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5 December 2012

To: Councillor Pippa Corney, Portfolio Holder

Douglas de Lacey  
Janet Lockwood  
Bridget Smith  
John Williams

Scrutiny and Overview Committee  
Opposition Spokesman  
Scrutiny and Overview Committee  
Opposition Spokesman

Dear Sir / Madam

You are invited to attend the next meeting of **PLANNING POLICY AND LOCALISM PORTFOLIO HOLDER'S MEETING**, which will be held in **COUNCIL CHAMBER, FIRST FLOOR** at South Cambridgeshire Hall on **THURSDAY, 13 DECEMBER 2012 at 10.00 a.m.**

Yours faithfully  
**JEAN HUNTER**  
Chief Executive

**Requests for a large print agenda must be received at least 48 hours before the meeting.**

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<b>AGENDA</b>		<b>PAGES</b>
<b>PROCEDURAL ITEMS</b>		
<b>1.</b>	<b>Declarations of Interest</b>	
<b>2.</b>	<b>Minutes of Previous Meeting</b> The Portfolio Holder is asked to sign the minutes of the joint meeting held with the Planning & Economic Development Portfolio holder on 19 October 2012 as a correct record.	<b>1 - 2</b>
<b>DECISION ITEMS</b>		
<b>3.</b>	<b>South Cambs Local Plan: Issues and Options 2 for Consultation</b> The covering report and Appendices A and H are attached, the remaining appendices are available on the website at <a href="http://www.scambs.gov.uk">www.scambs.gov.uk</a>	<b>3 - 172</b>
<b>4.</b>	<b>Local Development Framework Annual Monitoring Report 2011-12</b> The covering report and Appendix 1 is attached; Appendix 2 is available on the website at <a href="http://www.scambs.gov.uk">www.scambs.gov.uk</a>	<b>173 - 182</b>
<b>STANDING ITEMS</b>		
<b>5.</b>	<b>Date of Next Meeting</b> A date will be confirmed if required.	

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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**

Minutes of the Planning Policy and Localism Portfolio Holder's Meeting held on  
Friday, 19 October 2012 at 10.00 a.m.

Portfolio Holder: Pippa Corney

**Councillors in attendance:**

Scrutiny and Overview Committee monitors: Douglas de Lacey and Bridget Smith

Opposition spokesmen: Janet Lockwood

Also in attendance: Tumi Hawkins, Mervyn Loynes and Nick Wright

**Officers:**

Patrick Adams	Senior Democratic Services Officer
Jane Green	Head of New Communities
Jo Mills	Planning and New Communities Director
Sarah Stevens	Head of Planning and Economic Development

**8. DECLARATIONS OF INTEREST**

None.

**9. MINUTES OF PREVIOUS MEETING**

The minutes of the meeting held on 3 July 2012 were agreed as a correct record.

**10. PLANNING AND NEW COMMUNITIES: SERVICE PLAN PRIORITIES FOR 2013-14**

The Planning and New Communities Director presented this report, which invited the Planning Policy and Localism Portfolio Holder to approve the parts of the Service Plan for Planning and New Communities, which were relevant to her portfolio.

**Priority 12: Supporting localism**

It was noted that in response to the Localism Act, and through a review of its internal organisation, the service would be dividing the district into three areas, each with its own lead officer. It was understood that this reflected arrangements that were in place or proposed in Housing and Health & Environmental Services departments. It was noted that this proposal was at an early stage. Members requested that there be effective engagement with district councillors before this proposal was implemented.

**Priority 13: Delivery of new communities**

It was agreed that the County Council should be referred to in the proposal.

**Priority 14: Develop solutions to deliver co-ordinated community transport**

It was agreed that the words "improve community transport provision" should be replaced with "Develop solutions to deliver co-ordinated community transport", which would retain the wording in the 2012/13 plan. It was suggested that communication with the County Council could be improved with regard to community transport.

**Priority 16: Participation in sports**

It was agreed that whilst it was important to encourage sports development, other keep fit activities should also be promoted.

**Consultation on the Local Plan**

It was noted that over half the responses received from the public with regard to the Local Plan were made online. A further series of Member workshops would be held on the Local Plan from January. The Planning Policy and Localism Portfolio Holder expressed her support for sustainable development, but explained that she would not take any decisions with regard to the Local Plan until after the consultation exercise was concluded.

The Planning Policy and Localism Portfolio Holder **ENDORSED** the service plan priorities relevant to her Portfolio, as identified in Appendix 1 of the report, subject to the following amendments:

- In Priority 13, add the words “and County Council” after the words “City Council”.
- In Priority 14, replace the words “improve community transport provision” with “Develop solutions to deliver co-ordinated community transport.”
- In Priority 16, add the words “and activities” after the words “Sports Development”.

**11. DATES OF NEXT MEETINGS**

The following meetings dates were noted:

- Thursday 13 December 10am
- Thursday 21<sup>st</sup> March 2013 10am
- Thursday 11 April 2013 10am

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**The Meeting ended at 11.55 a.m.**

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**SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL**

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**REPORT TO:** Planning Policy & Localism Portfolio Holder

13 December 2012

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

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**SOUTH CAMBRIDGESHIRE LOCAL PLAN  
ISSUES AND OPTIONS 2 REPORT FOR CONSULTATION**

- **PART 1 – JOINT CONSULTATION ON DEVELOPMENT STRATEGY AND SITE OPTIONS ON THE EDGE OF CAMBRIDGE**
- **PART 2 – SOUTH CAMBRIDGESHIRE FURTHER SITE OPTIONS**

**Purpose**

1. The Portfolio Holder is invited to approve the two parts of the South Cambridgeshire Local Plan Issues and Options 2 Consultation Reports for public consultation from 7 January to 18 February 2013 and to agree to publish new evidence base documents supporting the plan, having considered the recommendation made from the Joint Strategic Transport and Spatial Planning Group (JSTSPG) in respect of the Part 1 joint consultation document produced with Cambridge City Council.

**Executive summary**

2. The Council has started the process of updating the current Local Development Framework documents that were adopted between January 2007 and January 2010 with a new Local Plan covering the period to 2031. The Local Plan is a key document for South Cambridgeshire. Following on from consultation on the first Issues and Options Report, which took place between July and September 2012, this consultation will include:
  - Part 1 – Joint consultation on Development Strategy and Site Options on the Edge of Cambridge;
  - Part 2 – Further Site Options in South Cambridgeshire arising from the first Issues and Options consultation.
3. The Issues and Options 2 consultation has been split into two parts. The Part 1 document is a joint consultation between South Cambridgeshire District Council and Cambridge City Council on options for the development strategy for the wider Cambridge area and for site options for housing or employment development on the edge of Cambridge on land currently in the Green Belt. It also includes options on sub-regional sporting, cultural and community facilities including site options for a community stadium. It builds upon the Issues and Options consultations that the Councils have already consulted on and provides updated information in relation to the housing and employment needs for the area as a whole, as well as outlining what that means for the future development strategy. The Part 2 document includes further site options and designations for other parts of the district that were put forward through the 2012 consultation.

4. This report provides the draft Part 1 and Part 2 consultation documents for consideration, and sets out the broad arrangements for consultation, which will take place for 6 weeks between 7 January to 18 February 2013.

## **Recommendations**

5. The Portfolio Holder is recommended to:
  - agree the joint Part 1 document (Appendix A) and supporting evidence base (Appendices B, C, D, E and F) for consultation;
  - agree the Sustainability Appraisal of the Part 1 document for consultation (Appendix G);
  - agree the Part 2 document (Appendix H) and supporting evidence base (Appendix I) for consultation;
  - agree the Sustainability Appraisal of the Part 2 document for consultation (Appendix J);
  - agree the consultation arrangements sets out in paragraphs 32 to 35; and
  - agree that any minor amendments and editing changes, including to make more publicly accessible documents, that need to be made should be agreed in consultation with the Portfolio Holder.

## **Background**

6. 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.
7. The primary objective of this strategy is to 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 reversal of previous plans which constrained the growth of Cambridge and dispersed housing development to the villages and market towns.
8. 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. 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.

9. 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 but for the supply of immediately deliverable housing land the current LDF is considered to be in general conformity with the NPPF. The Council will have a draft Local Plan by summer 2013.

### **2012 Issues and Options consultation**

10. The 2012 Issues and Options consultation documents were agreed by the Portfolio Holder at the meeting of 3 July. Consultation on the Issues and Options Report took place over ten weeks between 12 July and 28 September 2012 on 116 issues and questions in the consultation document with an accompanying 10 question leaflet to encourage participation, which was included in the South Cambs Magazine. A total of almost 20,100 comments were made, of which over 6,600 were to the questionnaire.

### **Duty to Co-operate**

11. The NPPF places a duty to cooperate on planning authorities for issues that cross administrative boundaries. This 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, although the NPPF is not prescriptive about how Councils work together or how evidence of co-operation should be presented.
12. 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 and a joint Member Group to consider cross strategic planning and transport issues.
13. The close relationship with Cambridge means that joint working with the City Council and the County Council is also well established. The City Council and South Cambridgeshire have jointly commissioned much of the evidence base to support Local Plan preparation. 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.
14. Whilst Cambridge City Council and South Cambridgeshire District Council are preparing separate plans, this does not prevent a comprehensive approach being developed and sound arrangements have been put in place in order to ensure this. Given the close functional relationship between Cambridge and South Cambridgeshire, the Councils are working jointly to ensure that cross boundary issues and relevant wider matters are addressed in a consistent and joined up

manner. The Councils have been working together throughout the preparation of the Issues and Options consultations on the Local Plans, and also the parallel consultation on issues for a new Transport Strategy for Cambridge and South Cambridgeshire.

15. The Councils took a co-ordinated approach to joint issues in the recent Issues and Options consultations (summer 2012). Each of the Issues and Options consultation documents took a common approach to the questions asked about the Green Belt on the edge of Cambridge, the future planning of Cambridge East and Northern Fringe East, and to sub-regional sporting, cultural and community facilities. Each document also highlighted the corresponding consultation by the other Council.

### **Part 1 – Joint Consultation on Development Strategy and Site Options on the Edge of Cambridge**

16. The Councils continue to work jointly as plan preparation progresses. Part 1 of the second stage of Issues and Options consultation is a joint consultation on options for the development strategy for the wider Cambridge area and for site options on the edge of Cambridge on land currently in the Green Belt. It builds on the Issues and Options consultations that the Councils have already undertaken this summer and provides background information in relation to the housing and employment needs for the area as a whole as well as outlining what that means for the future development strategy.
17. Appendix A includes the Part 1 document for consultation. The document includes the following:
  - Chapter 1: Introduction
  - Chapter 2: Joint Working and Duty to Co-operate
  - Chapter 3: The Current Development Strategy
  - Chapter 4: Sustainable Development
  - Chapter 5: Development Needs in Cambridge and South Cambridgeshire
  - Chapter 6: Continuing a Sustainable Development Strategy
  - Chapter 7: Green Belt
  - Chapter 8: A Sustainable Development Strategy for Cambridge and South Cambridgeshire to 2031
  - Chapter 9: Site Options
  - Chapter 10. Sub Regional Sporting, Cultural and Community Facilities
18. In order to assist with the preparation of this document, the following evidence based work has been undertaken:
  - Review of the Inner Green Belt Boundary Study November 2012 (Appendix B)
  - Cambridge and South Cambridgeshire Sustainable Development Strategy Review November 2012 (Appendix C)
  - Site Assessments for Edge of Cambridge Sites November 2012 (Appendix D)
  - Cambridge Sub Regional Facilities Review (Appendix E)

*Sustainable Development Strategy*

19. The current development strategy for Cambridge and South Cambridgeshire marked a step change in the way housing development took place in and on the edge of Cambridge, by looking to provide homes as close as possible to the jobs, in a move away from the previous dispersed village development strategy to help reduce commuting and the congestion and emissions it causes. The change in position of Cambridge East as a development site for up to 12,000 homes on the edge of Cambridge in the period to 2031, means that the current development strategy for Cambridge and South Cambridgeshire will not be fully implemented. However, good progress in relation to the current strategy must be recognised, with development on the fringe sites underway and progress being made in relation to Northstowe.
20. The Councils have worked with the Joint Strategic Planning Unit to undertake a review of the current Sustainable Development Strategy to explore how the new Local Plans can continue to provide for sustainable development whilst also protecting what is special about Cambridge, including the purpose of the Cambridge Green Belt. The Review concludes that the current strategy remains the most sustainable, subject to striking the right balance between meeting the needs for new homes and jobs, with other environmental infrastructure and quality of life factors. However, the work in the new plans must consider what a sustainable development strategy could look like now, given the changes in circumstances since 2003 when the current strategy was put in place.
21. Given this context, it is important that the review of the Local Plan explores whether there are further sites on the edge of Cambridge that could be released from the Green Belt for development without fundamental harm to its purposes. A review of the inner boundary of the Green Belt has therefore been undertaken, which has identified a small number of sites that could be released for development of approximately 680 homes without fundamental harm to Green Belt purposes. Those sites have been considered as part of a comprehensive assessment process (see site options section below).

*Site Options for consultation*

22. A technical assessment of a range of sites on the edge of Cambridge has been undertaken to inform the selection of the site options for consultation, including sites submitted to the Councils as part of their Strategic Housing Land Availability Assessments and sites coming through the Green Belt review. The assessments have had regard to the comments submitted in response to the summer 2012 consultation on ten broad locations in the Green Belt on the edge of Cambridge (see Appendix F). A wide range of constraints, policy designations and matters important to sustainability have been taken into account in the technical assessments including flood risk, Green Belt significance, site access, deliverability, Cambridge Airport safety zones, distance to services and facilities, open space, transport accessibility, air quality, noise, and biodiversity. The technical assessment process involved completion of a standard site pro-forma, which looked at the impact and significance of development. The full technical assessments are contained in Appendix D.
23. The results of the assessments are summarised in an appendix to the Part 1 consultation document. The traffic light assessment highlights those sites that may have potential for development as green or amber, where negative impacts are

considered capable of mitigation in an appropriate scheme. Those sites have been identified as site options for consultation. 6 sites in 3 locations have been identified, as illustrated in the table below.

Site Number	Location	Development type
Site option GB1	Land North of Worts' Causeway	250 dwellings
Site option GB2	Land South of Worts' Causeway	230 dwellings
Site option GB3	Fulbourn Road West (1)	75 dwellings. Alternatively, this could be considered for employment.
Site option GB4	Fulbourn Road West (2)	Employment development
Site option GB5	Fulbourn Road East	Employment development
Site option GB6	Land between Huntingdon Road and Histon Road (NIAB3)	Up to 130 dwellings with employment (see also Site Option CS4 for a Community Stadium)

*Sub regional Sporting, Cultural and Community Facilities*

24. Through the previous Issues and Options consultations, both Councils sought views on whether there is need for major new cultural and sporting facilities in the Cambridge sub-region. Previous studies had identified gaps in provision for some types of major sub-regional facilities, including a community stadium, ice rink and concert hall. Further work has now been undertaken to review the evidence for such facilities and consider options for dealing with them in the new Local Plans in the Cambridge Sub-Regional Facilities Review (Nov 2012) (see Appendix E).
25. The Review concludes that no specific objective need can be quantified requiring the provision of a community stadium. However, the Review identifies that the right package of uses in a suitable location could deliver benefits for the wider sub-region. In the light of the latest work, the consultation asks whether there is considered to be a need to plan for a community stadium. 9 site options have been identified for consultation, which are either within the urban area of Cambridge, in the Green Belt on the edge of Cambridge, or to provide a facility as part of a new settlement. None of the site options are perfect and there are issues which may mean that some of the sites may not be capable of being delivered in a satisfactory way. The consultation document highlights the advantages and disadvantages of each option to inform comment. The site options are:

SITE NUMBER	LOCATION
Site Option CS1	The Abbey Stadium and adjoining Allotment Land, Newmarket Road, Cambridge
Site Option CS2	Cowley Road Cambridge (former Park and Ride and Golf Driving Range)
Site Option CS3	North of Newmarket Road, Cambridge East
Site Option CS4	South of the A14 and west of Cambridge Road

Site Option CS5	Land south of Trumpington Meadows, Hauxton Road
Site Option CS6	Land between Milton and Impington, north of A14 (Union Place)
Site Option CS7	Northstowe
Site Option CS8	Waterbeach New Town Option
Site Option CS9	Bourn Airfield New Settlement Option

26. The Part 1 document was considered at the Joint Strategic Transport and Spatial Planning Group on 30 November. The Group agreed to advise Cambridge City Council and South Cambridgeshire District Council to:

- Support the joint Part 1 document for consultation;
- Endorse the supporting evidence base;
- Support the consultation arrangements; and
- Endorse that any minor amendments and editing changes that need to be made prior to publications be agreed by both Executive Councillors.

