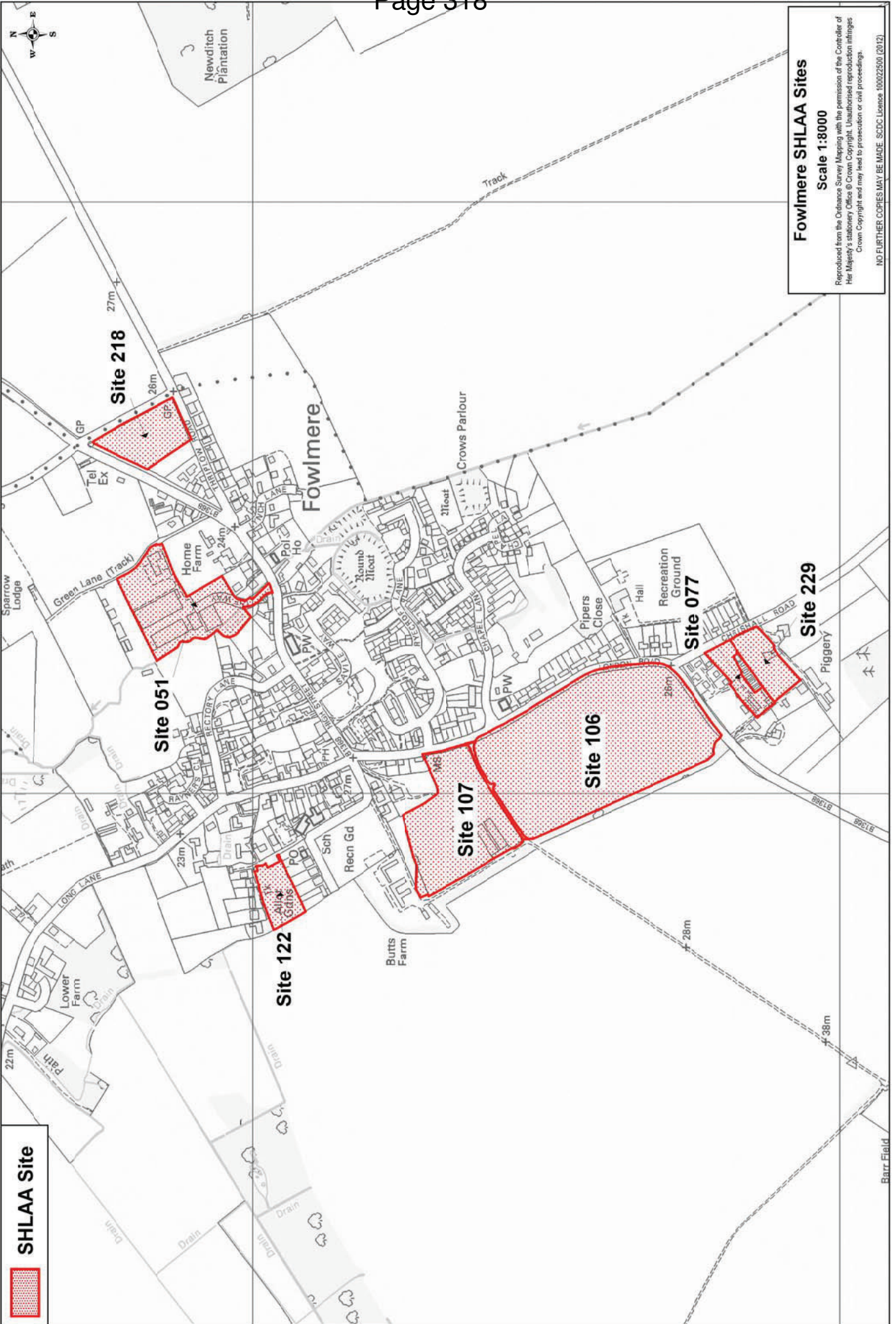
Settlement Category: Group Village

SHLAA Site Reference	Site 051	Site 077	Site 106	Site 107	Site 122	Site 218	Site 229
<b>Address (summary)</b>	Manufacturing Site & Turnbrook	Appleacre Park, London Road	Land north of London Road	Land west of High Street	Land at Top Close	Land at Triangle Farm	Land opposite 30 Pipers Close
<b>Site Size (gross ha)</b>	2.22	0.46	7.60	3.01	0.58	1.03	0.67
<b>Notional dwelling capacity</b>	50	10	171	68	16	21	14
<b>SHLAA strategic considerations</b>	-	0	0	0	0	0	0
<b>Green belt</b>	0	0	0	0	0	0	0
<b>SHLAA significant local considerations</b>	+	-	-	----	----	-	-
<b>Landscape and Townscape impact</b>	+	----	----	----	----	----	----
<b>SHLAA site specific factors</b>	0	----	----	----	----	----	----
<b>Accessibility to key local services and facilities (SA criteria 37)</b>	-	-	-	-	-	-	-
<b>Distance to key local services and facilities (SA criteria 38)</b>	+++	0	+	+++	+++	+	0
<b>Accessibility to a range of employment opportunities (SA criteria 48)</b>	0	0	0	0	0	0	0
<b>Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)</b>	0	0	0	0	0	0	0
<b>Sustainable Development Potential</b>							



**Site Comments:**

<b>Site 051</b>	Site is in commercial use with industrial building and hardstanding. Western half of site is in flood zone 3. Site has history of noise so change to residential would be positive but significant loss of employment land in relation to scale of village. Site projects into open countryside so impact on setting of village - could be mitigated with good design if residential.
<b>Site 077</b>	Site used as caravan and camping site with associated facilities. On edge of Fowlmere. Relates best to the open countryside .
<b>Site 106</b>	Arable field on western edge of village part of open rolling countryside - bringing countryside into village. Therefore significant to retain.
<b>Site 107</b>	Site on western edge of village - storage barns and vacant land adjoining business units which have history of noise. Concern at allocation by Environmental Health. Important countryside frontage with views through trees across the site into open countryside - if site developed views would be lost.
<b>Site 122</b>	Site on western edge of village formerly used as allotments. Part used for car parking for adjoining school. Creates a soft edge to the village enhancing landscape setting of the village. Site has no direct link to public highway.
<b>Site 218</b>	Site is on east edge of Fowlmere - triangular field with roads on all sides. Significant adverse impact on the landscape setting of the village because it is an enclosed field forming part of the transition to open countryside between Fowlmere and Thriplow.
<b>Site 229</b>	Site is grassy area sometimes used as overflow to adjoining camping site. Clear views into site from housing on opposite side of road. Hedges screen some views into the site. Site had rural character.

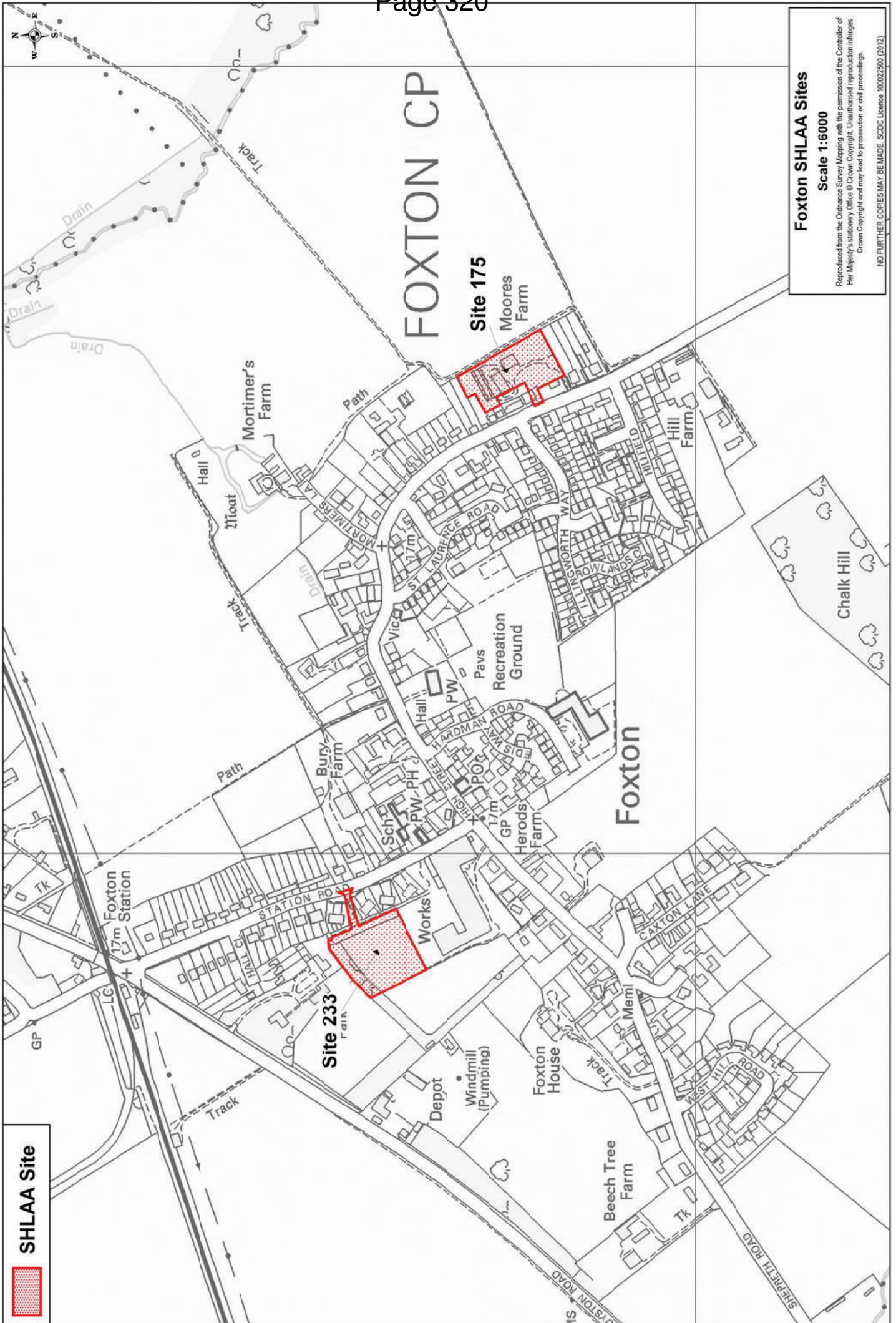


**FOXTON**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 175	Site 233
Address (summary)	Moores Farm, Fowlmere Road	Land west of Station Road (north of Burlington Press)
Site Size (gross ha)	0.69	0.84
Notional dwelling capacity	14	17
SHLAA strategic considerations	0	0
Green belt	0	0
SHLAA significant local considerations	0	-
Landscape and Townscape impact	0	-
SHLAA site specific factors	+	-
Accessibility to key local services and facilities (SA criteria 37)	-	-
Distance to key local services and facilities (SA criteria 38)	+	+++
Accessibility to a range of employment opportunities (SA criteria 48)	+	+
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	+	+
Sustainable Development Potential		

<b>Site 175</b>	Backland site occupied by agricultural buildings and hardstandings behind bungalows to Fowlmere Road
<b>Site 233</b>	Part of a large paddock with scattered trees. Adverse heritage, townscape and noise issues.