27. Amendments to the report in relation to NIAB 3 and the question relating to the sustainable development strategy were also agreed. In addition, the Group asked for further clarification in the Part 1 document to be made in relation to why the sites relating to the community stadium were being consulted on. This included Trumpington Meadows and land North of Newmarket Road. Further clarification has therefore been provided in paragraph 10.9 of the Part 1 document as well as in the site descriptions for Trumpington Meadows and North of Newmarket Road.

**Part 2 – Further Site Options in South Cambridgeshire arising from the first Issues and Options consultation**

28. The Council will be considering all the representations made to the 2012 consultation as work progresses on a draft Local Plan over the coming months. However, a number of representations have been made putting forward new sites for either development or to be protected. In these cases, assessments have been carried out in a similar way as for the summer consultation and it is advisable that public consultation on any reasonable options is undertaken before the draft Local Plan is prepared.

29. In addition to the main Local Plan work, the District Council has also been exploring with Parish Councils how best to bring forward community aspirations in light of the new localism approach to planning and many Parish Councils are indicating to us that they would find preparing neighbourhood plans too much of a burden for them. The District Council has therefore offered the opportunity to include community-led proposals in the Local Plan where possible.

30. A number of proposals have been put to us by Parish Councils during the 2012 consultation. Where they are consistent with the approach being taken in the Local Plan, they are included with the District Council's options for consultation. However, a number of proposals from Parish Councils are not consistent with the detailed approach for the Local Plan. Nevertheless they are likely to be proposals that are capable of being included in a neighbourhood plan where the test is that they must

generally conform with the strategic policies of the Local Plan. The consultation document therefore includes Parish Council proposals separately under each topic for those proposals not consistent with the normal Local Plan approach. These have not all been tested in any detail by the District Council but are put out for consultation and will help parish councils to gauge public opinion and develop their proposals further. This will help those communities that prefer not to prepare their own neighbourhood plans to still be able to deliver their local aspirations.

31. Further site options in addition to those already consulted on are included in Part 2 for a range of issues. The site options cover a range of types of built development, potential changes to village frameworks that affect where development might be permitted, and areas to be protected from development such as important open areas at villages under the following chapter headings:

- Housing
- Employment
- Mixed Uses
- Village Frameworks
- Community Facilities and Infrastructure
- Recreation and Open Space
- Protecting Village Character

32. Parishes affected by site options for development for housing, employment, mixed use development and a marina option and options for changes to village frameworks where there could be implications for development are as follows: Bourn, Caldecote, Cambourne, Comberton, Cottenham, Great Abington, Guilden Morden, Hardwick, Histon & Impington, Little Gransden, Melbourn, Meldreth, Pampisford, Sawston, Toft, Waterbeach (including Chittering) and Whaddon. A number of other parishes are also affected by options relating to village protection policies. All the site options are shown on maps by village in Chapter 9, in alphabetical order.

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

33. Sustainability Appraisal (SA) has been carried out for both Part 1 and Part 2 documents. For the Part 1 document, a joint SA has been prepared with Cambridge City Council. This considers the impact of the site options on the sustainability objectives identified in the Sustainability Appraisal Scoping Reports of both Councils. For Part 2, an Initial Sustainability Report has also been prepared. It also includes within it technical annexes that provide additional information to support the issues and options contained in the Part 2 consultation report. The Sustainability Appraisal of the Part 1 document is included at Appendix G while the Appraisal of the Part 2 document is included at Appendix J.

### **Consultation Arrangements**

34. In accordance with the Council's adopted Statement of Community Involvement, consultation arrangements for the Issues and Options 2 reports include:

- Consultation for 6 weeks from 7 January to 18 February 2013.

- Letters and emails informing consultees of consultation dates and how to view and respond to the consultation material.
- A public advert.
- All documents available on the Council’s website and an exhibition in the foyer of the Cambourne offices (the joint Part 1 document to be hosted on the City Council’s website with a link from the South Cambridgeshire website).
- Libraries to receive electronic or hard copies as agreed.
- An article has already been placed in the winter edition of South Cambridgeshire News which goes to every household in the district advertising the forthcoming consultation;
- Publicity through the Council’s Facebook page and Twitter as well as blog
- Posters for distribution to Parishes with new development site options.

35. A series of exhibitions will be held across South Cambridgeshire focussing on those locations where there are options for development. Some of these will be joint exhibitions with the City Council for the Part 1 site options on the edge of Cambridge, which have already been advertised in each Council’s magazine and will be attended by officers of both Councils. Additional exhibitions will be arranged in South Cambridgeshire to cover the Part 2 sites and will be advertised on the website and in the local area. Dates and venues of the confirmed joint exhibitions are shown below:

Day	Date	Venue	Exhibition Time
Mon	7th January	Grantchester – Village Hall	2.30pm – 7.30pm
Wed	9th January	Fulbourn, The Swifts	2.30pm – 7.30pm
Thurs	10th January	The Hub, Camborne – Main Hall	2.30pm – 7.30pm
Sat	12th January	Trumpington Village Hall – Jubilee Room	12– 4pm
Wed	16th January	Great Shelford – Memorial Hall	2.30pm – 7.30pm
Fri	18th January	Meadows Community Centre, Cambridge – Room 2	2.30pm – 7.30pm
Tue	22nd January	Histon & Impington Recreation Ground	2.30pm – 7.30pm

36. Officers have also made contact with Parish Councils that have put forward development proposals to explore those in more detail with them. There are also a small number of parish councils that were not able to respond in time for the summer consultation but are working up local proposals and we will explore with them whether their proposals can be subject to local consultation in parallel with the Issues and Options 2 consultation so that we can bring them into a community-led part of the Local Plan over the coming months.

**Next Steps**

37. This Issues and Options 2 consultation is the second phase in developing the new Local Plan for South Cambridgeshire. Once consultation has finished, the

representations received will be considered by the Council together with those for the 2012 consultation, using them to refine site options and policies that will be included in the new Local Plan.

38. The Council, will then draft the new Local Plan, which will be subject to a further round of public consultation in summer 2013 prior to being submitted to the Secretary of State for examination around the end of 2013. During the final stage, an independent planning inspector will consider the ‘soundness’ of the Local Plan at a public examination. This will involve the inspector considering whether the plan has been positively prepared, and that policies are justified, effective and are in conformity with the NPPF. Following this, the inspector will produce a report of findings, and if found to be sound, potentially with modifications, the Council can formally adopt the Local Plan. The Cambridge Local Plan will proceed through an identical process and allowing for any dependencies between the two plans to be considered.

### Implications

Financial	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.
Legal	There are no direct legal implications of this report.
Staffing	There are no direct staffing implications arising from this report.
Risk Management	The preparation of the Local Plan is a major project for the Council. Full project and risk management procedures are being employed.
Equality and Diversity	There are no direct equal opportunities arising from this report.
Equality Impact Assessment completed	Yes An Equalities Impact Assessment has been undertaken as part of preparing the Issues & options report.
Climate Change	The SA of the Issues & Options report considers the implications of the options for climate change.

### Consultation

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

### Effect on Strategic Aims

40. **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 and specifically includes a number of parish council proposals.

41. **Aim 2:** "We will work with partners to create and sustain opportunities for employment, enterprise and world leading innovation." The Issues and Options Report considers forecasts for the growth of the local economy and possible additional employment site options.
42. **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.

## **Conclusions/Summary**

43. See Executive Summary paragraphs 2-4.

## **Background papers**

Local Plan Issues and Options Consultation documents July 2012

Localism Act 2011

National Planning Policy Framework 2012

## **Appendices**

### **PART 1 DOCUMENT:**

- Appendix A: Issues and Options 2, Part 1 – Joint consultation on Development Strategy and Site Options on the Edge of Cambridge;
- Appendix B: Review of the Inner Green Belt Boundary Study November 2012
- Appendix C: Cambridge and South Cambridgeshire Sustainable Development Strategy Review November 2012
- Appendix D: Site Assessments for Edge of Cambridge Sites November 2012
- Appendix E: Cambridge Sub Regional Facilities Review, November 2012
- Appendix F: Summary of Issues and Options 2012 comments on Broad Locations in the Green Belt
- Appendix G: Sustainability Appraisal of Part 1 document

### **PART 2 DOCUMENT:**

- Appendix H: Issues and Options 2, Part 2 – Further Site Options in South Cambridgeshire;
- Appendix I: South Cambridgeshire Strategic Housing Land Availability Assessment – December 2012 Update

- Appendix J: Initial Sustainability Report – Supplement to Accompany Issues and Options 2 (Part 2)

**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)**

**Appendix A. Issues & Options 2, Part 1 – Joint Consultation of Development Strategy & Site Options on the Edge of Cambridge (December 2012)**



**Cambridge Local Plan and South Cambridgeshire Local  
Plan**

**Issues and Options 2**

**Part 1 – Joint Consultation on Development Strategy and  
Site Options on the Edge of Cambridge**

**Draft to:**

**South Cambridgeshire Localism and Planning Policy Portfolio  
Holder**

**Cambridge Executive Councillor for Planning and Climate Change  
and Development Plan Scrutiny Sub Committee**

**13 December 2012**

## Contents

	<b>Page</b>
1. Introduction	3
2. Joint Working and Duty to Co-operate	6
3. The Current Development Strategy	9
4. Sustainable Development	13
5. Development needs in Cambridge and South Cambridgeshire	14
6. Continuing a sustainable development strategy	17
7. Green Belt	22
8. A Sustainable Development Strategy for Cambridge and South Cambridgeshire to 2031	26
9. Site Options	29
10. Sub-Regional Sporting, Cultural and Community Facilities	39

## Maps

Map 1	Towards a Sustainable Development Strategy for Cambridge and South Cambridgeshire to 2013	28
Map 2	Key to Site Options in the Green Belt	30
Map 3	Key to Site Options for a Community Stadium	42

## Appendices

Appendix 1	Key Map of Rejected Green Belt Sites	58
Appendix 2	Summary Assessment of Green Belt Sites	59
Appendix 3	Rejected Green Belt Sites	75

## 1. Introduction

- 1.1 Cambridge City Council and South Cambridgeshire District Council are preparing new Local Plans for the Cambridge area for the period up to 2031. The existing development plans for the area are the Cambridge Local Plan (adopted 2006) and the South Cambridgeshire Local Development Framework (adopted between 2007 and 2010). Both Plans set out a series of policies and proposals to guide future development up to 2016, and are used to determine planning applications in Cambridge and South Cambridgeshire.
- 1.2 The Councils have been working closely on progressing the review of each Local Plan as well as working with the County Council on the preparation of a Transport Strategy for Cambridge and South Cambridgeshire.
- 1.3 Both Councils carried out consultation on Issues and Options for their Local Plans in Summer 2012. For Cambridge City Council, consultation ran for six weeks between 15 June to 27 July 2012 and for South Cambridgeshire District Council, consultation started on 12 July and ran for 11 weeks to 28 September 2012. Consultation on the first stage of the Transport Strategy for Cambridge and South Cambridgeshire took place in parallel with both District Councils' consultations. Consultation on the Transport Strategy started on 15 June and ran until 28 September 2012.
- 1.4 The Councils took a co-ordinated approach to joint issues in the recent Issues and Options consultations. Each of the Issues and Options consultation documents took a common approach to the Green Belt on the edge of Cambridge, the future planning of Cambridge East and Northern Fringe East and sub-regional sporting, cultural and community facilities. Each document also highlighted the corresponding consultation by the other Council.
- 1.5 The Councils continue to work jointly as plan preparation continues. Part 1 of this second stage of Issues and Options consultation is a joint consultation on options for the development strategy for the wider Cambridge area and for site options for housing or employment development on the edge of Cambridge on land currently in the Green Belt. It also includes options on sub-regional sporting, cultural and community facilities and site options for a community stadium. It builds on the Issues and Options consultations that the Councils have already consulted on this Summer and provides background information in relation to the housing and employment needs for the area as a whole, as well as outlining what that means for the future development strategy.
- 1.6 In addition to the joint elements of this consultation, each Council is carrying out consultation on other matters for their own areas in their respective Part 2 consultation documents. The City Council is consulting on site options for the urban area of Cambridge, including a range of uses for possible site allocations as well as picking up more detailed matters such as consultation on space standards and car and cycle parking standards. South Cambridgeshire District Council is consulting on new issues arising from the Summer's consultation that would be reasonable additional options for the new Local Plan, including possible new site options for

allocation for development as well as matters such as possible changes to village frameworks and designations to protect village character.

- 1.7 The document sets out how the Councils are responding to the duty to cooperate on plan making, considers the current development strategy and progress being made and considers the national requirement to deliver sustainable development. Within this context, the document then looks at development needs for jobs and homes across the two Councils' areas and latest evidence of level of needs over the plan period to 2031. It then explores how the Councils can best continue the sustainable development strategy in their new Local Plans. This leads to a consideration of the approach to the Green Belt in the new plans and brings this together to look at the sustainable development strategy to 2031 and seek views on the most appropriate approach. The document then sets out the approach to testing of a range of sites on the edge of Cambridge and set out the site options for consultation that performed best in the technical assessment process. The document moves on to look at evidence of a need for sub-regional sporting, cultural and community facilities and sets out site options for a community stadium for consultation.
- 1.8 Both Councils' Local Plans will be accompanied by Sustainability Appraisals, which test the sustainability credentials of the plans and alternative options considered. A joint initial sustainability appraisal has been prepared to accompany this consultation document, which considers the impact of options on the sustainability objectives identified in the Scoping Reports of both Councils.

### **How to have your say**

- 1.9 Once you have looked through this joint consultation document, please send us your comments. There are a number of ways in which you can do this:
- **Using the Councils' online consultation system** - This is the Councils' preferred means of receiving representations because it is the fastest and most accurate method and it will help us to manage your representations quickly and efficiently. Separate instructions on how to use the electronic system are provided on the Councils' websites and officers in the planning policy teams are always available to help if you have any queries. Please go to the following link: <http://cambridge.jdi-consult.net/ldf> or <http://scambs.jdi-consult.net/ldf/>
  - **By email at [policysurveys@cambridge.gov.uk](mailto:policysurveys@cambridge.gov.uk) or [ldf@scambs.gov.uk](mailto:ldf@scambs.gov.uk)** using the electronic response form on the Councils' websites.
  - **Using a response form** - If you do not have access to a computer, a paper form can be completed and sent to the Councils. Copies of the response form are available from the Planning Policy teams.