**SHLAA Site**



**FOXTON CP**

**Site 175**  
Moore's Farm

**Site 233**  
Works

**Foxton**

**Foxton SHLAA Sites**

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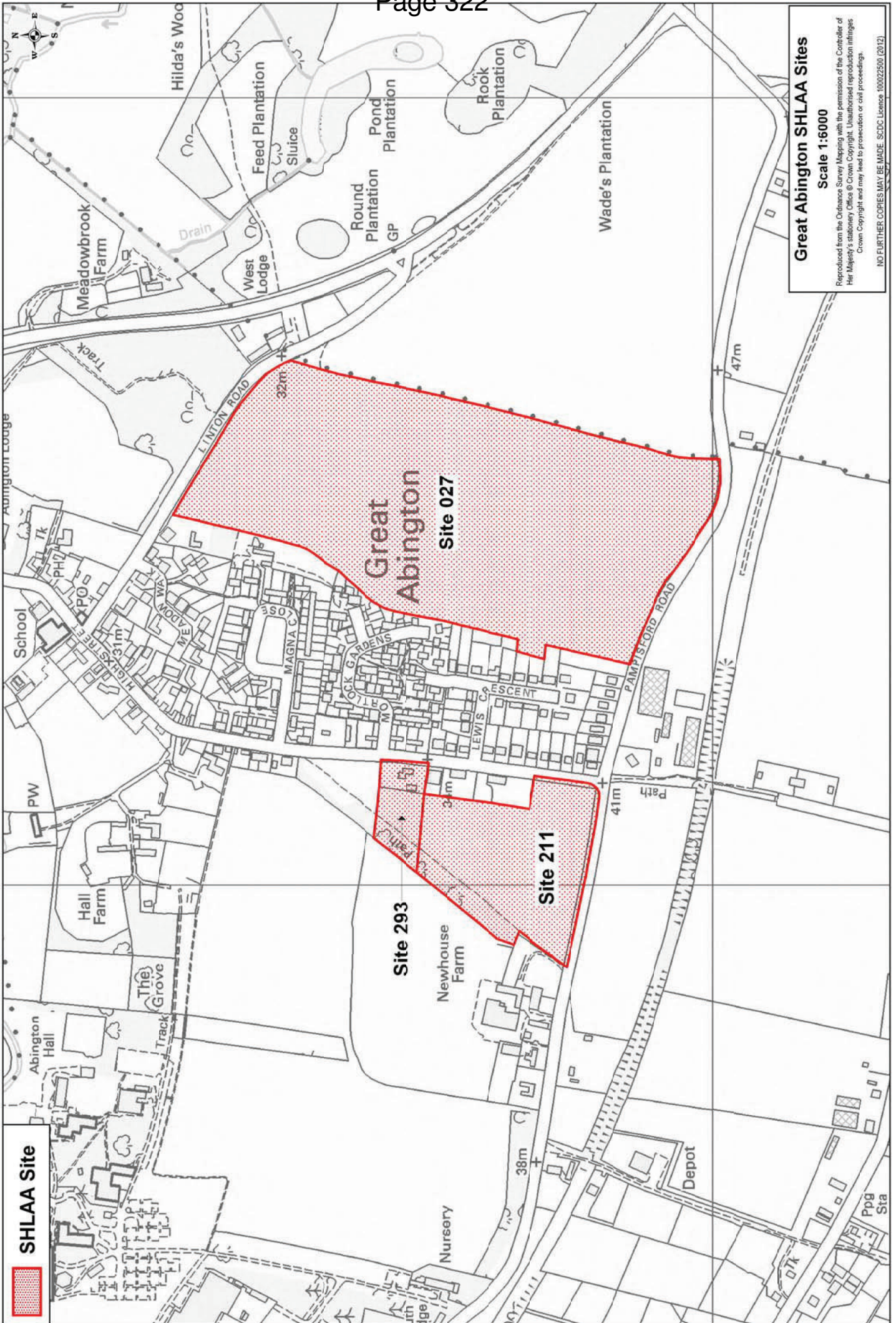
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**GREAT ABINGTON**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 027	Site 211	Site 293
<b>Address (summary)</b>	Land east of Great Abington	Land at Pampisford Road / High Street	104 High Street
<b>Site Size (gross ha)</b>	15.71	3.64	0.70
<b>Notional dwelling capacity</b>	236	82	19
<b>SHLAA strategic considerations</b>	0	0	0
<b>Green belt</b>	0	0	0
<b>SHLAA significant local considerations</b>	---	---	---
<b>Landscape and Townscape impact</b>	---	---	---
<b>SHLAA site specific factors</b>	---	---	---
<b>Accessibility to key local services and facilities (SA criteria 37)</b>	-	-	-
<b>Distance to key local services and facilities (SA criteria 38)</b>	+	0	+
<b>Accessibility to a range of employment opportunities (SA criteria 48)</b>	+	+	+
<b>Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)</b>	+	+	+
<b>Sustainable Development Potential</b>			

<b>Site 027</b>	Site is arable field on eastern edge of Great Abington. Adjoins residential to the west. To the north, south and east is open countryside. Development would result in the loss of openness and the rural character of this area. Environmental Health concerned about noise from nearby busy roads and unpredictable noise from nearby dog kennels. Highway Authority concerned about accident record of A1307.
<b>Site 211</b>	Site is a grassy field to south west of Great Abington. Open countryside to south. To west enclosed field beyond which is Granta Park. Environmental Health concerned about noise from nearby commercial uses. If developed would have loss of the separation of the village from New House Farm and a loss of the rural setting and backdrop to this farmstead. Highway Authority concerned about accident record of
<b>Site 293</b>	Site is to the south west of Great Abington. Two listed buildings on the site and new house built 2011. Western part of site previously used as garden for house at 104 High St. Major adverse harm at potential loss of listed buildings and to loss of farmland settings for properties.



**SHLAA Site**

**Great Abington SHLAA Sites**

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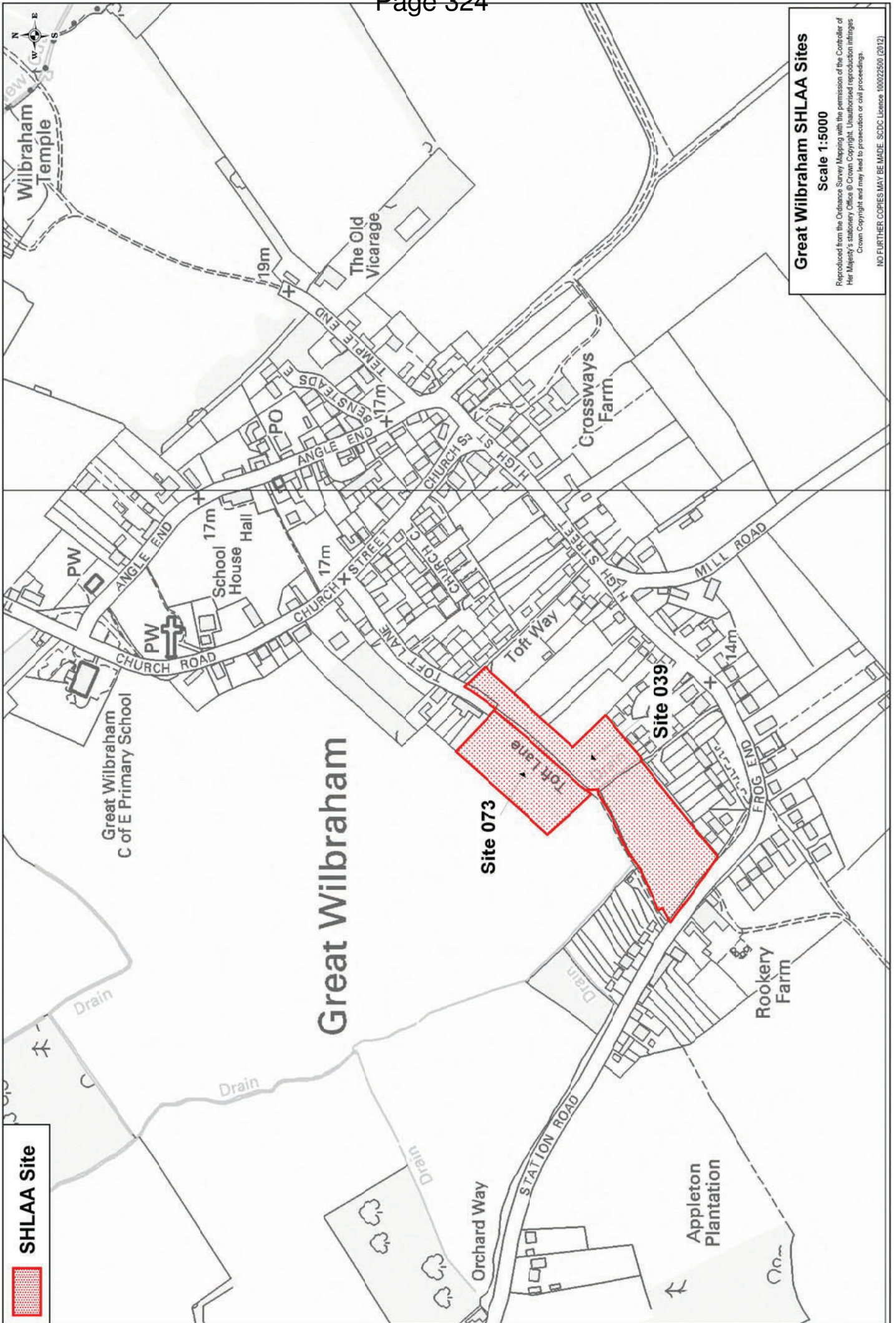
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**GREAT WILBRAHAM**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 039	Site 073
Address (summary)	Land at Frog End	Land off Toft Lane
Site Size (gross ha)	1.73	0.82
Notional dwelling capacity	35	22
SHLAA strategic considerations	-	-
Green belt	-	-
SHLAA significant local considerations	----	----
Landscape and Townscape impact	----	----
SHLAA site specific factors	----	----
Accessibility to key local services and facilities (SA criteria 37)	-	-
Distance to key local services and facilities (SA criteria 38)	+	+
Accessibility to a range of employment opportunities (SA criteria 48)	0	0
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	0	0
Sustainable Development Potential		

<b>Site 039</b>	Site located east of Frog End, north west of High Street, on the south western side of Great Wilbraham. Small part within Flood Zones 2 & 3. Significant historic environment, townscape and landscape impacts - setting of several Grade II Listed Buildings, Conservation Area, archaeology objection. ICF on Frog End.
<b>Site 073</b>	Site located south west of Toft Lane, on the south western side of Great Wilbraham. Small part within Flood Zone 2. Significant historic environment, townscape and landscape impacts - setting of several Grade II Listed Buildings, Conservation Area and ICF to the west.