### **We're here to help**

- 1.10 Your views are important to us, and we recognise that the planning system is not always easy to understand and find your way around. We want to make sure that as many people as possible have an opportunity to have their say as the new Local Plans are prepared. You can contact us using one of the following methods:



## **Cambridge City Council:**

- You can phone us on 01223 457000 (ask to speak to someone in the Planning Policy team);
- You can email us at [policysurveys@cambridge.gov.uk](mailto:policysurveys@cambridge.gov.uk)

## **South Cambridgeshire District Council:**

- You can phone us on 03450 450 500 (ask to speak to someone in the Planning Policy team);
- You can email us at [ldf@scambs.gov.uk](mailto:ldf@scambs.gov.uk)

1.11 There will also be opportunities for you to meet officers face-to-face through exhibitions that have been organised. Details of these events, together with up to date information on the Local Plan review can be found on the Councils' Local Plan websites:

- <http://www.cambridge.gov.uk/localplanreview>
- <http://www.scambs.gov.uk/ldf/localplan>

1.12 For those who use social media, we shall also be providing regular updates on the Councils' Facebook pages, Twitter feeds and the City Council's Local Plan blog.

## **What happens next?**

1.13 This Issues and Options 2 consultation is the second phase in developing new Local Plans for Cambridge and South Cambridgeshire. Once consultation on this report has finished, we will consider all of the representations received to both rounds of consultation, using them to refine site options and policies that will be included in the new Local Plans.

1.14 We will then draft the new Local Plans, which will be subject to a further round of public consultation prior to being submitted to the Secretary of State for examination. At that stage, independent Government inspectors will consider the 'soundness' of the Local Plans at public examinations. In other words, the inspectors will consider whether the plans have been positively prepared, and that policies are justified, effective and are in conformity with the National Planning Policy Framework (NPPF). Following this, the inspectors will produce reports of their findings, and then the Councils can formally adopt the Local Plans.

## **2. Joint working and Duty to Co-operate**

- 2.1 The Councils have a long history of joint working and have worked closely together on a variety of planning matters over many years reflecting the close functional relationship between the tightly drawn city boundary and its rural surroundings. This includes working together on key strategic and joint issues at both officer and Member level through the preparation of Structure Plans, input to Regional Plans, the preparation of existing development plans, joint Area Action Plans for major developments, the preparation of joint evidence base documents on a wide variety of topics, and other planning matters including various transport strategy documents.
- 2.2 The Localism Act and the National Planning Policy Framework (NPPF) have introduced a requirement for Councils to work together on planning issues that cross administrative boundaries. This requirement is known as the 'Duty to Cooperate' and also involves a number of other public bodies such as Local Enterprise Partnerships (LEPs), Highways Agency, Environment Agency, English Heritage, Natural England and Primary Care Trusts. The duty requires Councils to engage constructively, actively and on an ongoing basis on 'strategic matters' regarding sustainable development or use of land that has or would have a significant impact on at least two planning areas. The NPPF says that Councils should work collaboratively with other bodies to ensure that strategic priorities across local boundaries are properly coordinated and clearly reflected in individual Local Plans. It says that Councils should consider producing joint planning policies on strategic matters, but there is no requirement to do so.
- 2.3 The Councils have decided to prepare separate Local Plans for Cambridge and South Cambridgeshire, but are fully aware of the need to work effectively together and that they will need to demonstrate how they have cooperated effectively, both with each other and other key public bodies including the County Council, on the preparation of their respective new Local Plans. The Councils' ongoing approach to joint working is therefore now a specific legal requirement and it will be necessary to provide formal evidence of the cooperation as part of the plan making process.
- 2.4 Some respondents to the Issues and Options (Summer 2012) consultations questioned why the Councils were not preparing a single joint strategic plan covering the Cambridge area as a whole and whether anything less than this satisfied the duty to co-operate.
- 2.5 The Councils believe that cooperation while preparing separate plans allows a comprehensive approach to the planning of the wider area to be developed and sound arrangements have been put in place in order to ensure this. Given the close functional relationship between Cambridge and South Cambridgeshire, the Councils are working jointly to ensure that cross boundary issues and relevant wider matters are addressed in a consistent and joined up manner. It is not a requirement of the NPPF that a single plan is produced in these circumstances, rather that the Duty to Co-operate is effectively discharged.
- 2.6 Joint working arrangements have already been established. At a member level, previous joint working groups have been replaced by two new member groups: the

Cambridgeshire and Peterborough Joint Strategic Planning and Transport Member Group which is a County wide group and the Joint Strategic Transport and Spatial Planning Group specifically to address issues affecting Cambridge and South Cambridgeshire. Work is ongoing at an officer level, steered by regular meetings of senior officers: Chief Planning Officers group for county-wide issues and officers from the three Councils for more Cambridge-focused issues. The Cambridgeshire Councils have already established and then commissioned the Joint Strategic Planning Unit to prepare a strategic spatial framework for Cambridgeshire and Peterborough, which will also help demonstrate the coordinated approach to planning for the long term needs of the wider area and the Unit has also assisted with the preparation of the evidence base for this consultation.

- 2.7 The Councils have been working together throughout the preparation of the Issues and Options consultations on the Cambridge Local Plan and the South Cambridgeshire Local Plan, and also the parallel consultation on issues for a new Transport Strategy for Cambridge and South Cambridgeshire. The Councils took the same approach to joint issues in the recent Issues and Options consultation. Each of the Issues and Options consultation documents took a common approach to the Green Belt on the edge of Cambridge, the future planning of Cambridge East and Northern Fringe East and sub-regional sporting, cultural and community facilities. Each document also highlighted the corresponding consultation by the other Council.
- 2.8 The Councils have agreed to continue to work jointly as plan preparation continues. In terms of timetables, the Councils' Local Plan programmes have been very similar, although it did not prove possible to align them completely for the Issues and Options (Summer 2012) consultation. The consultations did however overlap in July 2012.
- 2.9 The Local Plan timetables have recently been reviewed and the aim has been to align the Councils' timetables as far as possible. An updated timetable is shown below:

<b>Key Stages in preparing the new Local Plan</b>	<b>Cambridge</b>	<b>South Cambridgeshire</b>
Issues and Options public consultation	15 June to 27 July 2012	12 July to 28 September 2012
Issues and Options 2 (Current stage) Part 1 : Joint consultation on the site options for the fringe sites including development strategy context Part 2 : For the City Council,	7 January to 18 February 2013	7 January to 18 February 2013

<p>site options for the urban area of the City and other matters.</p> <p>For South Cambridgeshire, new issues arising from the 2012 Issues and Options consultation.</p>		
<p>Public consultation on Draft Local Plan</p>	<p>Summer 2013</p>	<p>Summer 2013</p>
<p>Submit the Local Plans to the Secretary of State</p>	<p>Winter 2013/2014</p>	<p>Winter 2013/2014</p>

- 2.10 The timetable after Submission of the Local Plans will be largely determined by the Planning Inspectorate and will be affected by availability of inspectors (having regard to the demand from the many authorities currently preparing new plans) and the way the Inspectorate wishes to run the two examinations, given the close functional relationship between Cambridge and South Cambridgeshire.

### **3. The Current Development Strategy**

- 3.1 Cambridge is an acknowledged world leader in higher education, research and knowledge-based industries and has a prosperous and dynamic economy. It also has a renowned landscape setting with a network of open spaces linking into a thriving and accessible historic centre. The success of Cambridge means there are also many competing development needs and pressures on what is a small, compact city. There is, in addition to a high demand for housing, a need for more affordable housing to: maintain the economy; provide more jobs; support the continued success of the University of Cambridge, the colleges, and Anglia Ruskin University (ARU); to provide essential services and facilities to meet the day to day needs of residents; and to maintain the city as a sub-regional centre for shopping, leisure and cultural activities.
- 3.2 South Cambridgeshire is a prosperous area with high levels of economic activity and low levels of unemployment and the area close to Cambridge forms an important part of the Cambridge Cluster of research and knowledge-based industries and has experienced significant jobs growth. Its 350 square miles of countryside provide a high quality setting for its 105 settlements. In recent decades, the district has experienced significant growth, reflecting the success of the local economy and the need for new homes.
- 3.3 There is a close functional relationship between the city of Cambridge and surrounding South Cambridgeshire, which provides most of the setting to Cambridge, but also a rural hinterland to the city and includes a number of significant and world leading business parks that contribute to the national as well as the Cambridge economy.
- 3.4 The current development strategy for the Cambridge area stems from as far back as 1999, from the work undertaken by Cambridge Futures, which influenced the 1999 Regional Plan for East Anglia and the 2003 Cambridgeshire Structure Plan. Prior to that date, development in Cambridge had been constrained by the Green Belt. One of the effects of this constraint was that housing development which would have taken place in Cambridge was dispersed to towns and villages beyond the outer boundary of the Green Belt, with people commuting back to jobs in Cambridge contributing to congestion, greenhouse gas emissions, air quality problems and other quality of life issues. The change in strategy introduced in the 2003 Cambridgeshire Structure Plan recognised that a significant change in the approach to the planning of the city was required in order to redress the imbalance between homes and jobs in, and close to, Cambridge. It also needed to, provide for the long-term growth of the University of Cambridge and Addenbrooke's Hospital, whilst minimising increases in congestion on radial routes into the city.
- 3.5 The existing Cambridge Local Plan (2006) and South Cambridgeshire Local Development Framework (2007-2010) introduced a step change in levels of planned growth, unmatched since the interwar years. This was consistent with the agreed development strategy for the Cambridge area set out in the 2003 Cambridgeshire and Peterborough Structure Plan. The Plans released significant land from the Cambridge Green Belt and allocated a number of urban extensions to the city in the south, north west, north east and east of the city.

- 3.6 The strategy in the Cambridgeshire and Peterborough Structure Plan 2003 and carried into the two Councils' current plans aims to focus development according to the sequence:
1. Within the urban area of Cambridge;
  2. On the edge of Cambridge;
  3. In the new town of Northstowe;
  4. In the market towns and the better served villages in South Cambridgeshire.
- 3.7 The 2003 Structure Plan identified broad locations to be released from the Green Belt on the edge of Cambridge and the strategy was put into effect through the Cambridge Local Plan, the South Cambridgeshire Local Development Framework, and the joint Area Action Plans for North West Cambridge and Cambridge East. All of these plans were subject to extensive periods of public consultation and examination by planning inspectors. The strategy was endorsed and included in the East of England Plan 2008.
- 3.8 Significant progress is being made on the growth sites identified in the Councils' current plans, although progress was slowed just as sites were coming forward due to the effects of the recession when it took hold in 2008. Development slowed on the major sites but over the last year housing development has got underway on the large sites on the edge of Cambridge at Clay Farm, Glebe Farm and Trumpington Meadows in the Southern Fringe, and on Huntingdon Road as part of the larger NIAB site. Progress is also being made in relation to the Station area, Addenbrooke's and the University site at North West Cambridge. A resolution to grant permission for a first phase of development at Northstowe has also recently been made and, whilst development is planned to start as soon as possible, it will take a number of years for development at the new town to deliver large volumes of new homes.
- 3.9 At the heart of the strategy established in 2003 was the review of the Cambridge Green Belt which released land for a total of around 22,000 homes, of which some 10,000 to 12,000 were to be built at Cambridge Airport in both Cambridge and South Cambridgeshire. In 2009, the landowner - Marshalls of Cambridge - indicated that their land would not be made available in this plan period. This means that there will be a delay in delivering the major development opportunities at Cambridge East, and so the full implementation of the current development strategy cannot take place in the plan period to 2031.
- 3.10 Notwithstanding this, at the base date of the new Local Plan period of end March 2011, the Councils had an identified housing supply in their current plans of 24,800 homes that will contribute to meeting development needs to 2031, as set out in the table overleaf.

HOUSING SUPPLY	Cambridge	South Cambridgeshire	Cambridge and South Cambridgeshire
Planning permissions	9,065	2,897	11,962
Allocations	1,547	11,300	12,847
Total	10,612	14,197	24,809

- 3.11 Throughout the preparation of the current plans, there was strong local acknowledgement of the growing need for the most sustainable form of development and delivery of new affordable homes in the Cambridge area to address commuting by car to jobs in and close to Cambridge and the congestion and emissions that causes.
- 3.12 As part of the review of the Regional Spatial Strategy (RSS) for the east of England, the Cambridgeshire authorities commissioned consultants to prepare the Cambridgeshire Development Study. The study was completed in 2009 and looked at how well the existing development strategy was working, forecasts for economic growth, and how the strategy could be developed if further growth was needed.
- 3.13 The study identified a range of challenges for growth beyond the current development strategy. These included that significant additional expansion to Cambridge (where the economy is stronger) would impact on the integrity of the Green Belt and the concept of Cambridge as a compact city. The study also concluded that without deliverable solutions for transport and land supply, Cambridge centred growth would be difficult to achieve, and would require a fundamental step change in traffic management and travel behaviour.
- 3.14 The study recommended a spatial strategy for Cambridgeshire that is based on delivering the current strategy with further balanced expansion through regeneration in selected market towns, and focussed on making best use of existing infrastructure. However, it did indicate that some additional growth could be located on the edge of Cambridge incorporating a limited review of the Green Belt boundary, in the long term. The key objective of the strategy was to locate homes close to Cambridge or other main employment centres, avoiding dispersed development, and ensuring that travel by sustainable modes is maximised through connections focussing on improved public transport and reducing the need to travel.
- 3.15 The Cambridgeshire local authorities endorsed the findings of the study, which were included in the draft version of the revised East of England Plan that planned for the period 2011 to 2031. The review suggested 14,000 homes and 20,000 jobs for Cambridge over the plan period, and for South Cambridgeshire, it suggested 21,500 homes and 21,200 jobs. This was based on rolling forward the current development strategy for Cambridge and South Cambridgeshire. The draft regional plan was submitted to the previous Government in March 2010, but was not ultimately

progressed due to the Coalition Government's statement soon after coming into power in May 2010 that it intended to abolish regional plans.

- 3.16 An issue for the Councils now is whether the current strategy remains the most appropriate development strategy to 2031, or whether an alternative would be more suitable as a result of current circumstances. The interrelationship between the two areas means that decisions cannot be taken in isolation and the future approach needs to be joined up, as it has been in the past. On the whole, South Cambridgeshire looks towards Cambridge in functional terms whilst Cambridge is affected by a tight administrative boundary and surrounding Green Belt, and therefore any decision relating to the spatial strategy in South Cambridgeshire is likely to have an impact on Cambridge and vice versa.
- 3.17 This stage of plan making needs to review jointly how far the current sustainable development strategy has progressed, what evidence there is that it is achieving its original objectives and what a new sustainable development strategy looks like in view of changes in economic and other circumstances since the current strategy was adopted.



## 4. Sustainable Development

4.1 National planning policy sets sustainable development at the heart of the planning system. The 2004 Planning Act and the recently adopted National Planning Policy Framework (NPPF) continue to place the delivery of sustainable development as a key national objective. To address the three strands of sustainability, the NPPF requires the planning system to fulfil jointly and simultaneously:

- An economic role – contributing to building a strong responsive and competitive economy;
- A social role – supporting strong, vibrant and healthy communities by providing the supply of housing required to meet the needs of present and future generations;
- An environmental role – contributing to protecting and enhancing our natural, built and historic environment, using natural resources prudently, minimising pollution and mitigating and adapting to climate change including moving to a low carbon economy.

4.2 For plan making, Councils are required to positively seek opportunities to meet the objectively assessed development needs of their area in a flexible way, unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

4.3 Where Green Belts are defined, they should only be altered in exceptional circumstances when preparing a Local Plan. When reviewing Green Belt boundaries, Councils are required to take account of the need to promote sustainable development and consider the consequences for sustainable development of channelling development towards urban areas within Green Belts, to villages inset within the Green Belt and to locations beyond the Green Belt.

4.4 This sets a considerable challenge for the Cambridge area, in the context of:

- a strong and growing economy;
- the need for new homes to support the jobs and the aim to provide as many of those new homes as close to the new jobs as possible to minimise commuting and the harmful effects for the environment, climate change and quality of life that it brings; and
- a tightly drawn Green Belt to protect the special characteristics of historic Cambridge that help make it attractive to business and residents.

Achieving an appropriate balance between these competing arms of sustainable development is a key objective of the development strategy for the new Local Plans. These issues are explored over the following three chapters on development needs, how these affect the development strategy, and findings of a review of the Green Belt, before being drawn together in a chapter on the implications for the development strategy for the period to 2031, and then site options for consultation.

## **5. Development Needs in Cambridge and South Cambridgeshire**

- 5.1 The Councils must set targets in their Local Plans for levels of housing and employment development in their areas up to 2031. The National Planning Policy Framework (NPPF) makes clear that Councils must use their evidence base to set targets that meet the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in the NPPF. We must make sure that we plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community. Given the strong relationship between Cambridge and South Cambridgeshire, the Councils are using this second Issues and Options consultation to draw together the development needs of each area and consider the implications they have for achieving a sustainable development strategy and to review development needs in the context of the latest evidence.
- 5.2 The successful Cambridge economy, with its focus on high tech and bio-tech industries, is a strong driver for growth in the area, with key employment locations in and close to Cambridge in both Councils' areas. To remain successful and maintain the high quality of life, our Local Plans need to continue to provide positively for economic growth and for those jobs to be supported by provision of new homes in locations accessible to the new jobs. At the same time, it is important to achieve the right balance and protect what makes the area so special to ensure that the current high quality of life is maintained for existing and future residents.
- 5.3 The predicted rate of jobs growth is such that people will move to the area to take up work. If the jobs come without new homes, there will be longer commuting and more congestion on our roads. To make sure we plan for sustainable development, those homes need to be located as close as possible to the new jobs and in areas where there is good access to the jobs without having to rely on the private car so that congestion and emissions are minimised. Those are key objectives of both Councils and also a requirement of the NPPF.
- 5.4 The Councils consulted in Summer 2012 in their respective Issues and Options consultations on options for the housing and jobs targets for their Local Plans. These consultations recognised the strong functional relationship between Cambridge and South Cambridgeshire and the need for the Councils to work closely together to plan for the needs of the wider Cambridge area.
- For new jobs, we each looked at the evidence available to identify high, medium and low options for jobs and both Councils drew on forecasts from the Local Economy Forecasting Model (LEFM) prepared jointly for the Cambridgeshire Councils. The model is preferred by the Councils to the East of England Forecasting Model prepared for the County Council on the basis that it is an economic led model that looks at a wide range of individual industries and the different relationships that exist between them and takes local circumstances more directly into account. As a result, the forecasts are considered to be more realistic. The medium options are those most likely to be delivered according to the forecasts, whilst the low and high options allow for the effects of the national economy performing better or worse than expected.

- For new homes, South Cambridgeshire consulted on the number of new homes that the forecasts and other evidence suggest would need to be provided to support the new jobs target options, so there is a close relationship between the medium jobs target option and the medium housing target options for example. Cambridge drew on its Housing and Employment Technical Paper which outlined a range of sources that look at development needs, which indicated a range of figures between 9,000 and 14,000 homes. In view of the tightly drawn administrative boundary, consideration was also given to the physical capacity of the city and compared with the range of needs identified. The City Council consulted on target options based on capacity in the urban area of Cambridge, the draft regional plan figure that the City Council had previously supported (and had undertaken to consider as part of the Local Plan review), a higher option based on the lower end of capacity in the broad locations in the Green Belt being consulted on, and a high option which was the maximum capacity in the broad locations in the Green Belt (essentially building on all of the land in the Green Belt within the administrative area of Cambridge).

5.5 The targets options we have already consulted on for jobs and homes are set out in the tables below, and the total across both areas is included:

OPTIONS FOR JOBS	Cambridge	South Cambridgeshire	Cambridge and South Cambridgeshire
Low	10,000	14,000	24,000
Medium	15,000	23,100	38,100
High	20,000	29,200	49,200

OPTIONS FOR HOMES	Cambridge	South Cambridgeshire	Cambridge and South Cambridgeshire
Low	12,700	18,500	31,200
Medium	14,000	21,500	35,500
High	21,000	23,500	44,500
Very High	25,000	-	-

5.6 Since the Issues and Options consultations (Summer 2012) a new technical report has been prepared by Cambridgeshire County Council Research and Performance Team for the Strategic Planning Unit on behalf of the Cambridgeshire Councils that looked in detail at population, housing and employment forecasts. It looked at the available evidence from official statistics, local data and sub-regional forecasting models and took account of the 2011 Census population figures. It analysed all the

data and reached conclusions on the most reasonable levels of need for new jobs and new homes, recognising that forecasting is not an exact science and whilst analysis and models are complex and technical, that they should only be regarded as a view on the local economy that should be considered in the light of local knowledge and circumstances. The Technical Report has informed an update to the Strategic Housing Market Assessment (SHMA), to which the Government now requires Councils to look when setting their housing targets, which includes guidance on the development needs to 2031 across the housing market area.

(Note: The draft SHMA and final technical report are in preparation and will be reported to Members as soon as they are available and included in the consultation document. Once the needs findings are available, a view will be reached whether it is appropriate to consult on any further options or whether the new evidence supports the options already consulted on.)

## **6. Continuing a sustainable development strategy**

- 6.1 Given that the current Local Plans introduced a step change in growth, the question now is how best to deliver a sustainable development strategy that is right for the next 20 years, in light of the growth already committed to on the fringe sites, and material changes in circumstances since the current sustainable development strategy was agreed, in particular the loss of the major urban extension at Cambridge East at least for the plan period to 2031.

### **Issues & Options Consultations (Summer 2012)**

- 6.2 Over Summer 2012, the two Councils carried out Issues and Options consultations that sought comments on whether the current development strategy remains the soundest basis for development in Cambridge and South Cambridgeshire for the period to 2031.

#### **Cambridge**

- 6.3 The Cambridge Issues & Options report focussed on the City Council's area by assessing options for continued development within the urban area as well as exploring whether there should be further development on the edge of Cambridge in the Green Belt. This included:
1. Whether there should there be more development than is already committed in the 2006 Local Plan on the edge of Cambridge?
  2. Should more land be released from the Green Belt?
  3. If so, where should this be? Ten broad locations around Cambridge were included in the consultation document.
  4. Whether there were any other approaches that should be considered at this stage?
- 6.4 There was also strong acknowledgement of the good progress that is being made towards implementing the current strategy, with development progressing on fringe sites on the edge of Cambridge.

#### **South Cambridgeshire**

- 6.5 The South Cambridgeshire Issues & Options consultation included a question on how the sustainable development strategy should be taken forward.
- 6.6 It explained that 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. As with the current strategy, the new Local Plan is likely to need to be a combination of sites at different stages in the sequence 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 new major developments which will realistically only start to deliver later in the plan period.

- 6.7 The options for the development strategy consulted on that lie within South Cambridgeshire were to:
1. Focus on providing more development on the edge of Cambridge, in part to replace Cambridge East, through a further review of the Green Belt.
  2. 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.
  3. 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.
  4. A combination of the above.
- 6.8 The Councils have taken account of relevant planning issues arising from the summer consultation on the Green Belt 'Broad Locations' in preparing the technical assessments of sites in the Green Belt. The full results of both consultations will be considered as the Councils prepare their draft Local Plans and decisions are made on the appropriate development strategy for the Cambridge area as a whole and site allocations to deliver that strategy.

### **Sustainable Development Strategy Review**

- 6.9 The current sustainable development strategy was extensively scrutinised and challenged during its evolution through the regional plan and structure plan into the Cambridge Local Plan and South Cambridgeshire Local Development Framework (LDF). Independent planning inspectors confirmed that it is the most sustainable development strategy for the two Districts to 2016 and beyond.
- 6.10 Moving forward into the new Local Plans and having regard to the new Duty to Co-operate, the recently established Cambridgeshire Joint Strategy Unit has worked with the Councils to carry out a further review of the sustainable development strategy for the two Councils' areas. Overall, the Cambridge and South Cambridgeshire Sustainable Development Strategy Review document concludes that the development strategy in the Cambridge Local Plan and the South Cambridgeshire LDF remains the most sustainable for the two Districts, subject to striking the right balance between meeting the needs and demands for new homes and jobs, with environmental, infrastructure and quality of life factors. The most sustainable locations for development are within and on the edge of Cambridge and then in one or more new settlements close to Cambridge, which are connected to the city by high quality public transport and other non car modes. Development in market towns (outside Cambridge and South Cambridgeshire) scores broadly similar to new settlements although travel distances are much further making non-car modes less attractive. Development in villages is the least sustainable option and only appropriate in the larger better served villages with good quality public transport.
- 6.11 The Review concluded that in addition to the key sustainability considerations of proximity to employment, services and facilities and access to good public transport, the central themes that emerge from this broad assessment are:

- the need to have regard to the scale of development that is planned at different locations, not least to ensure that development allocations do not undermine the delivery of the existing sustainable development strategy and lead to a return to unsustainable patterns of development;
- its ability to deliver the necessary infrastructure to create sustainable communities; and
- overall delivery implications and timescales.

6.12 Whilst the new Local Plans need to add to the supply of housing, planning permission already exists for more employment development than is forecasted by 2031. Whatever decisions are made on supplying additional houses, jobs growth will continue. The challenge will be to develop Local Plans that deliver a sustainable development strategy that balances employment growth with good quality and deliverable travel options with short journey times from the key locations for new and existing homes. Consideration also needs to be given to the special character of Cambridge and quality of life for existing and future residents.

### **Towards a new sustainable development strategy**

6.13 The Local Plan reviews that the two Councils are undertaking need to consider how best to evolve the current sustainable development strategy for the period to 2031, and what this looks like under current circumstances as well as taking a range of important factors into account.

6.14 It is appropriate now to look at each stage in the development sequence in turn to identify the commitments in the current strategy and the options being consulted on that could provide additional development to meet the identified needs of the Cambridge area and consider how well they compare with the objective of providing as many homes as close as possible to the jobs that exist or are planned in and close to Cambridge.

### **Within Cambridge**

6.15 The urban area of Cambridge is the most sustainable location for development across the two districts. As set out in Chapter 3, at the end of March 2011 there was planning permission for 9,065 homes in Cambridge and outstanding allocations for 1,547 dwellings. This gave a total existing supply of 10,612 homes.

6.16 Cambridge City Council has undertaken an extensive search for additional housing sites within the built-up area. This involved a Strategic Housing Land Availability Assessment (SHLAA) whereby the Council issued a general 'call for sites' to identify all possible sites that could accommodate housing development in the city as well as undertaking an extensive search for sites. Sites that were put forward were subject to a rigorous assessment leading to a shortlist of sites which could deliver an additional 2,060 homes. These sites were subject to public consultation in September 2011 in order to seek public involvement at an early stage. Whilst the Issues and Options report did not include any site options for consultation in the summer, it was always the intention to consult on site options for allocations as part of a second Issues and Options consultation. The Issues and Options report did

identify the capacity coming through the SHLAA, giving an additional supply of suitable sites for residential development within the urban area of 2,060 homes. This gave a total potential supply within the urban area of Cambridge of approximately 12,700 homes as of June 2012.

### **On the edge of Cambridge**

- 6.17 Land on the edge of Cambridge is the second stage in the development sequence, and the most sustainable in South Cambridgeshire. The key to the delivery of the current sustainable development strategy has been the review of the Cambridge Green Belt undertaken in the current Local Plan and LDF, which released land for 22,000 homes at this stage of the sequence. New homes on the edge of Cambridge would be closer to the main sources of jobs and services than development in the rural area or market towns, and provides good public transport and cycle access to the services, facilities and jobs in Cambridge. As identified earlier, the loss of 10,000 to 12,000 homes at Cambridge East means that the current development strategy will not be fully implemented in the period to 2031. However, around 11,000 new homes are will be delivered on the combined land released from the Green Belt in the Cambridge Local Plan 2006 and South Cambridgeshire LDF 2007-2010, and good progress in relation to the development of the fringe sites has been made in recent years.
- 6.18 Both Councils included questions in the summer 2012 consultation on the merits of ten broad locations in the Green Belt on the edge of Cambridge to inform this second round of consultation on any further releases of land from the Green Belt. A summary of the views received are contained in the technical assessment of the Green Belt (Note: for the Joint Member meeting they are contained in Appendix F to the covering report).

### **New settlements**

- 6.19 The new town of Northstowe is a key part of the current strategy. The town will comprise 9,500 dwellings in total, of which 7,500 are anticipated to come forward by 2031. Northstowe is located on the Guided Busway and will have good public transport links to Cambridge but at present the guided buses often get caught along with all other traffic on congested roads once they reach Cambridge.
- 6.20 During the Summer's Issues & Options consultation, South Cambridgeshire District Council consulted on options for a new town based on Waterbeach Barracks delivering up to 10,500 new homes, and a new village at Bourn Airfield which could deliver up to 3,500 new homes. New settlement options could deliver significant numbers of new homes but they have major infrastructure requirements, particularly in terms of transport measures, and are not as sustainable as locations in and on the edge of Cambridge. High quality, sustainable transport solutions would be essential to minimise commuting by private car. New settlements also require long lead in times before they can deliver homes on the ground and therefore could only provide homes for the second half of the plan period, although they would continue to provide housing beyond the plan period. It is therefore considered that a new town at Waterbeach could deliver 4,500 dwellings in the plan period, whilst all of Bourn Airfield could potentially be delivered. This stage in the sequence could therefore



deliver up to a maximum of 15,500 new homes in the plan period if both Waterbeach and Bourn Airfield were allocated alongside Northstowe.

#### **Larger, better served villages**

- 6.21 This is the least sustainable stage in the sequence for new development, with only the many small villages in South Cambridgeshire being less sustainable. There are outstanding commitments for a total of 3,743 homes in the rural area as a whole as at July 2012. South Cambridgeshire District Council consulted in the summer on site options that could deliver a total of 5,850 new homes on village sites. As part of the Council's Part 2 Issues and Options consultation, it is consulting on additional site options at larger villages that could deliver an additional x,xxx new homes. This gives options for a total of xxxx new homes at this lowest stage in the development sequence and a total supply of xxxx homes in the rural area. (Note: work is still in progress as part of preparing for Part 2 consultation).

#### **Implications for a sustainable development strategy**

- 6.22 In its National Planning Policy Framework (NPPF), the Government carries forward the advice from earlier Planning Policy Statements that, when drawing up or reviewing Green Belt boundaries, local planning authorities should take account of the need to promote sustainable patterns of development. They should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary. As part of preparing new Local Plans and given the change in circumstances since the current development strategy was agreed, it is therefore considered appropriate to carry out a new review of the Cambridge Green Belt in order to establish whether there are new site options for development that should be consulted on.