 SHLAA Site

**Great Wilbraham SHLAA Sites**  
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Great Wilbraham

Site 073

Site 039

Wilbraham Temple

The Old Vicarage

Crossways Farm

Great Wilbraham C of E Primary School

School House Hall

Rookery Farm

Appleton Plantation

Drain

Drain

Drain

Orchard Way

STATION ROAD

FROG LANE

MILL ROAD

TOFT LANE

TOFT WAY

CHURCH ST

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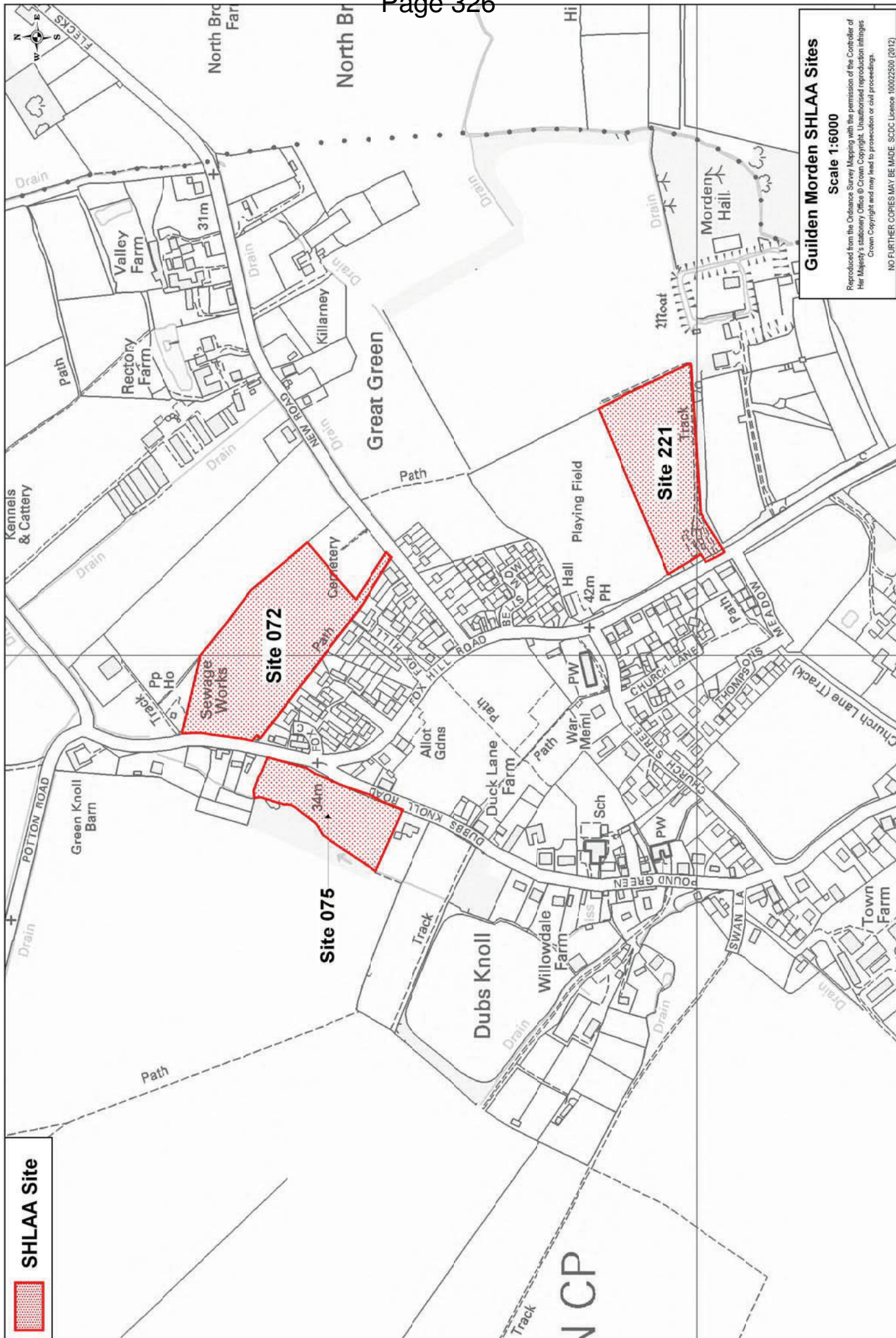


**GUILDEN MORDEN**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 072	Site 075	Site 221
<b>Address (summary)</b>	Land east of Dubbs Knoll Road	Land fronting Dubbs Knoll Road & north of 33 Dubbs Knoll Road	Land fronting Trap Road
<b>Site Size (gross ha)</b>	2.98	1.16	2.10
<b>Notional dwelling capacity</b>	67	23	47
<b>SHLAA strategic considerations</b>	0	0	0
<b>Green belt</b>	0	0	0
<b>SHLAA significant local considerations</b>	---	-	---
<b>Landscape and Townscape impact</b>	---	---	---
<b>SHLAA site specific factors</b>	---	---	---
<b>Accessibility to key local services and facilities (SA criteria 37)</b>	-	-	-
<b>Distance to key local services and facilities (SA criteria 38)</b>	+++	+	+++
<b>Accessibility to a range of employment opportunities (SA criteria 48)</b>	0	0	0
<b>Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)</b>	0	0	0
<b>Sustainable Development Potential</b>			

<b>Site 072</b>	Site is enclosed arable field on the northern edge of Guilden Morden. Cemetery to south east and may need to extend in future. Environmental Health concerned at noise impact of nearby dog kennels which could be statutory nuisance. Odour impact of adjoining sewage pumping station. Noise impact from electricity substation. Access link unsuitable for number of units proposed.
<b>Site 075</b>	Site is an arable field on western edge of Guilden Morden. New woodland has been planted to the west of site and open countryside extends beyond this. Setting of listed building would be impacted if site developed. Significant impact on landscape setting if loss of this area with rural character.
<b>Site 221</b>	Site is primarily grassland on south east edge of village. Small part is garden to 13 Trap Rd. Grade II* Morden Hall adjoins site to south and development would significantly impact the setting of this building. Site part of rural surroundings of village. Would extend eastern boundary of built area into countryside. Development would not be typical of linear nature of village



 SHLAA Site

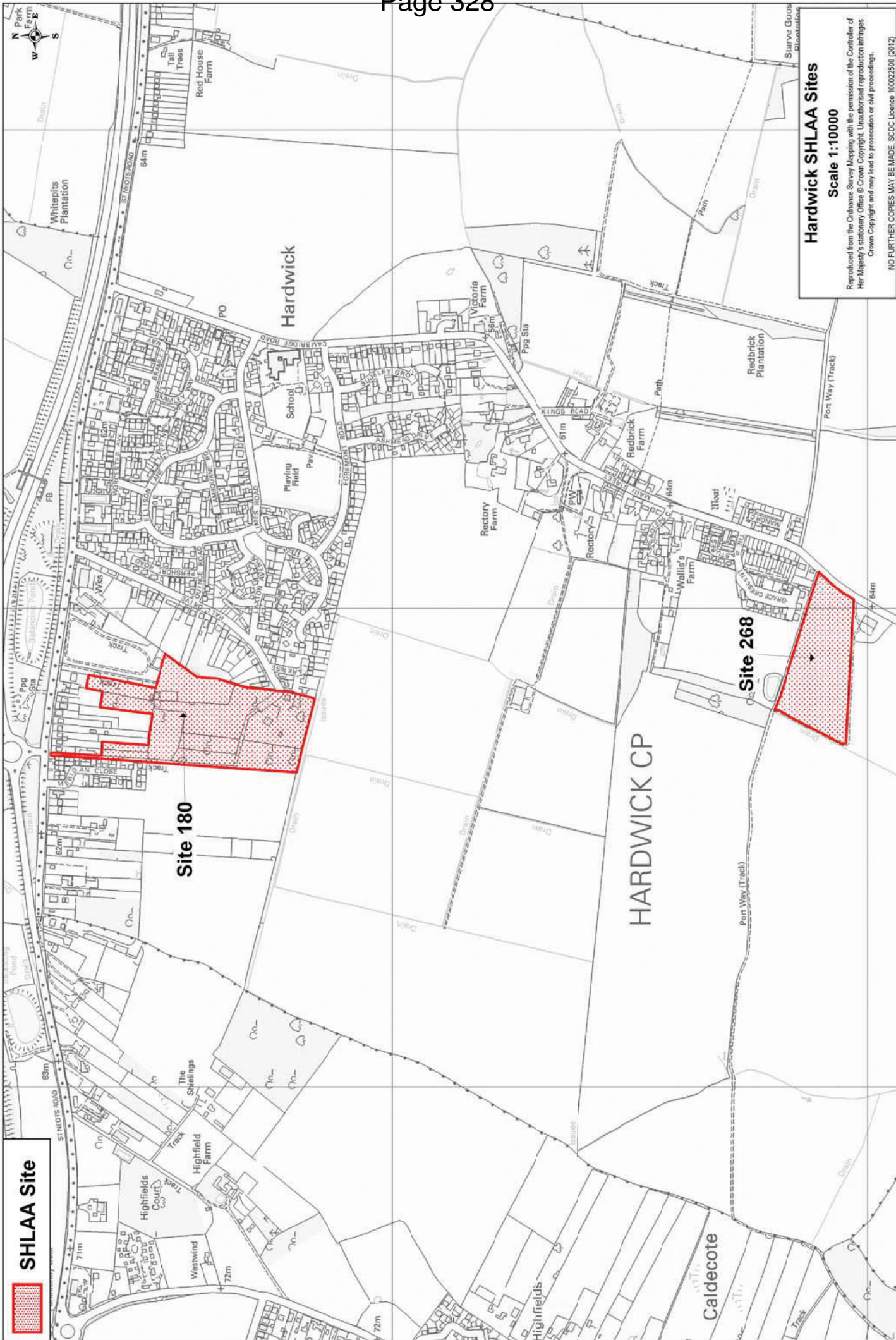
**Guilden Morden SHLAA Sites**  
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**HARDWICK**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 180	Site 268
Address (summary)	Land off St. Neots Road	Toft Road
Site Size (gross ha)	7.04	3.61
Notional dwelling capacity	158	81
SHLAA strategic considerations	0	0
Green belt	0	0
SHLAA significant local considerations	----	----
Landscape and Townscape impact	----	----
SHLAA site specific factors	----	----
Accessibility to key local services and facilities (SA criteria 37)	0	-
Distance to key local services and facilities (SA criteria 38)	0	----
Accessibility to a range of employment opportunities (SA criteria 48)	+	+
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	+	0
Sustainable Development Potential		

<b>Site 180</b>	Site is a mixture of pastureland and woodland that forms a transitional edge to village from urban to rural. Important that this area is retained to preserve setting of village. Highway Authority consider access link to public highway is unsuitable to serve the number of units that are being proposed.
<b>Site 268</b>	Agricultural field located on the southern edge of the village. Significant adverse impacts on landscape, townscape and setting of Conservation Area.