## 7. Green Belt

- 7.1 The Green Belt surrounding Cambridge has been in place since the 1950s. Green Belt policy has maintained the setting and special character of Cambridge, avoided coalescence with the ring of villages closest to the city, protected the countryside from development and prevented urban sprawl. The result is that Cambridge remains a compact city, surrounded by attractive countryside and a ring of attractive villages to which there is easy access by foot and bicycle. The city centre is unusually close to open countryside, particularly to the west and south-west.
- 7.2 These characteristics are valued assets and significantly contribute to the character and attractiveness of the city and the wider Cambridge area, and the quality of life enjoyed here. The Green Belt around Cambridge has an inextricable relationship with the preservation of the character of the city, which is derived from the interplay between the historic centre, the suburbs around it and the rural setting that encircles it.
- 7.3 The National Planning Policy Framework (NPPF) states that the Government attaches great importance to Green Belts, with the fundamental aim of Green Belt policy being to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence.
- 7.4 The NPPF continues the five long established national purposes of including land within Green Belts as being to:
1. to check the unrestricted sprawl of large built-up areas;
  2. to prevent neighbouring towns merging into one another;
  3. to assist in safeguarding the countryside from encroachment;
  4. to preserve the setting and special character of historic towns; and
  5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 7.5 At the local level, the following purposes of the Cambridge Green Belt have been established in previous Local Plans:
1. to preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;
  2. to maintain and enhance the quality of its setting; and
  3. to prevent communities in the environs of Cambridge from merging into one another and with the city.
- 7.6 Green Belt boundaries can only be established in Local Plans and according to the NPPF, once established they can only be altered in exceptional circumstances. The current inner Green Belt boundaries have been established through the Cambridge Local Plan (2006) and South Cambridgeshire Local Development Framework (2007-2010), including the Cambridge East Area Action Plan (2008) and North West Cambridge Area Action Plan (2009). The exceptional circumstances for establishing the Green Belt boundaries set out in existing plans came through the Cambridgeshire

and Peterborough Structure Plan (2003), which sought to focus more growth close to Cambridge to increase the sustainability of development. The Structure Plan agreed broad locations where land should be released from the Green Belt.

- 7.7 In order to inform the selection of the current detailed Green Belt boundaries, two important studies were undertaken. The first was the Inner Green Belt Boundary Study undertaken by Cambridge City Council in 2002 and the second was the Cambridge Green Belt Study by LDA for South Cambridgeshire District Council in September 2002.
- 7.8 The study for South Cambridgeshire District Council took a detailed look at the Green Belt around the east of Cambridge and a wider, more strategic look at the Green Belt elsewhere around the city, whilst the Inner Green Belt Boundary Study prepared by Cambridge City Council was carried out to specifically assist with identifying sites that could be released from the Green Belt for development close to Cambridge without harm to the purposes of the Green Belt including the setting of the city.
- 7.9 The City Council also commissioned a specific Green Belt study in relation to land West of Trumpington Road. This was a requirement of the Structure Plan (2003). This study concluded that there was no case for a Green Belt release within the land West of Trumpington Road, in that the land provides a rural setting of arable farmland and water meadows close to the historic core, which is not found elsewhere around Cambridge. A smaller area of land including school playing fields and the golf course was assessed for development within this broad location and it was concluded that these were attractive features in their own right which contribute positively to the quality of the landscape setting of Cambridge, and the quality of life for people within the city.
- 7.10 The current Green Belt boundary around the city was established with the expectation that its boundaries could endure to the end of the plan period of 2016 and beyond. However, circumstances have changed, and whilst good progress has been made towards achieving the current development strategy, with development of the fringes all underway with the exception of Cambridge East, the Councils do need to consider as part of preparing their new Local Plans whether there are exceptional circumstances for reviewing Green Belt boundaries again. In reviewing Green Belt boundaries, the NPPF requires local planning authorities to take account of the need to promote sustainable patterns of development, and with consideration given to the consequences for sustainable development of channelling development outwards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary.
- 7.11 Both Councils took a joined up approach in the Issues and Options consultations in Summer 2012 and asked whether there should be more development on the edge of Cambridge, if there should be more land released from the Green Belt, and if so, where should this be. 10 Broad Locations around the edge of Cambridge were consulted on. A summary of the views received are contained in the technical assessment of the Green Belt (Note: for the Joint Member meeting they are contained in Appendix F to the covering report).

- 7.12 To help inform the process in moving forward, the Councils have since undertaken a joint review of the Inner Green Belt boundary. The purpose of the review was to provide an up to date evidence base for Councils' new Local Plans, and help the Councils reach a view on whether there are specific areas of land that could be considered for release from the Green Belt and allocated for development to meet their identified needs without significant harm to Green Belt purposes.
- 7.13 The Inner Green Belt Study Review 2012 builds on the studies that were undertaken in 2002 and 2003 as well as the broad updated appraisal of the Inner Green Belt boundary that the City Council undertook in March 2012 to sit alongside its Issues and Options consultation (Summer 2012). The broad appraisal of the inner Green Belt boundary areas was undertaken against the backdrop of the most recent land releases and how those releases have affected the revised inner Green Belt boundary. The appraisal specifically reconsidered zones of land immediately adjacent to the city in terms of the principles and function of the Green Belt. It did not identify specific areas with potential for further release.
- 7.14 In summary, both steps have found that releases of land on the edge of the city through the current Local Plans are sound. However, as a consequence of the releases, the adjacent rural land surrounding these sites does now have increased value for Green Belt purposes and to the setting of the city. This increase in value for Green Belt purposes comes from three considerations:
1. new developed edges are being created on land released from the Green Belt by previous plans and these edges are moving the city further into its rural surroundings and therefore lessening the extent of the Green Belt;
  2. the new edges are different from those previously seen on the edge of the city being more densely developed and usually higher and not so easily softened by vegetation; and
  3. views of the city will be foreshortened as the edge advances into the rural surroundings sometimes making the foreground noticeably more important for the setting of the city.
- 7.15 The work has concluded that areas where the city is viewed from higher ground or generally has open aspects, or where the urban edge is close to the city centre are more sensitive and cannot accommodate change<sup>1</sup> easily. Areas of the city that have level views and where the edge has mixed foreground can sometimes accommodate change more easily. On a comparative basis these areas have a lesser importance to the setting of the city and to the purposes of Green Belt.
- 7.16 Given that the inner Green Belt boundary was looked at very closely only a decade ago it should not be unexpected that the new review has found that most of the inner Green Belt continues to be important for Green Belt purposes and specifically important to protect the setting and special character of Cambridge as a historic city.

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<sup>1</sup> 'Change' means the introduction of a different feature into the rural/agricultural landscape. This could be an electricity pylon, built development or even a bio-mass crop, but in this instance it is built development.

- 7.17 The work has also confirmed that in areas where changes to the city edge are currently envisaged and are adjacent to important view-points such as motorways or elevated vantage points, there needs to be an appropriately sized area of land retained as Green Belt between any future urban edge and the view/vantage point to still provide a green foreground setting to the city. This green foreground should be retained as Green Belt. This need is vital because development requires a minimum distance between it and the viewpoint to avoid a harmful effect on the setting of the city. This can be demonstrated on the northern edge of the city where development now abuts the A14 with no foreground between the viewpoint and the development. As a result, the development cannot be viewed in any sort of landscape context or setting making it appear severe and discordant.
- 7.18 Having thoroughly tested the inner Green Belt boundary, the Inner Green Belt Study Review 2012 finds that there are a limited number of small sites, which are of lesser importance to Green Belt purposes. The findings of the study have been incorporated into the technical assessments of sites. The site options both proposed and rejected are considered further in Chapter 9.
- 7.19 Furthermore, the Inner Green Belt Boundary Review 2012 has also concluded that the significant majority of the remaining Green Belt is fundamentally important to the purpose of the Cambridge Green Belt and should not be developed. This is considered to be the tipping point, at which if you extend beyond this point for development, the Green Belt purposes and setting of the city is compromised. Any further significant development on the inner edge of the Green Belt would have significant implications for Green Belt purposes and fundamentally change Cambridge as a place. The conclusions of the Green Belt Study 2002 by LDA remain that despite extensive development to the south-east, east and north of the historic core, the scale of the core relative to the whole is such that Cambridge still retains the character of a city focussed on its historic core.

## **8. A Sustainable Development Strategy for Cambridge and South Cambridgeshire to 2031**

- 8.1 The review of the Green Belt and technical assessment of sites (see Chapters 7 and 9) have identified site options with capacity for only up to 680 dwellings on 4 sites with a further 2 site options for employment use. These are sites that could be developed without significant harm to the purposes for including land in the Green Belt (see Chapter 7). This gives a total supply of around 12,000 new homes on the edge of Cambridge.
- 8.2 The National Planning Policy Framework (NPPF) places an emphasis on achieving sustainable development. Looking at the three arms of sustainability, the issue facing the Councils is how best to balance the forecast number of jobs that will be created over the plan period to 2031, for which permissions already exist or land is already allocated, with the new homes that need to be provided to support local needs and the growing economy. Whilst sufficient employment land is already committed for the forecast new jobs, employment studies suggest it is not all in the best locations and that there is an outstanding demand for high quality employment sites in and on the edge of Cambridge. The aim is to locate the homes to support the jobs in places that minimise commuting and congestion and the environmental harm that causes. Congestion also impacts on a successful economy and quality of life for existing and future residents. These factors must be balanced against the need to protect the special qualities of Cambridge as a compact historic city with an attractive setting.
- 8.3 The work in the new Local Plans must consider what a sustainable development strategy looks like today, given the circumstances that currently exist as opposed to those that existed in 2003 when the previous strategy was devised. This could mean that a much higher proportion of new housing will have to be delivered at the lower stages in the sequence with the negative impacts this will have on sustainable development. However, the alternative would be to consider allocating further large sites on the edge of Cambridge where the evidence is clear that there would be very significant harm to the purposes of the Green Belt, although they would have the benefit of being more sustainable in other respects.
- 8.4 The Transport Strategy for Cambridge and South Cambridgeshire is a key factor in this process. This will also consider what measures and enhancements might be put in place to help mitigate impacts of development, enhance accessibility and promote sustainable modes of transport.
- 8.5 On balance, the Councils have concluded that it is not appropriate at this time to consider large Green Belt releases on the edge of Cambridge that would cause significant harm to the Green Belt, but will work together to seek to maximise the delivery of housing in and on the edge of Cambridge that maintains Green Belt purposes. Notwithstanding this, the Councils acknowledge that this will have implications for the amount of housing that will need to be allocated at the lower stages of the development sequence in order to meet identified housing needs.

- 8.6 Map 1 shows the major sites forming the current development strategy and the site options consulted on by South Cambridgeshire in its summer 2012 Issues and Options consultation. It highlights the site options on the edge of Cambridge forming part of this consultation as set out in Chapter 9. It also shows sites options within Cambridge and additional sites at villages forming part of the Councils' Part 2 consultations alongside this joint consultation document.

**Question 1: Development Strategy**

**Where do you think the appropriate balance lies between protecting land on the edge of Cambridge that is of high significance to Green Belt purposes and delivering development away from Cambridge in new settlements and better served villages?**

**Please provide any comments.**

# Map 1: Towards a Sustainable Development Strategy for Cambridge and South Cambridgeshire to 2013

## Key

 General Extent of the Green Belt

 Current Development Strategy

### Cambridge

- A. Cambridge Northern Fringe East
- B. CB1
- C. Addenbrookes

### Edge of Cambridge

- D. North West Cambridge
- E. NIAB
- F. Orchard Park
- G. West Cambridge
- H. Cambridge East (no longer deliverable by 2031)

- I. Clay Farm
- J. Trumpington Meadows
- K. Glebe Farm

### New Settlement

- L. Northstowe


### South Cambridgeshire District


- Council - Site Options 2012 (Local Plan Issues & Options 1 July-Sept. 2012 Consultation)

### Green Belt Site Options:

#### This Consultation

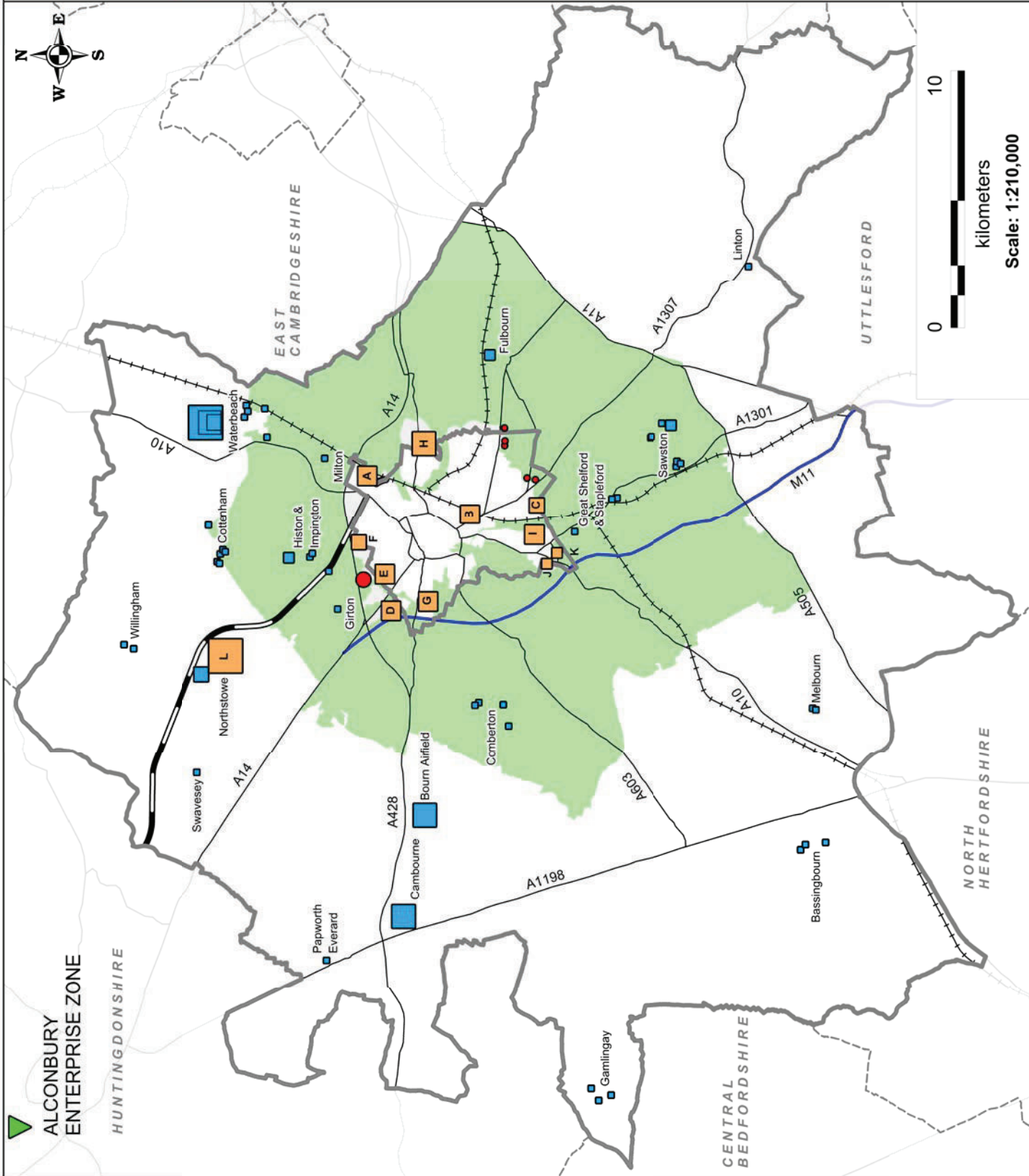
- (Local Plan Issues & Options 2 Jan-Feb 2013 Consultation)

 Guided Busway

 Train Line

### NOTES:

- 1) The size of the symbol relates to the size of the site.
- 2) Site options within Cambridge and any additional village sites forming part of the councils' part 2 consultations will be added.