**SHLAA Site**



**Hardwick SHLAA Sites**

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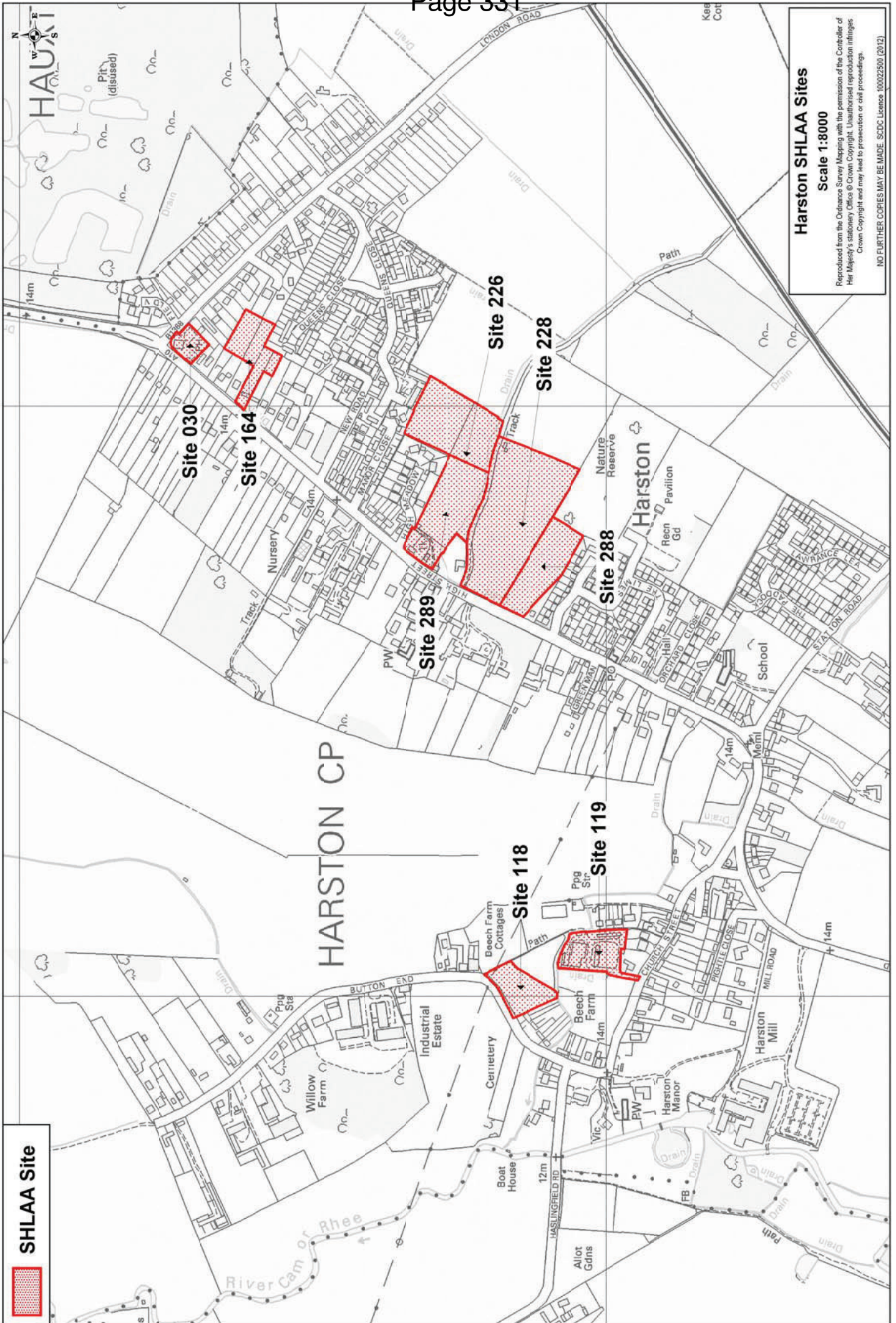
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**Site Comments:**

<b>Site 030</b>	Site at junction of High Street (A10) and London Road (B1368) at northern end of Harston. Too small unless higher density - out of character with low density surroundings - significant townscape impacts.
<b>Site 118</b>	Site on Button End in the southern part of Harston. Significant historic environment, townscape and landscape impacts - setting of several Grade II* Listed buildings and the Important Countryside Frontage to the south, which it would not be possible to mitigate.
<b>Site 119</b>	Site on north of Church Street in the southern part of Harston. Some potential to improve site - arable buildings, but change rural character. Significant historic environment, townscape and landscape impacts - setting of several Grade II* Listed buildings and the Important Countryside Frontage to the south west, which it would not be possible to mitigate. Unable to achieve safe access.
<b>Site 164</b>	Site located to east of A10 in the northern part of Harston. Within Bayer HSE area. Backland site with neutral / minimal impact - already other precedents in area.
<b>Site 226</b>	Site to east of A10 in the middle of Harston. Significant historic environment, townscape and landscape impacts - setting of several Grade II Listed Buildings and result in the loss of important rural character.
<b>Site 228</b>	Site to east of A10 in the middle of Harston. Significant historic environment, townscape and landscape impacts - setting of several Grade II Listed Buildings and Important Countryside Frontage, resulting in the loss of important rural character.
<b>Site 288</b>	Site to east of A10 in the middle of Harston. Significant historic environment, townscape and landscape impacts - setting of several Grade II Listed Buildings and Important Countryside Frontage, resulting in the loss of important rural character.
<b>Site 289</b>	Site to east of A10 in the middle of Harston. Significant historic environment, townscape and landscape impacts - setting of several Grade II Listed Buildings and result in the loss of important rural character.



SHLAA Site

Harston SHLAA Sites

Scale 1:8000

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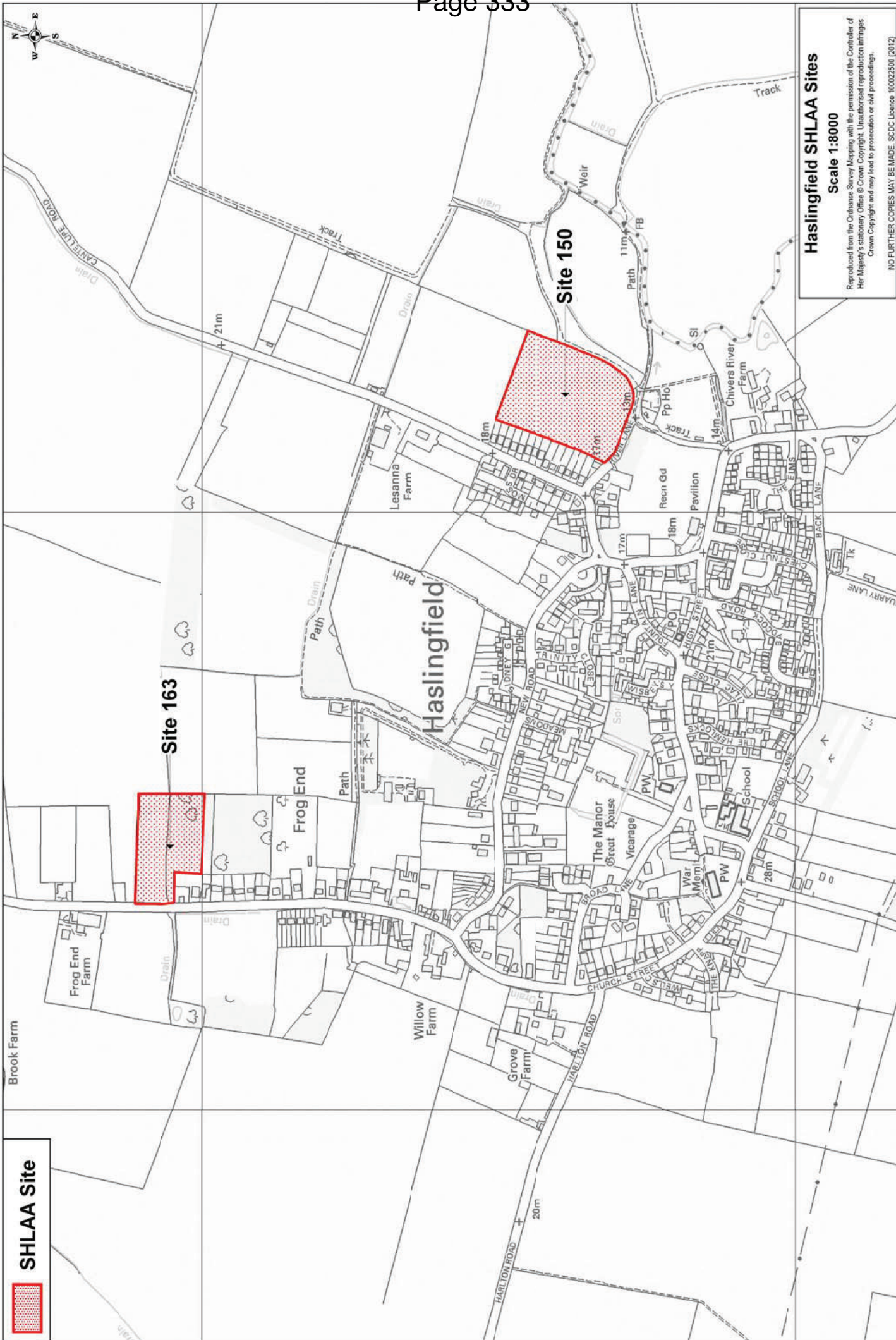
**HASLINGFIELD**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 150	Site 163
Address (summary)	Land at River Lane	Land at Barton Road
Site Size (gross ha)	3.15	1.80
Notional dwelling capacity	71	49
SHLAA strategic considerations	-	0
Green belt	-	-
SHLAA significant local considerations	----	----
Landscape and Townscape impact	----	----
SHLAA site specific factors	----	----
Accessibility to key local services and facilities (SA criteria 37)	-	-
Distance to key local services and facilities (SA criteria 38)	+	-
Accessibility to a range of employment opportunities (SA criteria 48)	0	0
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	0	0
Sustainable Development Potential		

<b>Site 150</b>	Site on the eastern edge of Haslingfield. Part Flood Zone 2. Significant historic environment, landscape and townscape impacts - part of setting of Grade II Listed Buildings, transition area between built up area and wider arable landscape, very visible location. No suitable access.
<b>Site 163</b>	Site on the northern edge of Haslingfield. Significant historic environment, landscape and townscape impacts - adjacent to and part of setting of other Grade II Listed Buildings, soft transition area between built up area and wider arable landscape, strong linear character.





 SHLAA Site

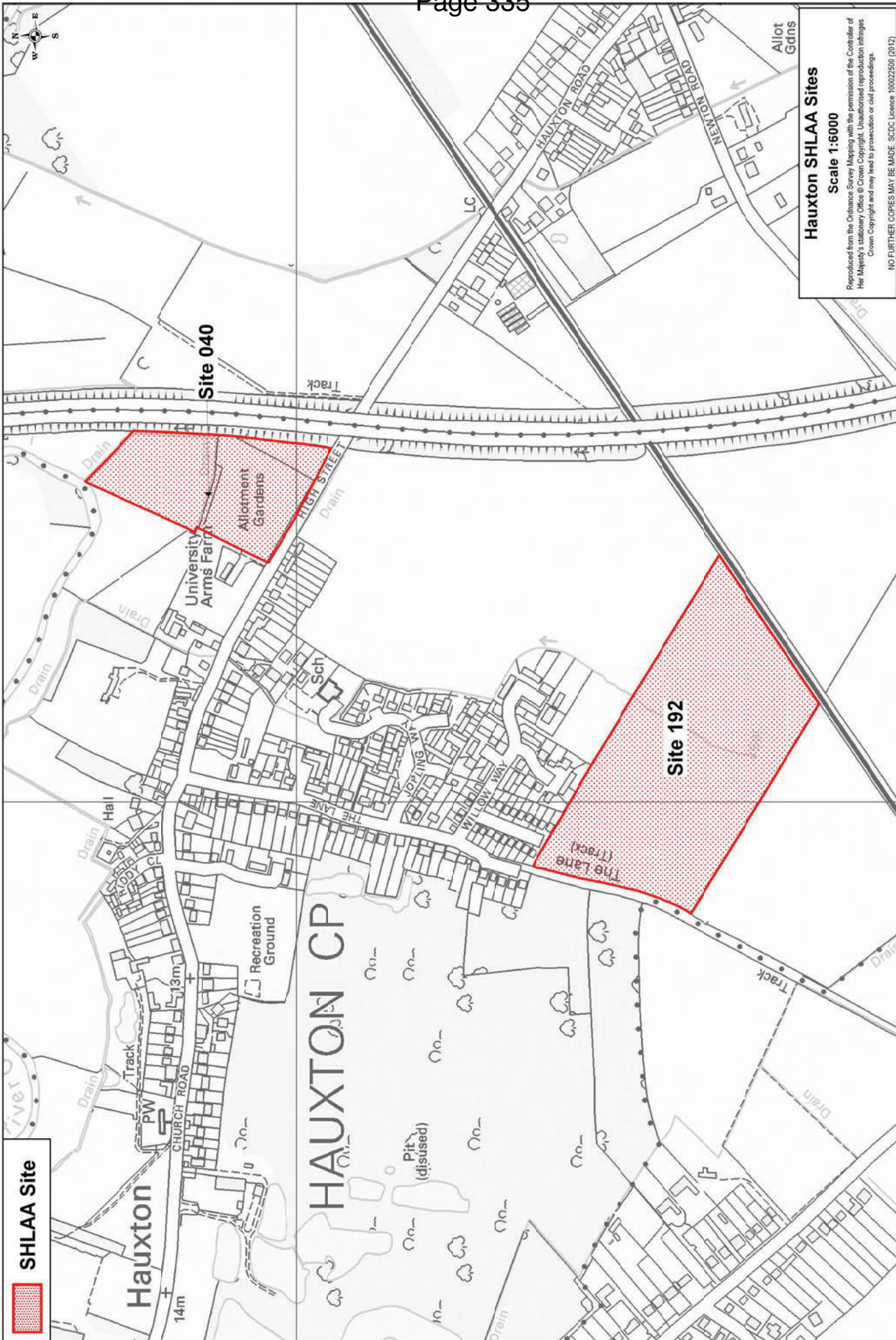
**Haslingfield SHLAA Sites**  
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**HAUXTON**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 040	Site 192
Address (summary)	Land north of High Street	Land east of The Lane
Site Size (gross ha)	3.00	7.70
Notional dwelling capacity	68	173
SHLAA strategic considerations	-	-
Green belt	-	-
SHLAA significant local considerations	-	-
Landscape and Townscape impact	----	----
SHLAA site specific factors	-	----
Accessibility to key local services and facilities (SA criteria 37)	-	-
Distance to key local services and facilities (SA criteria 38)	+	0
Accessibility to a range of employment opportunities (SA criteria 48)	+	0
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	0	0
Sustainable Development Potential		

<b>Site 040</b>	Site on eastern edge of Hauxton, north of High Street, adjacent to the M11. 1/2 Flood Zone 3 & some Flood Zone 2. Townscape and landscape impacts - does not relate well to built development north of High Street, rural character. Noise impacts require high level of mitigation.
<b>Site 192</b>	Site on the southern edge of Hauxton. Small part within Bayer CropScience Limited HSE zone. Significant townscape and landscape impacts - clear edge to village in exposed location. Noise impacts require high level of mitigation. No suitable access.



**SHLAA Site**

**Site 040**

**Site 192**

**Hauxton SHLAA Sites**

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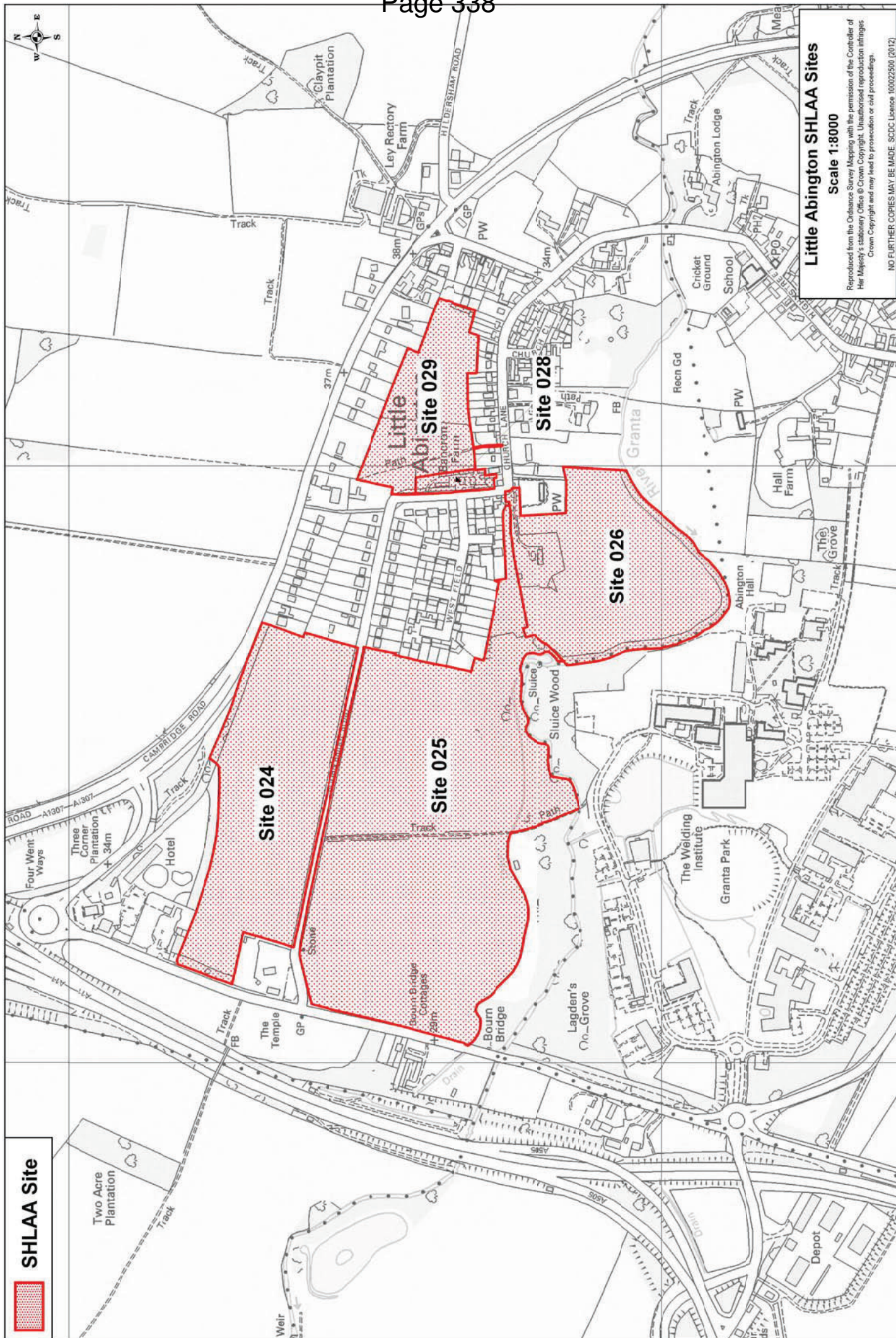
**LITTLE ABINGTON**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 024	Site 025	Site 026	Site 028	Site 029
<b>Address (summary)</b>	Land north of Bourn Bridge Road	Land south of Bourn Bridge Roa	Land south-west of Little Abington	Bancroft Farm, Church Lane	Land east of Bancroft Farm, Church Lane
<b>Site Size (gross ha)</b>	9.92	21.64	8.28	0.42	3.96
<b>Notional dwelling capacity</b>	223	325	95	9	89
<b>SHLAA strategic considerations</b>	0	0	0	0	0
<b>Green belt</b>	0	0	0	0	0
<b>SHLAA significant local considerations</b>	----	----	----	----	----
<b>Landscape and Townscape impact</b>	----	----	----	----	----
<b>SHLAA site specific factors</b>	----	----	----	----	----
<b>Accessibility to key local services and facilities (SA criteria 37)</b>	-	-	-	-	-
<b>Distance to key local services and facilities (SA criteria 38)</b>	-	0	+	+++	+++
<b>Accessibility to a range of employment opportunities (SA criteria 48)</b>	+	+	+	+	+
<b>Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)</b>	0	0	0	+	+
<b>Sustainable Development Potential</b>					

**Site Comments:**

<b>Site 024</b>	Site is an arble field on the western edge of Little Abington. Major impact on setting of Temple grade II listed building used as cafe. Environmental Health concerns about noise impact from adjoining roads especially A11 and also from nearby Travelodge and Comfort Café. Significant adverse effect on the landscape setting of Little Abington by the loss of land providing a rural approach to village.
<b>Site 025</b>	Site is arable field on the western edge of Little Abington. South is River Granta and beyond is the Granta Park employment area. Environmental Health objects to site - concerns of noise impact from adjoining roads (A11; A1307) and ongoing problems from Welding Institute at Granta Park (welding research & development) that is considered a statutory nuisance to existing residents in West Field and Church Lane Little Abington. loss of land which creates approach to village with a rural character. Would impact on the setting of a number of listed buildings including the Parish Churches of Little Abington and Great Abington as well as Great Abington Hall which are all Grade II*. County Archaeologist team object due to impact on earthworks on site.
<b>Site 026</b>	Site is a large grassland area on southern edge of Little Abington north of River Granta. Third of site in Flood zone 3. Scheduled monument (medieval earthworks) on half of site- County Archaeologists would object to development of site. Environmental Health object to site- concerned at noise impact from Welding Institute on Granta Park.
<b>Site 028</b>	Site is in centre of Little Abington. It consists of former farm buildings that were part of Bancroft Farm. Major adverse impact on Conservation Area due to loss of rural context to Bancroft Farm. Site has a distinctly rural character.
<b>Site 029</b>	Site is a field in centre of Little Abington enclosed by houses to the north, east and south. Next to former farm buildings which were part of Bancroft Farm. Major adverse impact if site developed - loss of open space in village - impact on Conservation Area. Highway Authority concerned about accidents on A1307.