## 9. Site Options

- 9.1 A technical assessment of a range of sites on the edge of Cambridge has been undertaken. This has had regard to the comments submitted in response to the summer 2012 consultation on ten broad locations in the Green Belt on the edge of Cambridge (**Note: for the Member meeting, see Appendix F of the report**). The sites assessed are those that were submitted to the Councils as part of their 'call for sites' when preparing our respective Strategic Housing Land Availability Assessments (SHLAA) and any land identified through the new Green Belt review as fulfilling Green Belt purposes to a lesser degree.
- 9.2 A wide range of constraints, policy designations and matters important to sustainability have been taken into account in the technical assessments that inform the selection of the site options for consultation, including flood risk, Green Belt significance, site access, deliverability, Cambridge Airport safety zones, distance to services and facilities, open space, transport accessibility, air quality, noise, and biodiversity. The process involved completion of a standard site pro-forma, which looked at the impact and significance of development. The full technical assessments are contained in the Site Assessments for Edge of Cambridge Sites document supporting this consultation.
- 9.3 The outcome of the technical assessments of all sites in each broad location have been brought together in a summary format which can be found at Appendix 2. These use a traffic light system where Green (G/GG) indicates low impact/low significance; Amber (A) indicates medium impact/medium significance; and Red (R/RR) indicates high impact/high significance. These enable a quick visual comparison to be made between the merits of all the different sites assessed.
- 9.4 The following 6 site options have been identified on the edge of Cambridge as having potential for housing or employment development. They are shown on Map 2. The remaining sites assessed have been rejected as options for development, due to either their significance to Green Belt purposes and/or for other factors including planning constraints such as archaeological merit. The rejected sites are shown on Appendix 1 and listed for information in Appendix 3.

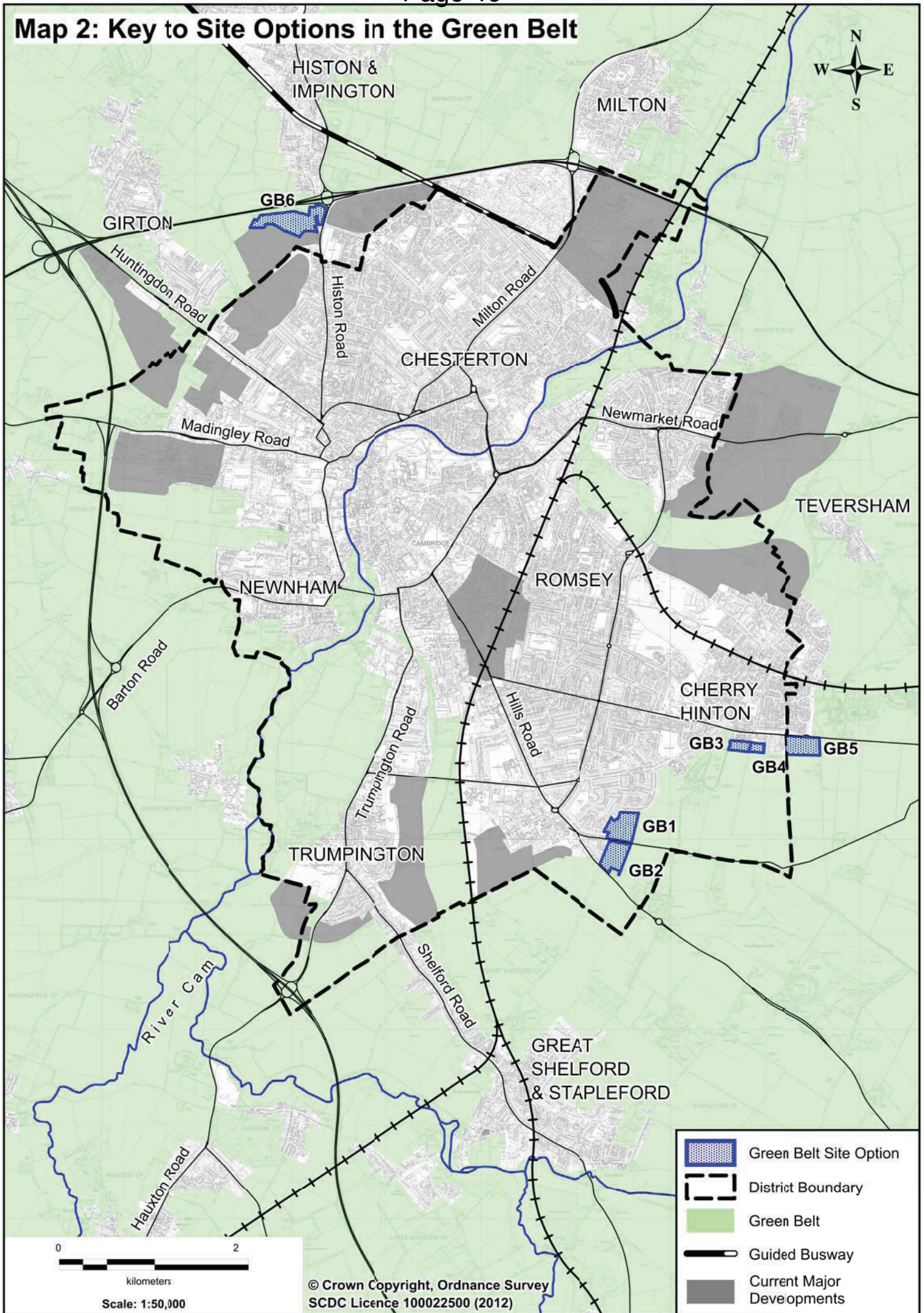
**Question 2: Which of the site options do you support or object to and why?**

**Please provide any comments.**

**Question 3: Are there other sites we should consider? (These could be sites already assessed and rejected or new sites.)**

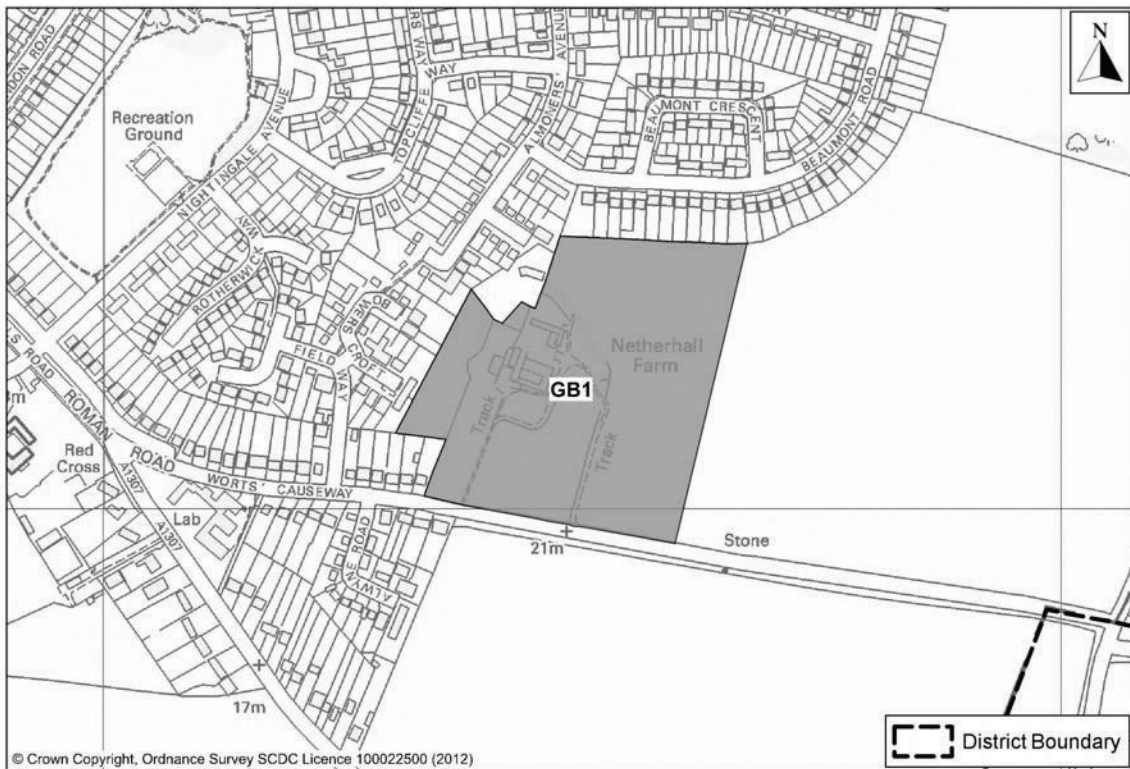
**Please provide any comments.**

# Map 2: Key to Site Options in the Green Belt



**Site Option GB1: Land North of Worts' Causeway**

**District:** Cambridge  
**Ward/Parish:** Queen Edith's  
**Area:** 7.33ha  
**Potential Capacity:** 250 dwellings  
**SHLAA Reference(s):** CC930 (overlaps part of CC911 and SC111)  
**Map:**



**Description:**

The site comprises locally listed farm buildings, a paddock and part of an open arable field. The field rises to the east beyond the boundary of the site towards Limekiln Hill. The site boundary encompasses the lowest part of the land and its northern boundary is anchored at the point where the field boundary starts to curve away to the north-east. Existing hedges and trees could be retained and a new landscaped boundary created to the east. Traffic on Worts' Causeway is currently controlled by a bus-gate which would need to be relocated.

**Pros:**

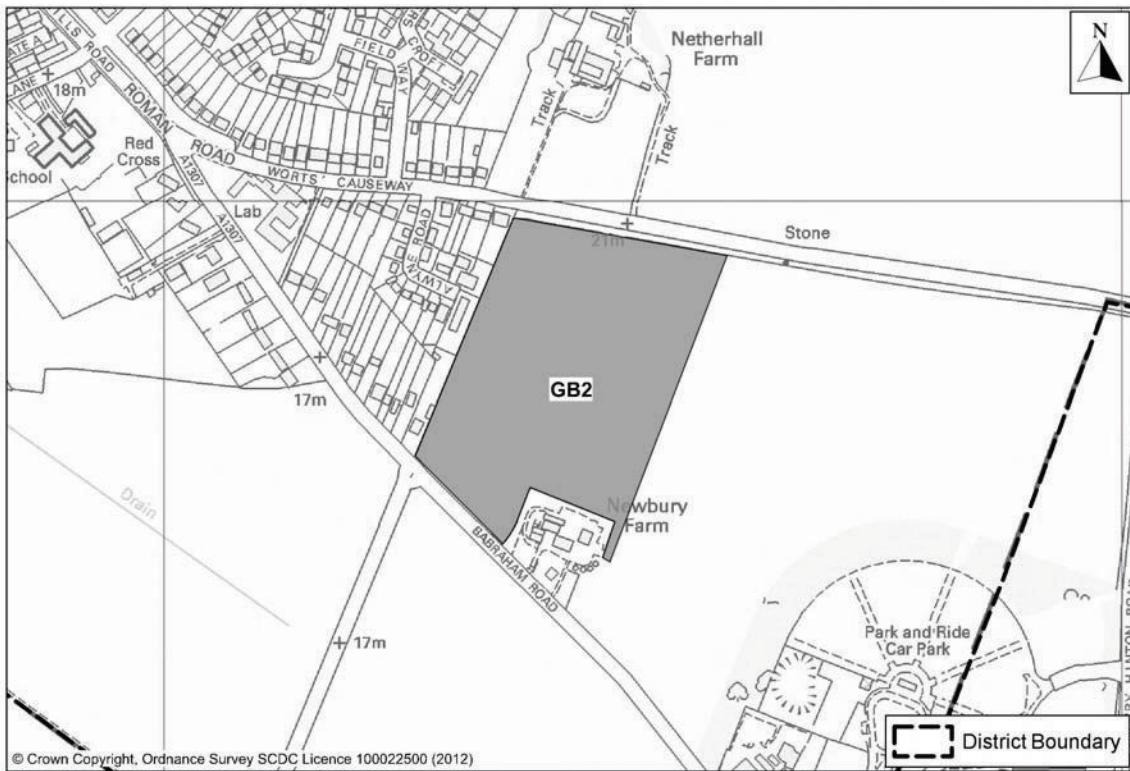
- Close to Addenbrooke's Hospital;
- Highly accessible by public transport and bicycle;
- Limited visual impact if well landscaped;
- Ability to integrate with existing communities.

**Cons:**

- Minimal Impact on Green Belt purposes;
- Potential adverse impact on Netherhall Farm Meadow County Wildlife site but capable of mitigation;
- Small part of the site may not be available for development.

**Site Option GB2: Land South of Worts' Causeway**

**District:** Cambridge  
**Ward/Parish:** Queen Edith's  
**Area:** 6.8ha  
**Potential Capacity:** 230 dwellings  
**SHLAA Reference(s):** CC929 (overlaps part of CC911, SC284, and SC111)  
**Map:**



**Description:**

The site comprises part of a flat open arable field bounded by hedgerows. Existing hedges and trees could be retained and a new landscaped boundary created to the east. The site boundary lines up with that of GB1 to the north, and is partly masked by the existing Newbury Farm to Babraham Road. Traffic on Worts' Causeway is currently controlled by a bus-gate which would need to be relocated.

**Pros:**

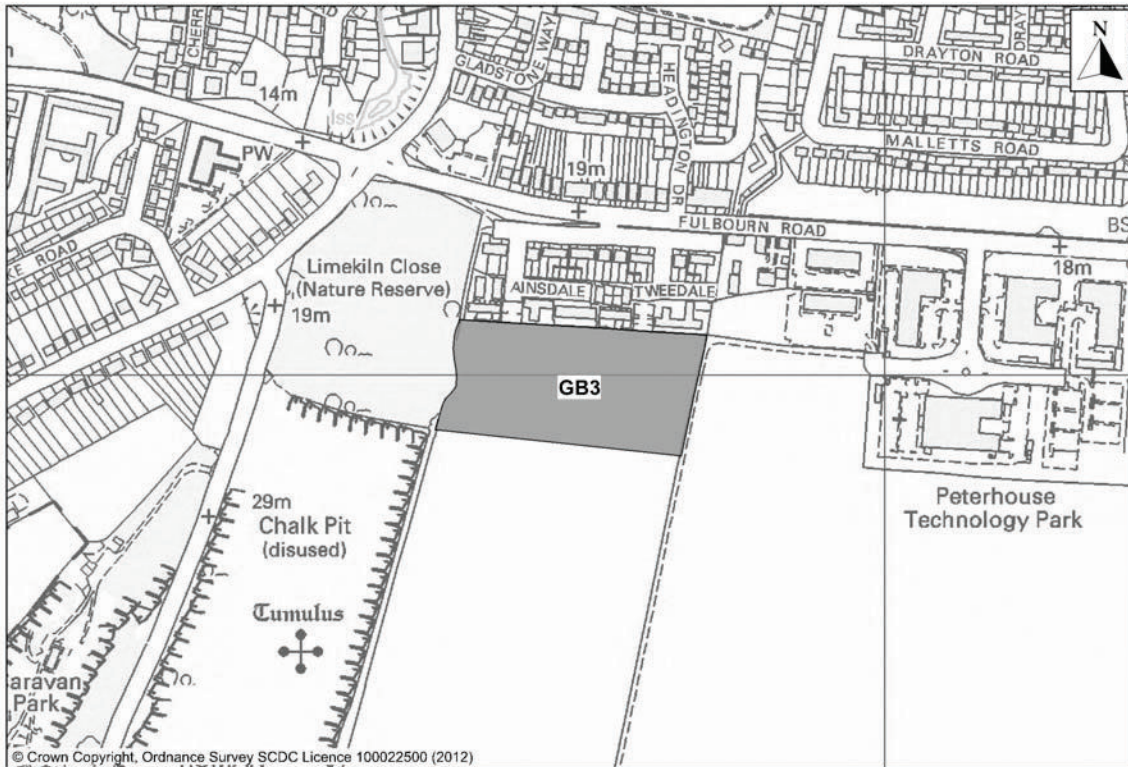
- Close to Addenbrooke's Hospital;
- Highly accessible by public transport and bicycle;
- Limited visual impact if well landscaped;
- Ability to integrate with existing communities.