**MELDRETH**  
**Summary of SHLAA and SA Assessments**

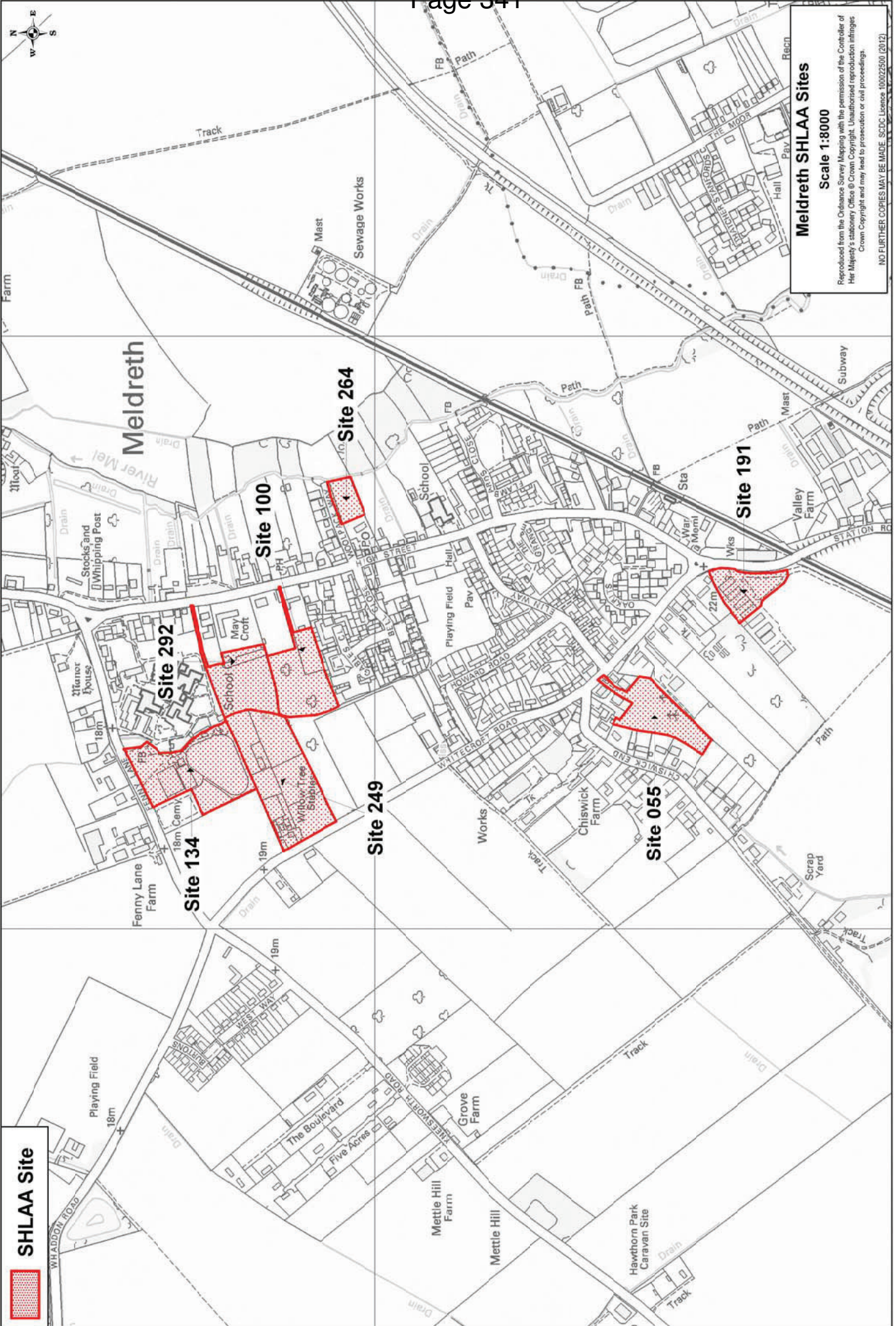
Settlement Category: Group Village

SHLAA Site Reference	Site 055	Site 100	Site 134	Site 191	Site 249	Site 264	Site 292
<b>Address (summary)</b>	Land west of Whitecroft Road	Land north of Gables Close	Riding School at land adjacent Meldreth Manor School	Land adjacent to Whitecroft Road	Willow Stables, Whitecroft Road	80a High Street	Land rear of 79 High Street
<b>Site Size (gross ha)</b>	0.98	1.16	1.92	0.67	2.23	0.30	1.08
<b>Notional dwelling capacity</b>	20	23	39	14	50	7	22
<b>SHLAA strategic considerations</b>	0	0	-	0	0	----	0
<b>Green belt</b>	0	0	0	0	0	0	0
<b>SHLAA significant local considerations</b>	----	-	-	----	0	-	----
<b>Landscape and Townscape impact</b>	-	-	-	+	-	-	-
<b>SHLAA site specific factors</b>	----	----	----	----	----	----	----
<b>Accessibility to key local services and facilities (SA criteria 37)</b>	-	-	-	-	-	-	-
<b>Distance to key local services and facilities (SA criteria 38)</b>	+	+++	+	+	+	+++	+
<b>Accessibility to a range of employment opportunities (SA criteria 48)</b>	+++	+++	+++	+++	+++	+++	+++
<b>Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)</b>	+	+	+	+	+	+	+
<b>Sustainable Development Potential</b>							

**Site Comments:**

<b>Site 055</b>	Wooded site to south of village. Adverse noise and townscape/landscape impacts.
<b>Site 100</b>	Backland site to north west of the village. Adverse heritage and townscape impacts.
<b>Site 134</b>	Vacant riding stables to west of the village. One third of site in flood zone 3. Adverse landscape impacts.
<b>Site 191</b>	Part of an industrial site on the southern edge of the village. Adverse noise impacts.
<b>Site 249</b>	Isolated site to west of the village. Adverse landscape setting impacts.
<b>Site 264</b>	Small site to east of the village. Within 400 metres of sewage works so affected by malodour. Adverse impacts on townscape and heritage assets.
<b>Site 292</b>	Backland site to north west of the village. Adverse heritage and townscape impacts.





 **SHLAA Site**

**Meldreth SHLAA Sites**  
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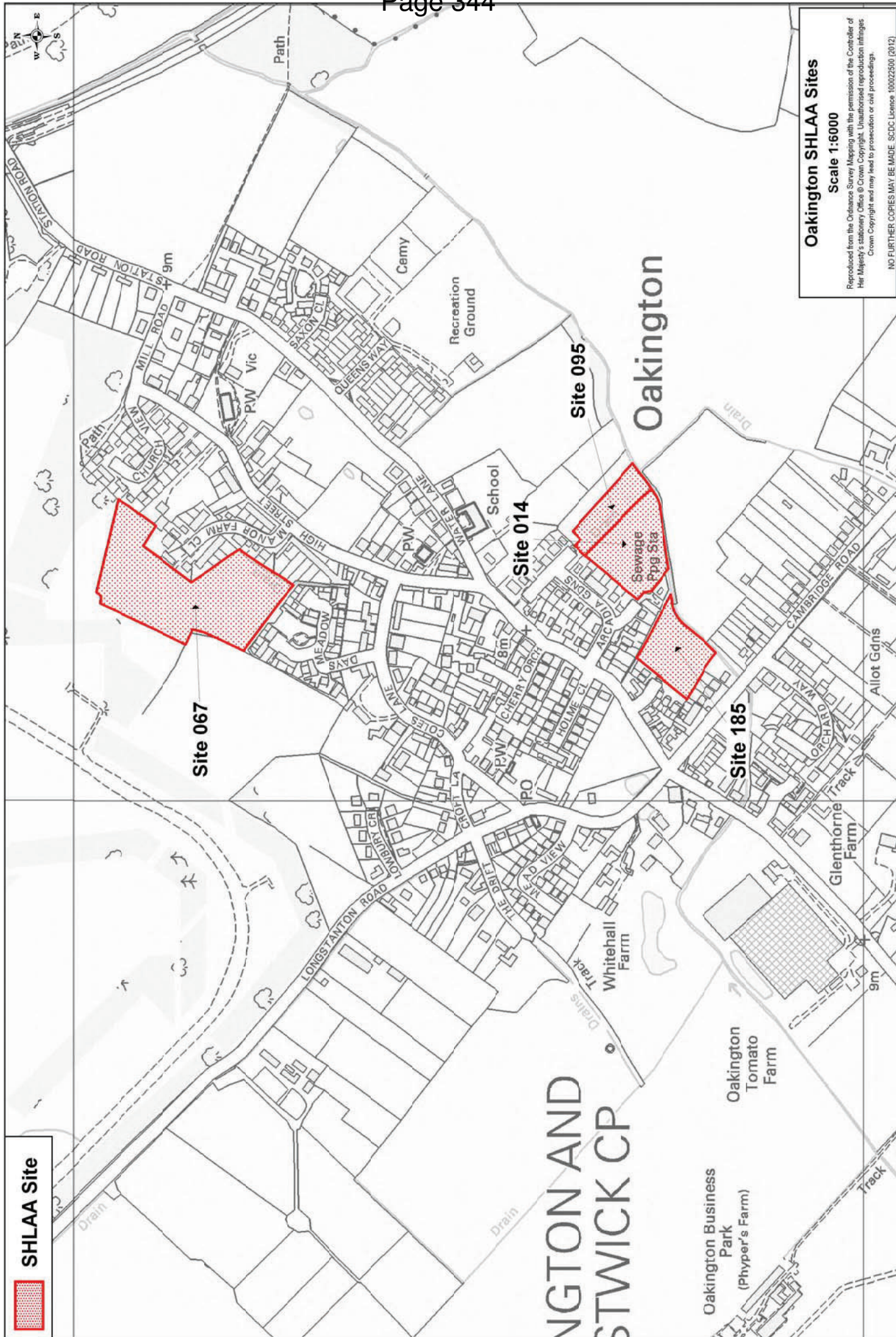
**OAKINGTON**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 014	Site 067	Site 095	Site 185
Address (summary)	Arcadia Gardens	Land at Manor Farm Close	Rear of Arcadia Gardens	Land at Kettles Close
Site Size (gross ha)	0.79	2.21	0.41	0.60
Notional dwelling capacity	0	11	0	0
SHLAA strategic considerations	----	0	----	----
Green belt	-	0	-	-
SHLAA significant local considerations	----	-	----	----
Landscape and Townscape impact	----	----	----	-
SHLAA site specific factors	----	----	----	----
Accessibility to key local services and facilities (SA criteria 37)	-	-	-	-
Distance to key local services and facilities (SA criteria 38)	+++	+	+++	+++
Accessibility to a range of employment opportunities (SA criteria 48)	+	+	+	+
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	+	+	+	+
Sustainable Development Potential				

**Site Comments:**

<b>Site 014</b>	Flood Zone 3.
<b>Site 067</b>	Site to north west of Oakington. Impact on separation with Northstowe - reduced site area. Heritage, townscape and landscape impacts. Consent is being sought of the Ministry of Defence to remove a restrictive covenant which related to the area when it was an airfield. No access.
<b>Site 095</b>	Flood Zone 3.
<b>Site 185</b>	Flood Zone 3.



 SHLAA Site

**Oakington SHLAA Sites**  
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NGTON AND  
 STWICK CP

**ORWELL**  
**Summary of SHLAA and SA Assessments**

**Settlement Category: Group Village**

SHLAA Site Reference	Site 020
Address (summary)	Land adjacent to Petersfield Primary School
Site Size (gross ha)	3.14
Notional dwelling capacity	55
SHLAA strategic considerations	0
Green belt	0
SHLAA significant local considerations	-
Landscape and Townscape impact	-
SHLAA site specific factors	+
Accessibility to key local services and facilities (SA criteria 37)	-
Distance to key local services and facilities (SA criteria 38)	+++
Accessibility to a range of employment opportunities (SA criteria 48)	-
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	0
Sustainable Development Potential	

<b>Site 020</b>	Part of an arable field to north west of the village. Adverse impacts on setting of Listed Buildings, townscape and landscape setting.
-----------------	--



 SHLAA Site

**Orwell SHLAA Sites**  
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**STEEPLE MORDEN**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 209	Site 237
Address (summary)	Land north of Bogs Gap Lane	Land east of Hay Street
Site Size (gross ha)	0.48	0.33
Notional dwelling capacity	13	10
SHLAA strategic considerations	0	0
Green belt	0	0
SHLAA significant local considerations	---	-
Landscape and Townscape impact	-	---
SHLAA site specific factors	---	---
Accessibility to key local services and facilities (SA criteria 37)	-	-
Distance to key local services and facilities (SA criteria 38)	-	0
Accessibility to a range of employment opportunities (SA criteria 48)	+	+
Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)	0	0
Sustainable Development Potential		

<b>Site 209</b>	Site is on northern side of Steeple Morden at the junction of Bogs Gap Lane and North Brook End. Comprises of one house set in garden Residential to the south and open countryside in all other directions. Site best related to surrounding open countryside. Highway Authority identified site does not appear to have a direct link to the adopted public highway.
<b>Site 237</b>	Site is grassland in northern part of Steeple Morden to the east of Hay Street. Part of network of fields between Hay Street and Brook End to the east that create rural setting to historic core of village



**SHLAA Site**



**Steeple Morden SHLAA Sites**

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**TEVERSHAM**  
Summary of SHLAA and SA Assessments

## Settlement Category: Group Village

SHLAA Site Reference	Site 098	Site 099	Site 137
<b>Address (summary)</b>	Land east of Cherry Hinton Road	Land south of Pembroke Way	Land at Fulbourn Road
<b>Site Size (gross ha)</b>	8.19	2.07	4.78
<b>Notional dwelling capacity</b>	184	47	108
<b>SHLAA strategic considerations</b>	0	0	0
<b>Green belt</b>	---	-	-
<b>SHLAA significant local considerations</b>	---	-	---
<b>Landscape and Townscape impact</b>	---	---	---
<b>SHLAA site specific factors</b>	---	-	---
<b>Accessibility to key local services and facilities (SA criteria 37)</b>	-	-	-
<b>Distance to key local services and facilities (SA criteria 38)</b>	+	+++	-
<b>Accessibility to a range of employment opportunities (SA criteria 48)</b>	+	+	+
<b>Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)</b>	+	+	0
<b>Sustainable Development Potential</b>			

<b>Site 098</b>	Site south of Pembroke Way, east of Cherry Hinton Way, on the southern edge of Teversham. Significant GB, historic environment, townscape and landscape impacts - setting of the Conservation Area and a Grade II Listed Building. Loss of important amenity / play area. Possible contaminated land and noise from airport. No safe access.
<b>Site 099</b>	Site south of Pembroke Way, east of Cherry Hinton Way, on the southern edge of Teversham. Advers GB, historic environment, townscape and landscape impacts - setting of the Conservation Area and a Grade II Listed Building. Loss of important amenity / play area. Smaller scale development & may be possible to landscape / mitigate impacts. Possible contaminated land and noise from airport.
<b>Site 137</b>	Site east of Fulbourn road, on the south eastern edge of Teversham. Significant GB, historic environment, townscape and landscape impacts - setting of the Conservation Area and a Grade II Listed Building. Possible contaminated land.



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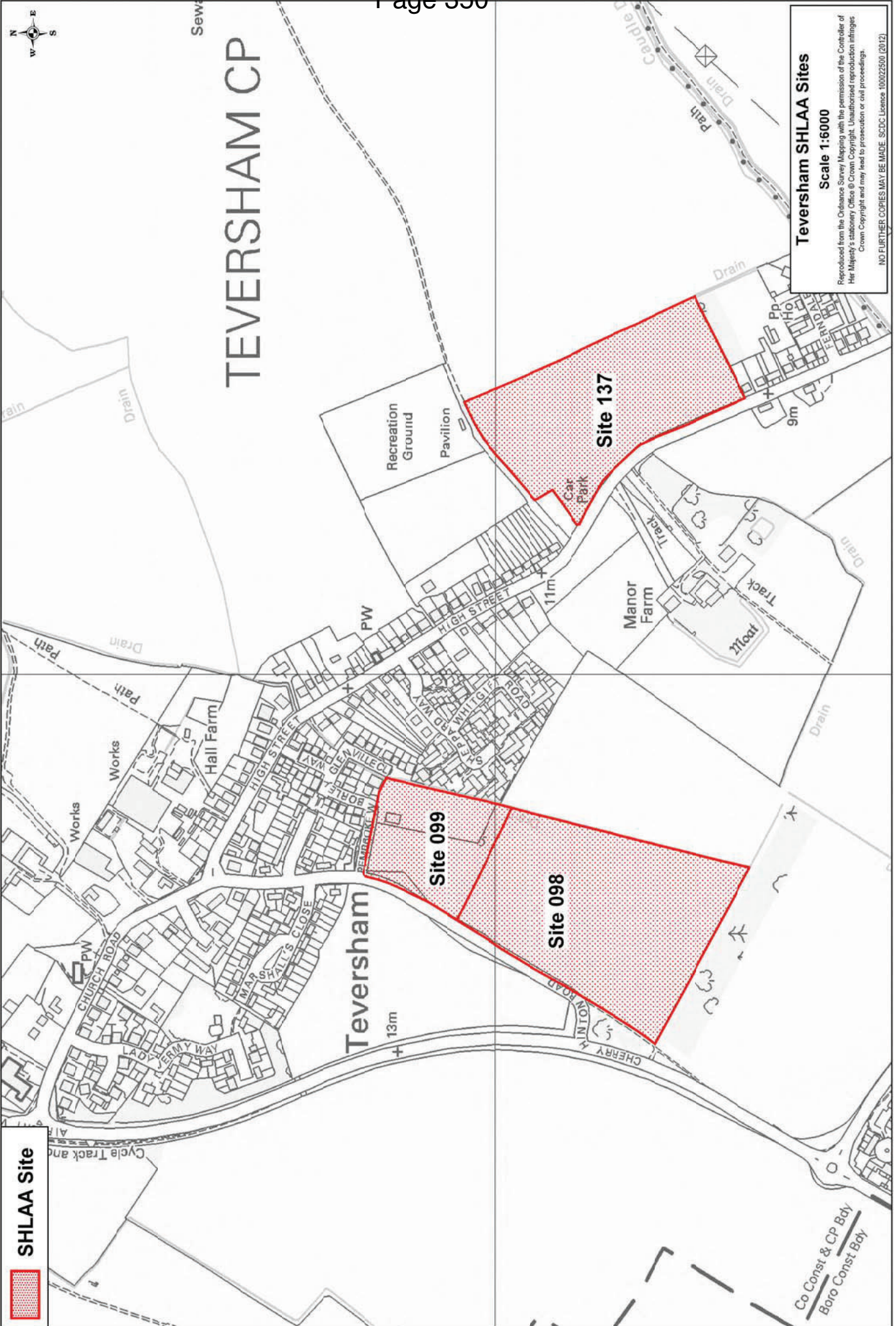
# TEVERSHAM CP