**Cons:**

- Minimal impact on Green Belt purposes;
- Beyond 800m of local services and facilities;
- Beyond 800m of nearest primary school.

**Site Option GB3: Fulbourn Road West (1)**

<b>District:</b>	Cambridge
<b>Ward/Parish:</b>	Cherry Hinton
<b>Area:</b>	2.3ha
<b>Potential Capacity:</b>	75 dwellings. Alternatively, this site could be considered for employment to help to meet demand for quality employment development close to Cambridge.
<b>SHLAA Reference(s):</b>	CC931, CC933 (overlaps part of CC911, and SC111)
<b>Map:</b>	



### Description:

Land adjoining Peterhouse Technology Park, residential and woodland. The Technology Park is cut into rising ground and cannot be seen from the higher ground to the south. A similar treatment would be needed for this site if developed for employment. The site forms part of an open arable field. It is bounded by hedgerows, which could be retained and a new landscaped boundary created to the south.

### Pros:

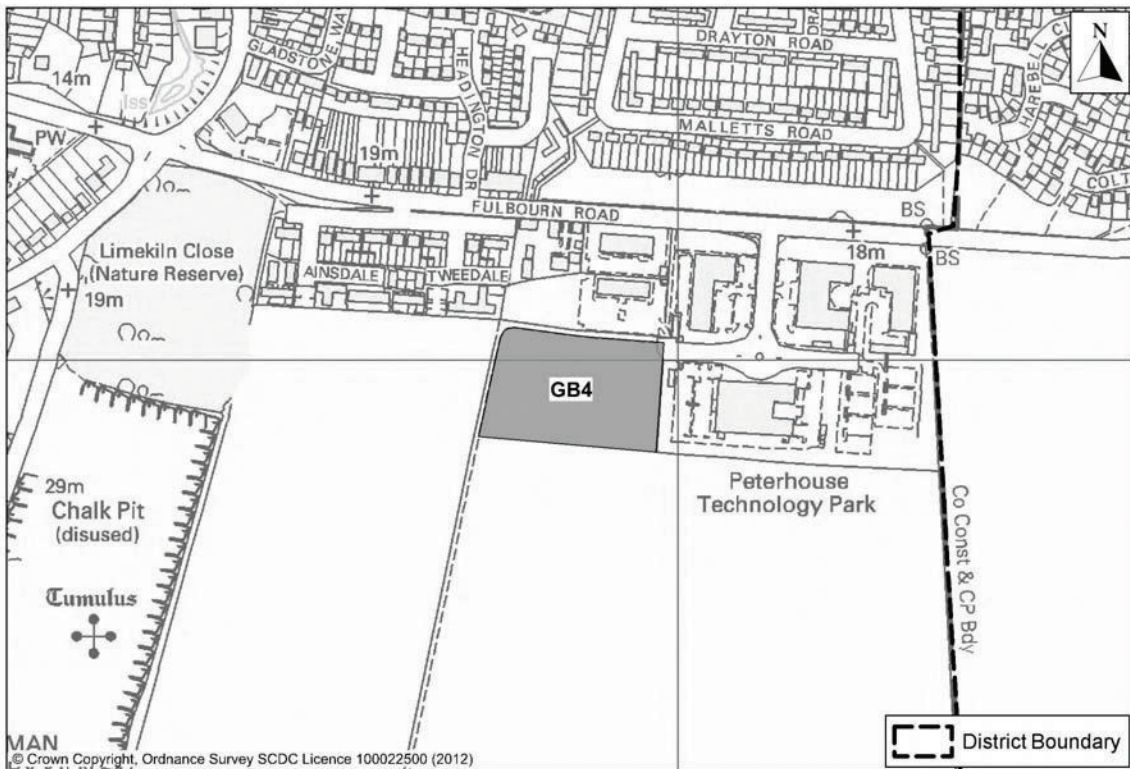
- Highly accessible by public transport and bicycle;
- Highly accessible to local facilities;
- Limited visual impact if well landscaped and any employment buildings are sunk into the ground;
- Ability to integrate with existing communities.

### Cons:

- Minimal impact on Green Belt purposes;
- Abuts residential to the north which could constrain the form of development and the type of uses possible on site;
- Vehicular access to the residential development would depend either upon the existing access to Fulbourn Road through the Technology Park, or through the residential estate to the north.

**Site Option GB4: Fulbourn Road West (2)**

**District:** Cambridge  
**Ward/Parish:** Cherry Hinton  
**Area:** 1.4ha  
**Potential Capacity:** Employment development  
**SHLAA Reference(s):** CC932, (overlaps part of CC911, and SC111)  
**Map:**



**Description:**

Land adjoining Peterhouse Technology Park, and residential. The Technology Park is cut into rising ground and cannot be seen from the higher ground to the south. A similar treatment would be needed for this site. The site forms part of an open arable field. It is bounded by hedgerows, which could be retained and a new landscaped boundary created to the south.

**Pros:**

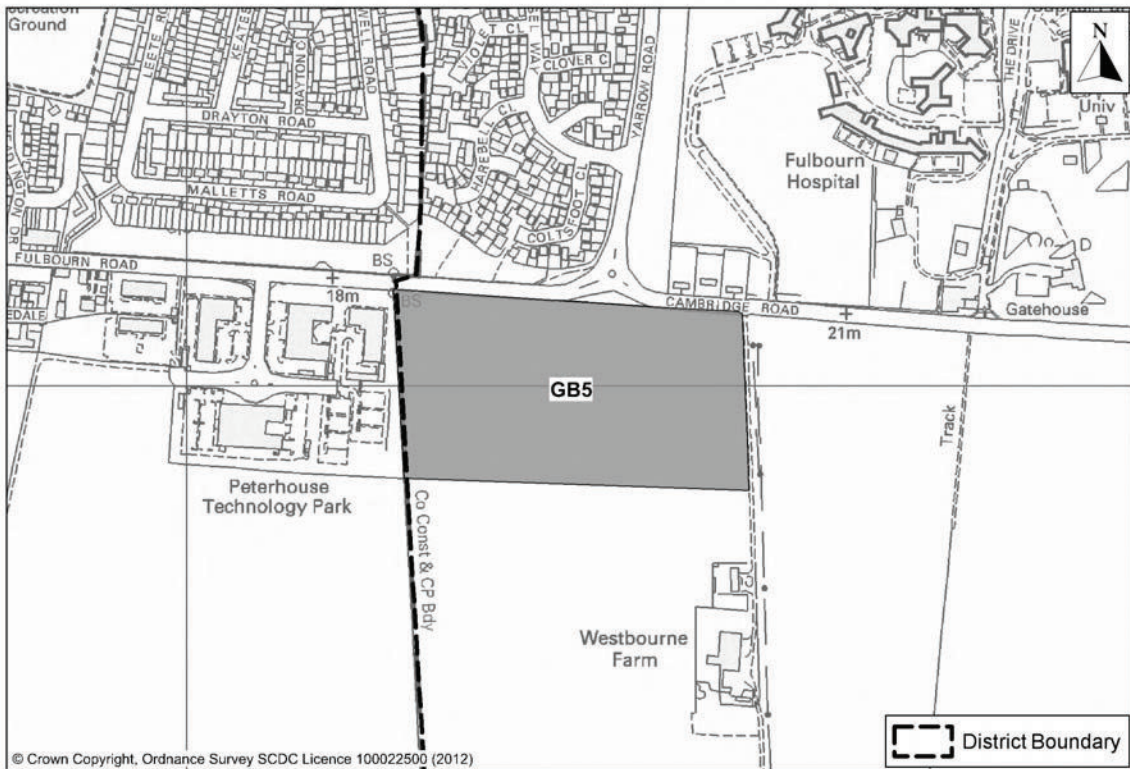
- Could extend existing employment area to help to meet demand for quality employment development close to Cambridge;
- Highly accessible by public transport and bicycle;
- Limited visual impact if well landscaped and sunk into the ground.

**Cons:**

- Minimal impact on Green Belt purposes;
- Partly abuts residential to the north which could constrain the form of development and the type of employment uses possible on site;
- Would depend upon the existing access to Fulbourn Road through the Peterhouse Technology Park.

**Site Option GB5: Fulbourn Road East**

**District:** South Cambridgeshire  
**Ward/Parish:** Fulbourn  
**Area:** 6.92ha  
**Potential Capacity:** Employment development  
**SHLAA Reference(s):** SC300 (overlaps part of SC283 and SC111)  
**Map:**



**Description:**

Land adjoining Peterhouse Technology Park. The Technology Park is cut into rising ground and cannot be seen from the higher ground to the south. A similar treatment would be needed for this site. The site forms part of an open arable field. It is bounded by hedgerows, which could be retained and a new landscaped boundary created to the south and east.



**Pros:**

- Could help to meet demand for quality employment development close to Cambridge;
- Highly accessible by public transport and bicycle;
- Limited visual impact if well landscaped and sunk into the ground.

**Cons:**

- Some impact on Green Belt purposes;
- Loss of good quality agricultural land;
- Detailed surveys may reveal that only part of the site should be developed if visual impact is to be limited.

**Site Option GB6: Land south of the A14 and west of Cambridge Road**

**District:** South Cambridgeshire

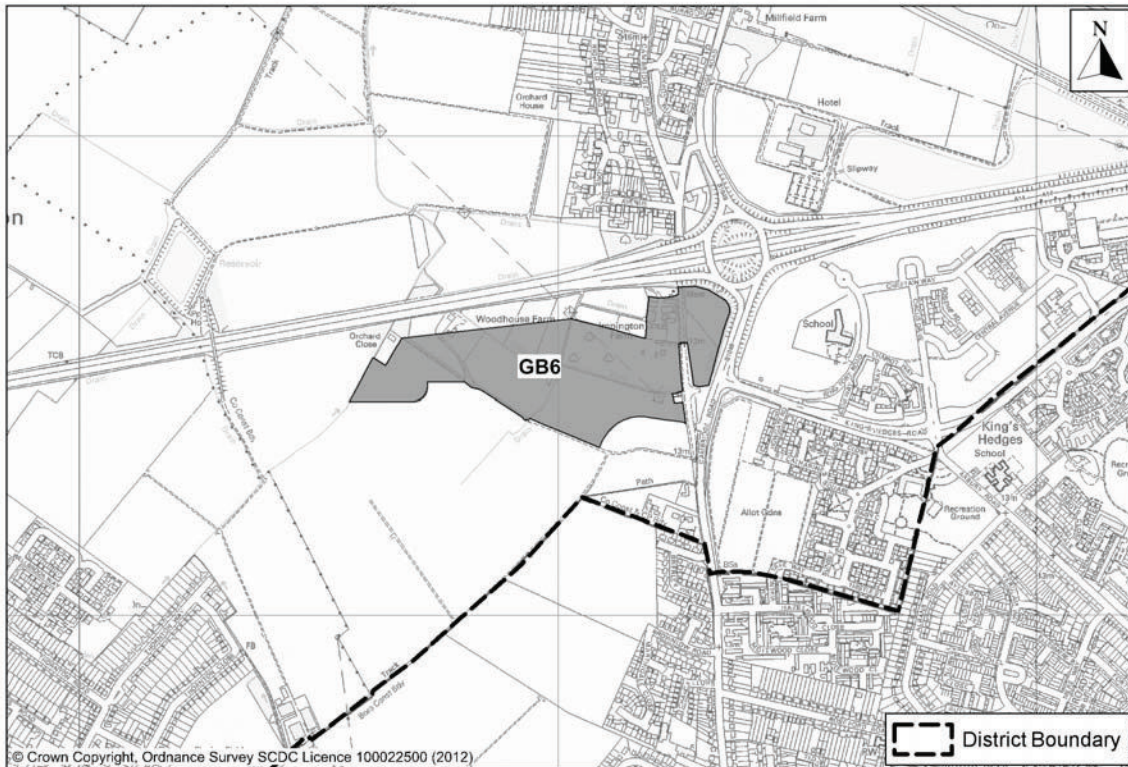
**Ward/Parish:** Impington

**Area:** 12.6 ha

**Potential Capacity:** Up to 130 dwellings, employment development and with the wider area of open countryside to the west wrapping round NIAB2 to become public open space. See also Site Option CS4 in Chapter 10 which identifies the eastern part of the site for a community stadium as an alternative.

**SHLAA Reference(s):** Not applicable, submitted at Issues and Options 1 stage

**Map:**



### Description:

Agricultural fields south of the A14 and west of Histon Road including hedges and small areas of woodland. The site adjoins the planned developments of NIAB1 and NIAB2 to the south and south west. Histon Road and the A14 slip roads are elevated on embankments close to the roundabout above the A14, which would partly shield development on the site from wider views. An Air Quality Management Area (AQMA) runs along the A14 to address an area of poor air quality and this proposed allocation assumes that all residential development is located on the southern part of the site outside the AQMA in the interest of public health. It also assumes the retention of hedges and woodland and a set back of the development from Histon Road to provide effective visual separation between Cambridge and Impington.

### Pros:

- Opportunity to masterplan with the NIAB2 site;
- Highly accessible by public transport and bicycle;
- Limited visual impact if well landscaped.

### Cons:

- Some impact on Green Belt purposes
- Significant noise and air quality issues, no residential development possible in the AQMA
- Pylons cross the site.

## 10. Sub-Regional Sporting, Cultural and Community Facilities

- 10.1 The National Planning Policy Framework (NPPF) requires Councils to plan positively for the provision of social, recreational and cultural facilities and services. Studies exploring the cultural and sporting needs of the Cambridge Sub-Region identified gaps in provision for some types of major sub regional facilities, including a community stadium, ice rink and concert hall. Through the previous Issues and Options consultations, both Councils sought views on whether there is need for these facilities, and if there is, where they should be located. Further work has now been undertaken to review the evidence for such facilities and consider options for dealing with them in the new Local Plans in the Cambridge Sub-Regional Facilities Review supporting this consultation.

### Community Stadium

- 10.2 The term 'community stadium' is used to describe a sports 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.
- 10.3 The Councils have reviewed the evidence available, to explore whether there is a need for a community stadium and what a community stadium would encompass.
- 10.4 The Cambridge Sub-Regional Facilities Review looked at previous studies that 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. A community stadium could raise the sporting profile of the area, whilst delivering a community hub through, for example, the provision of sports participation and other community accessible activities and/or local business engagement opportunities.
- 10.5 Previous studies also suggest that Cambridge United FC would likely be the anchor tenant for a stadium of the scale envisaged (circa 10,000 seats). The existing Abbey Stadium site on Newmarket Road meets the current needs of Cambridge United, although the current facilities are not ideal for the club. The facilities at this site do not currently contribute to the broader range of activities that would be found in a community stadium facility.
- 10.6 Given this situation, no specific need has been identified in the Cambridge Sub-Regional Facilities Review requiring the provision of a community stadium, and it concludes that whether there is considered to be a need for a community stadium to serve the Cambridge Sub-Region is a subjective issue. However, the Review identifies that the right package of uses in a suitable location could deliver benefits for the wider sub-region.
- 10.7 In summary, drawing on factors identified in the Review, the following principles for a community stadium have been identified. It should:

- Meet the needs of at least one, but ideally more than one locally significant sports club;
- Be at the centre of the local community, through for example, the provision of sports participation and other community accessible activities and/ or local business engagement opportunities;
- Deliver amenities and services to local communities beyond its core operations;
- Be accessible to the communities it serves throughout the day and evening, on weekdays and weekends;
- Help provide a critical mass of services, and increased awareness of services available;
- Increase participation in sporting activity;
- Play a community hub role, supporting community engagement and development;
- Include a mix of health, leisure, education, general community provision, sports, retail, and business - the success of these facilities will determine whether the facility is embraced by the local community;
- Reflect the key requirements and priorities of the sub-region's new and existing communities;
- Be financially sustainable.