## Teversham SHLAA Sites

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**SHLAA Site**



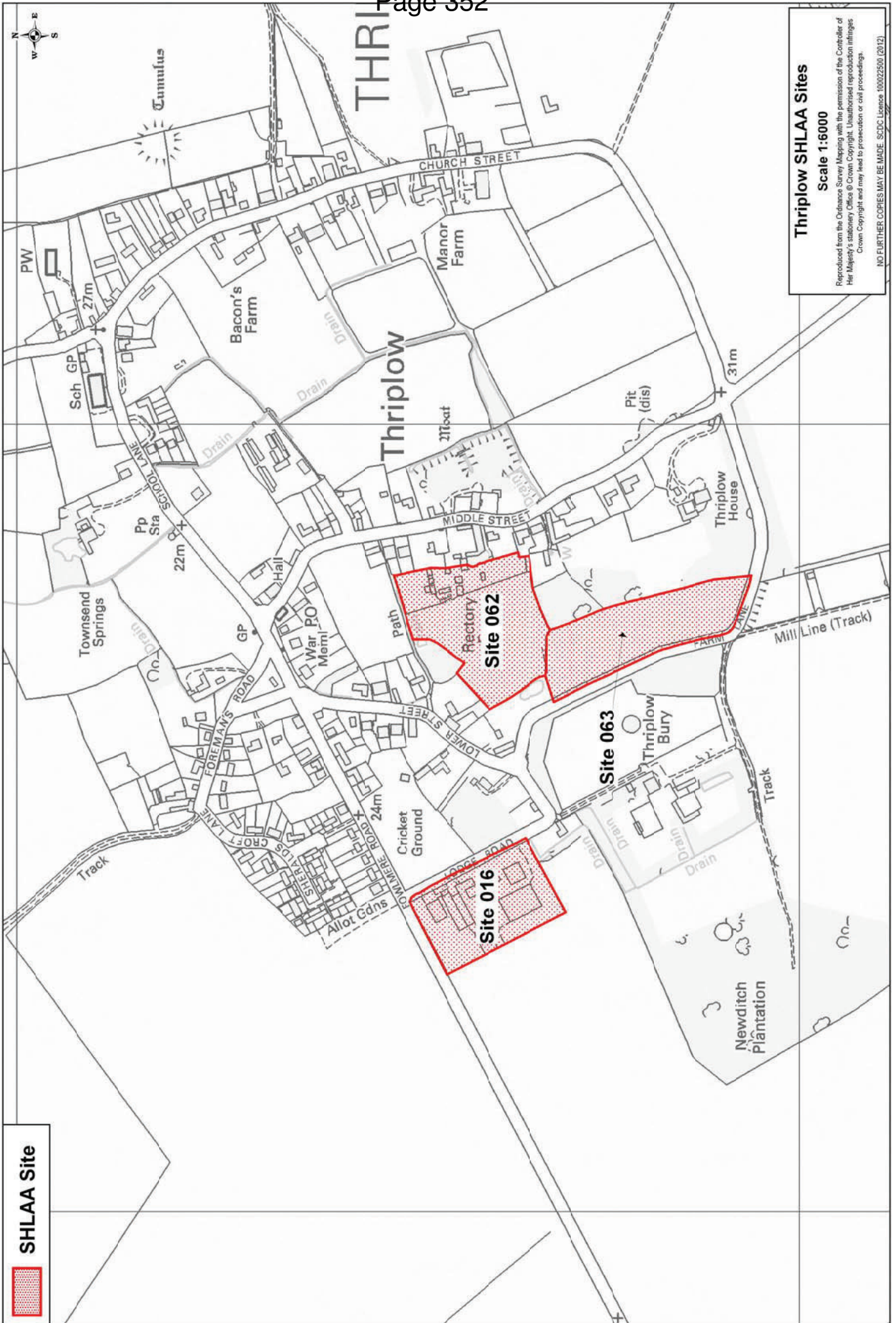
Co Const & Cp Bdy  
Boro Const Bay

**THRIPILOW**  
Summary of SHLAA and SA Assessments

Settlement Category: Group Village

SHLAA Site Reference	Site 016	Site 062	Site 063
<b>Address (summary)</b>	The Grain Store, Lodge Road	Land west of Rectory Farm, Middle Street	Land east of Farm Lane
<b>Site Size (gross ha)</b>	1.84	2.44	4.39
<b>Notional dwelling capacity</b>	50	55	99
<b>SHLAA strategic considerations</b>	0	0	
<b>Green belt</b>	-	-	
<b>SHLAA significant local considerations</b>	-	---	---
<b>Landscape and Townscape impact</b>	-	---	---
<b>SHLAA site specific factors</b>	-	---	---
<b>Accessibility to key local services and facilities (SA criteria 37)</b>	-	-	-
<b>Distance to key local services and facilities (SA criteria 38)</b>	+	+++	+++
<b>Accessibility to a range of employment opportunities (SA criteria 48)</b>	0	0	0
<b>Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)</b>	0	0	0
<b>Sustainable Development Potential</b>			

<b>Site 016</b>	Site on western edge of Thriplow consisting of collection of agricultural buildings surrounded by hardstanding. In use as grain store with MOT test centre. West part in Green Belt. Adverse impact on landscape on approach into village if loss of mature hedges and farm buildings with rural character. Part of site could be developed to improve townscape on edge of village with careful design.
<b>Site 062</b>	Site located in southern part of Thriplow within the Green Belt and comprises of open grassland with trees. Would result in loss of significant area of open countryside within the core of the historic village if developed. Would alter existing character of village which is linear with interspersed open space. Significant adverse impact on setting of numerous listed buildings including Manor House and Thriplow Bury
<b>Site 063</b>	L shaped site on the southern side of Thriplow comprises of an extensive area of open grassland with trees. Would result in loss of significant area of open countryside within the core of historic village if developed. Would alter existing character of village which is linear with interspersed open space. Significant adverse impact on setting of numerous listed buildings including Manor House and Thriplow Bury



**SHLAA Site**



**Thriplow SHLAA Sites**

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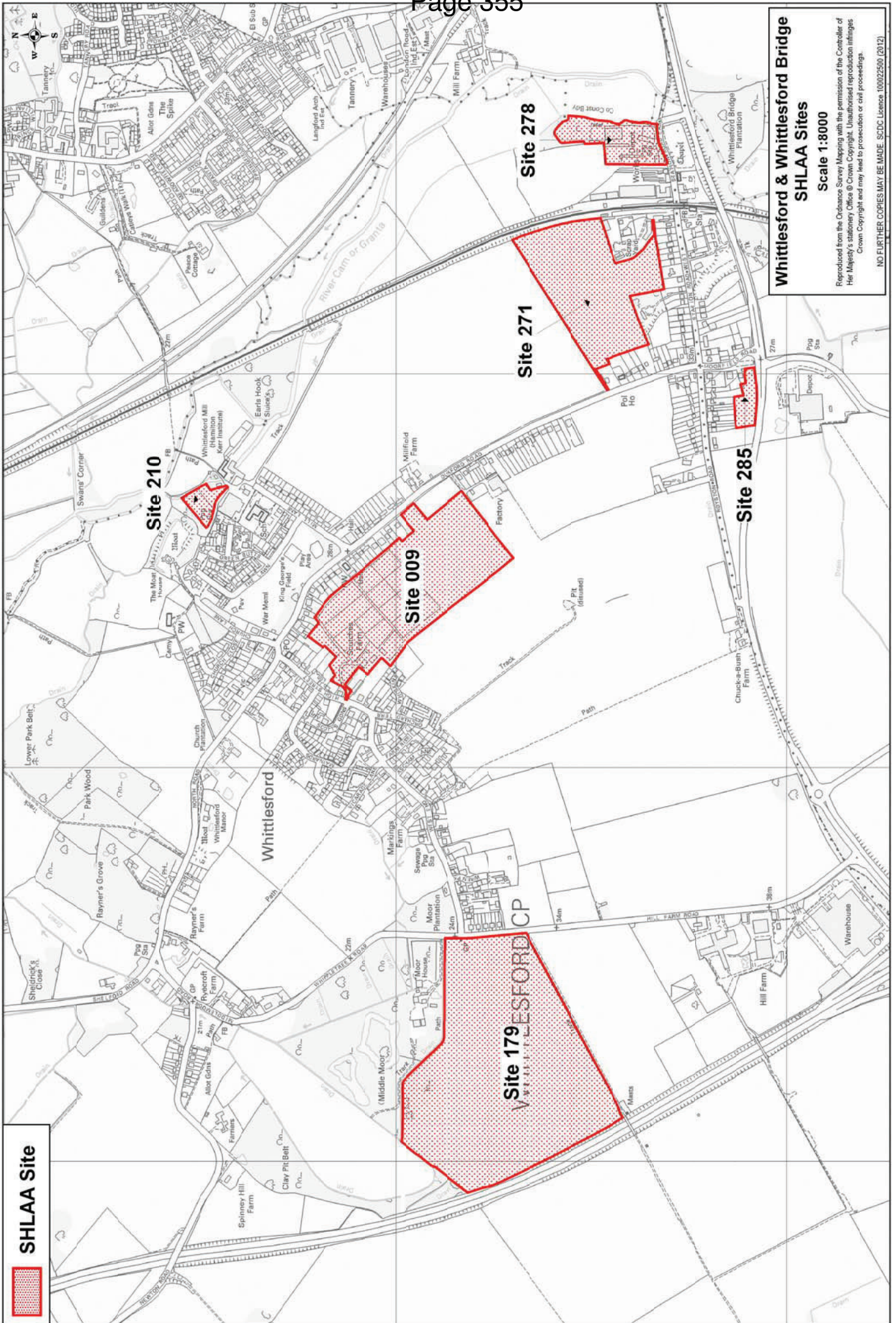
**WHITTLESFORD & WHITTLESFORD BRIDGE**  
**Summary of SHLAA and SA Assessments**

Settlement Category: Group Village

SHLAA Site Reference	Site 009	Site 179	Site 210	Site 271	Site 278	Site 285
<b>Address (summary)</b>	Scutches Farm, High Street	Land rear of Whittlesford	Land rear of Swanns Corner, Mill Lane	Land adjacent to Station Road and Duxford Road	Highways Agency Depot, Station Road East	Land adjacent to 83 Moorfield Road
<b>Site Size (gross ha)</b>	11.39	23.29	0.59	8.07	2.28	0.64
<b>Notional dwelling capacity</b>	171	349	12	182	51	13
<b>SHLAA strategic considerations</b>	0	-	-	0	-	
<b>Green belt</b>	-	-	-	-	-	-
<b>SHLAA significant local considerations</b>	---	---	---	---	---	0
<b>Landscape and Townscape impact</b>	---	---	---	---	-	---
<b>SHLAA site specific factors</b>	---	---	---	---	---	---
<b>Accessibility to key local services and facilities (SA criteria 37)</b>	-	-	-	-	-	-
<b>Distance to key local services and facilities (SA criteria 38)</b>	+++	---	+	---	---	---
<b>Accessibility to a range of employment opportunities (SA criteria 48)</b>	+	+	+	+	0	+
<b>Accessibility by sustainable transport modes such as walking, cycling and public transport (SA criteria 51)</b>	0	-	0	+	0	+
<b>Sustainable Development Potential</b>						

**Site Comments:**

<b>Site 009</b>	Site to southeast of the High Street and west of Duxford Road. Significant historic environment, townscape and landscape impacts - setting of several Grade II Listed Buildings and Conservation Area. Entertainment noise from church / hall.
<b>Site 179</b>	Site between the M11 and Hill Farm Road, on the western edge of Whittlesford. Small areas to north in Flood Zone 2. Significant townscape and landscape impacts - very large scale, out of proportion to the village, removed from heart of village, in exposed area. Noise impacts of M11 - high level mitigation.
<b>Site 210</b>	Site is on the north eastern edge of Whittlesford beside the River Granta. East half in Flood Zone 2. Significant historic environment, townscape and landscape impacts - setting of Grade II Listed Building & Conservation Area, TPOs, wider impact on the Grade I Listed church. Possible noise from adjoining commercial. Unsuitable access - no link to public highway.
<b>Site 271</b>	North of Whittlesford Bridge. Significant historic environment, townscape and landscape impacts - very large scale, out of proportion to the village, in an exposed area. Possible land contamination and noise from railway and adjoining commercial. Unsuitable access - no link to public highway.
<b>Site 278</b>	Site on eastern edge of Whittlesford Bridge. Redevelopment of highways depot. Historic environment, townscape and landscape impacts - some improvement (removal buildings and hardstanding) but limited residential east of railway, impact on LB (Grade II* and II). Possible noise - A505 and commercial.
<b>Site 285</b>	Site to the south of Royston Road south of Whittlesford Bridge. Significant townscape and landscape impacts - very exposed site. Possible noise A505. No suitable access - resist onto A505.



**SHLAA Site**

**Whittlesford & Whittlesford Bridge  
SHLAA Sites**

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