10.8 To deliver a standalone stadium would require around 3 hectares but, for a community stadium with additional community and sporting facilities, a much larger site would be needed. Site options have been explored within Cambridge, on the edge of Cambridge and elsewhere. There are few sites of this scale available within the built up area of Cambridge. Outside Cambridge much of the land is in the Green Belt, which would preclude this type of development unless the need and benefit was such that it provided an exceptional circumstance to justify a review of the Green Belt through the Local Plan review.

**Question 4: Do you consider there is a need for a community stadium?**

**Question 5: Do you agree with the principles identified for the vision for a community stadium?**

**Question 6: If a suitable site cannot be found elsewhere, do you think the need is sufficient to provide exceptional circumstances for a review of the Green Belt to accommodate a community stadium?**

**Please provide any comments.**

### **Potential Community Stadium Site Options**

10.9 Following the first Issues and Options consultation, the Councils have explored the potential of a range of site options to provide a community stadium as part of the Cambridge Sub-Regional Facilities Review, including a number of sites that were suggested in responses to the consultation. There are major issues associated with all site options and this may mean that some sites may not be capable of being delivered. However, it is considered appropriate to consult on these options at this

stage in the process before any decisions are taken on whether a community stadium should be provided and if so where. The view of the local community is an important step in the process. It is also recognised that for some site options, landowners may have different aspirations and we would encourage these to be made clear through the consultation before any decisions are taken. The sites are shown on Map 3. The consultation document highlights the advantages and disadvantages of each option to inform comment.

- 10.10 The Councils have not yet made a decision regarding the need for a site, and is not promoting a specific option, but is seeking views on potential options in order to inform decision making.
- 10.11 Three potential sites have been identified, within or on the edge of the city, which are outside the Green Belt:
- Abbey Stadium - including allotment land;
  - Cowley Road, Cambridge – Former Park and Ride site;
  - Cambridge East – North of Newmarket Road.
- 10.12 Three options have been identified on the edge of Cambridge. They would require a review of the Green Belt:
- West of Cambridge Road South of the A14, Impington (adjoining the existing NIAB sites) (see also Site Option GB6 in Chapter 9);
  - Land south of Trumpington Meadows, Hauxton Road, Cambridge;
  - Land between Milton and Histon, north of A14 (Union Place).
- 10.13 A further option would be to locate a community stadium outside Cambridge, at a new town or village. Northstowe is already planned, and it was recently resolved to grant planning permission to the first phase. The first South Cambridgeshire Local Plan Issues and Options Report consulted on two further potential new settlement options, at Waterbeach Barracks and Bourn Airfield.
- Northstowe;
  - Waterbeach - New Town Option;
  - Bourn Airfield - New Village Option.

**Question 7: Which of the following site options for a community stadium do you support or object to, and why?**

**Please provide any comments.**

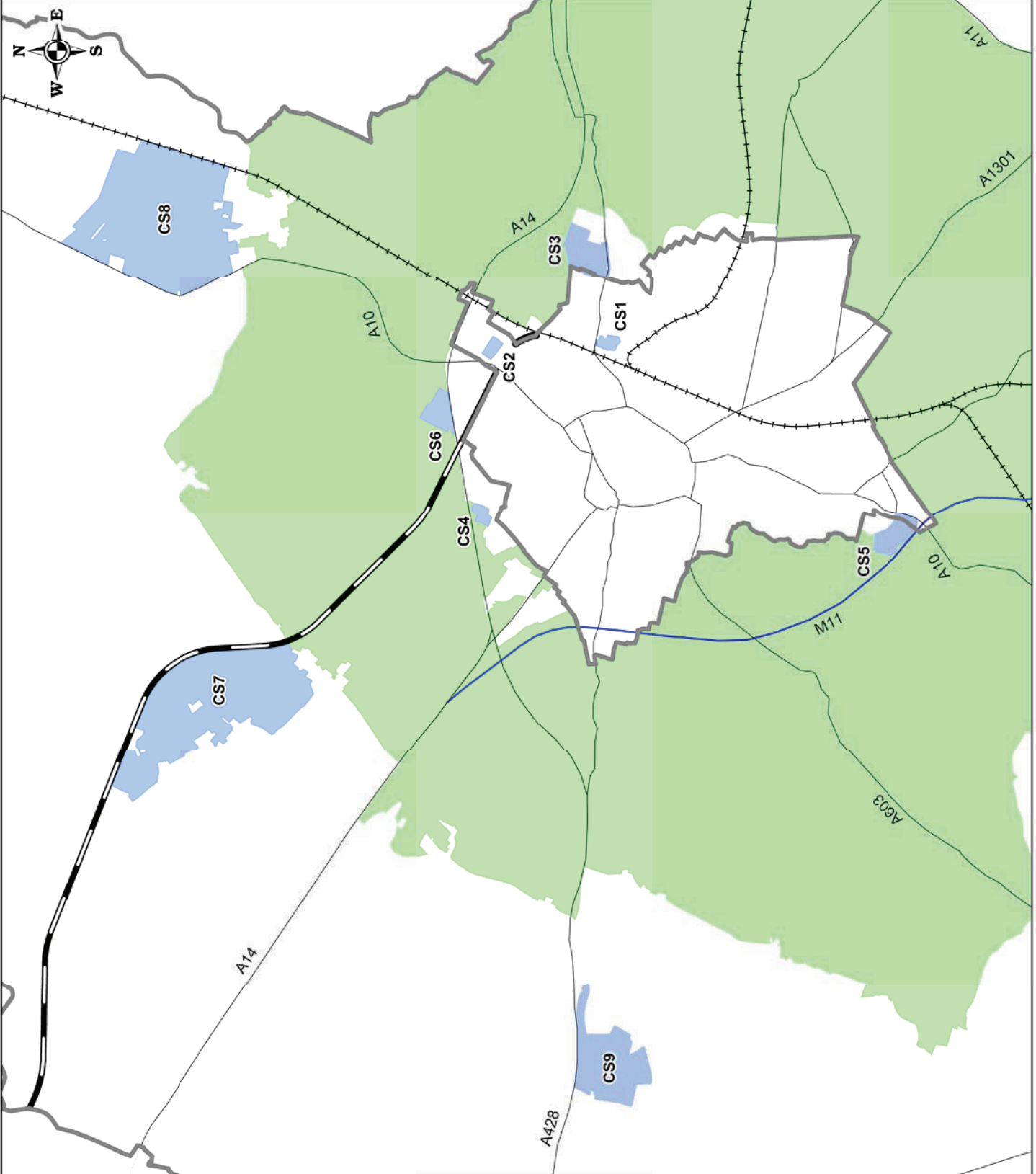
**Map 3: Key to Site Options for a Community Stadium**

**Key**

- General Extent of the Green Belt
- Community Stadium Site Option
- CS1 - The Abbey Stadium & Adjoining Allotment Land, Cambridge
- CS2 - Cowley Road, Cambridge
- CS3 - North of Newmarket Road, Cambridge
- CS4 - West of Cambridge Road, south of the A14, Impington
- CS5 - Land south of Trumpington Meadows
- CS6 - Land between Milton and Histon, north of A14 (Union Place)
- CS7 - Northstowe
- CS8 - Waterbeach New Town Option
- CS9 - Bourn Airfield New Settlement Option

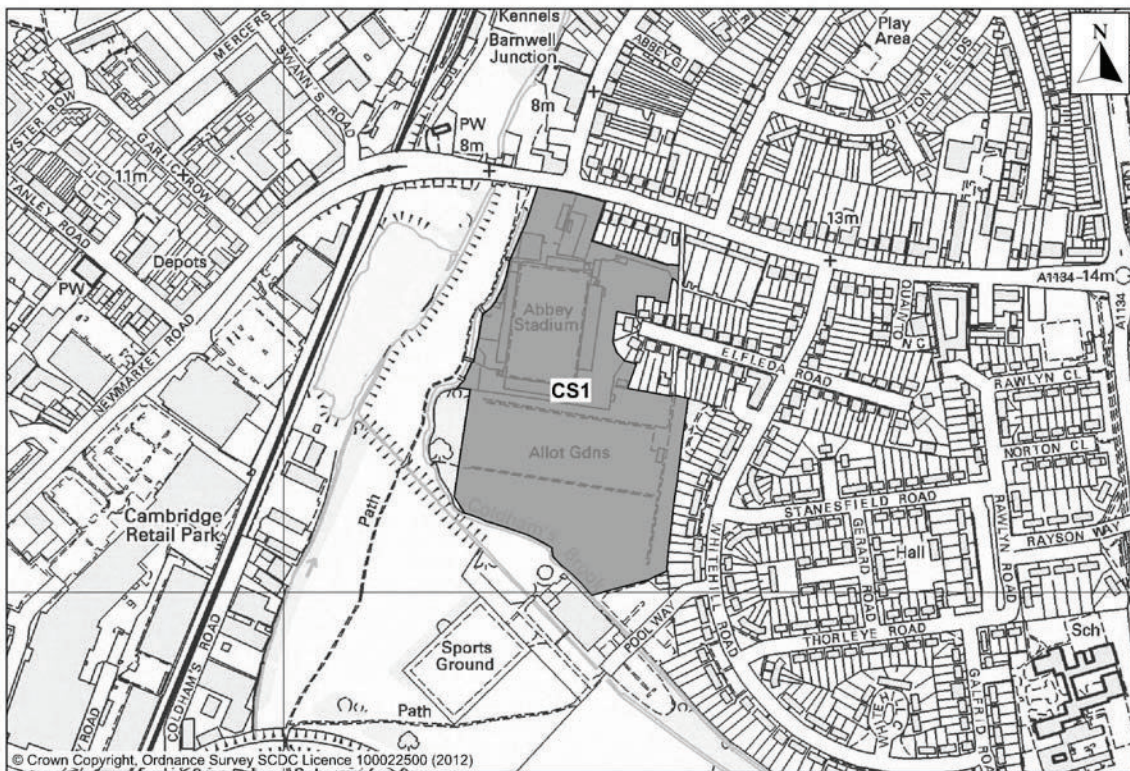
Guided Busway

Train Line



**Site Option CS1: The Abbey Stadium and Adjoining Allotment Land, Newmarket Road, Cambridge**

**District:** Cambridge  
**Ward/Parish:** Abbey  
**Area:** 7.1 ha  
**Potential Capacity:** Community Stadium  
**Reference(s):**  
**Map:**



**Description:**

The existing Abbey Stadium site is not sufficient size to accommodate a Community Stadium. The stadium owners are seeking an alternative site. Inclusion of allotment land to the south would make a larger site. The stadium itself is set back from the Newmarket Road frontage, by an area of hardstanding used for car and cycle parking, and a number of single storey buildings which includes a car and van hire firm. To the east and north, the site is surrounded by residential development. To the south is the Abbey Leisure Centre. To the west, there is open space, consisting of grass and scrub, linking to Coldham's Common.

**Pros:**

- Established football club location;
- Part of an established residential community;

- Near to existing sports facilities, with potential to form a sports hub with the Abbey sports complex;
- With the incorporation of further land around the existing stadium, this would offer greater scope to have a wider community purpose;
- Nearest available site to the City Centre;
- Site is at least 1.5km from the nearest railway station (existing or proposed) but within 400m of High Quality Public Transport bus routes.

**Cons:**

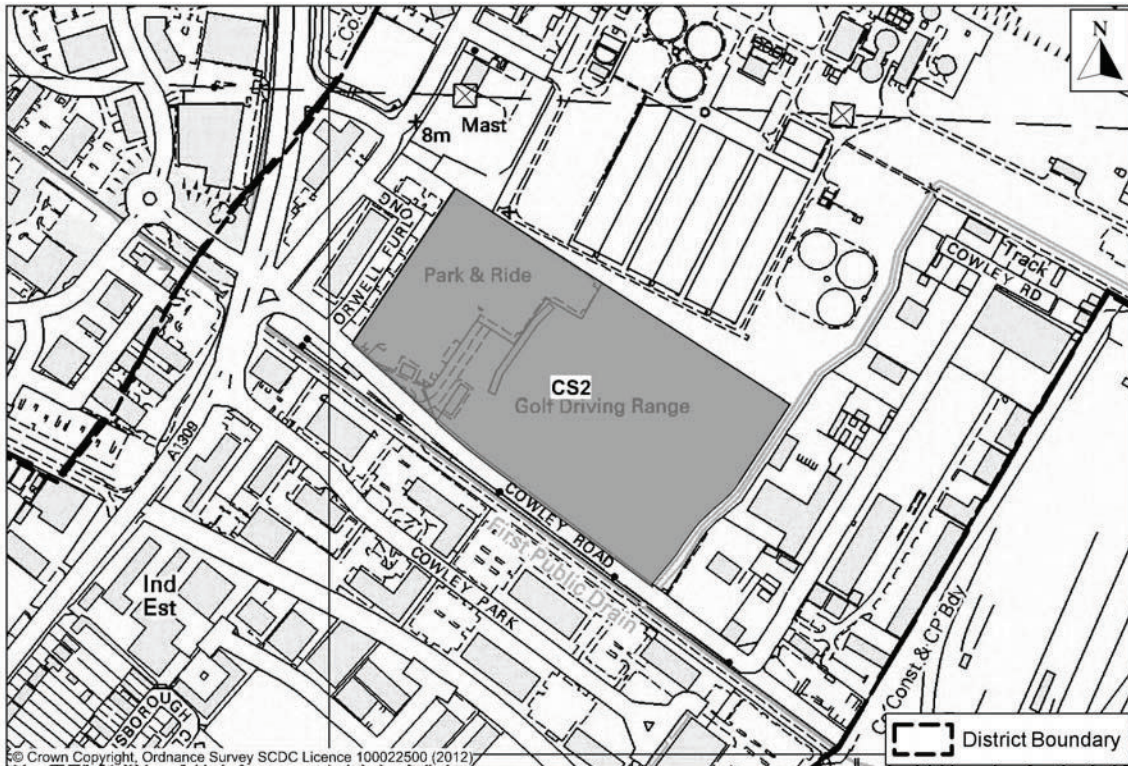
- Loss of existing allotments (Protected Open Space, would require appropriate replacement elsewhere);
- The site is located off Newmarket Road, which can suffer from congestion particularly at the weekends. The impact on both local and strategic transport networks would need to be investigated further;
- Grosvenor have indicated they are pursuing the existing stadium site for housing development.

**Site Option CS2: Cowley Road Cambridge (former Park and Ride and Golf Driving Range)**

<b>District:</b>	Cambridge
<b>Ward/Parish:</b>	East Chesterton
<b>Area:</b>	6.5 ha
<b>Potential Capacity:</b>	Community Stadium
<b>Reference(s):</b>	



## Map:

**Description:**

Former Park and Ride site and golf driving range. Related to the development of a new railway station on the nearby railway sidings, the area is identified as having potential for employment development in the Cambridge and South Cambridgeshire Local Plans' Issues and Options reports. The area is surrounded by existing employment development on three sides, with the Waste Water Treatment Works to the north. The land is owned by Cambridge City Council, who have previously indicated the land is not available for this use, due to its employment potential as part of the wider Cambridge Northern Fringe East area.

**Pros:**

- Area will be subject to significant public transport improvement with new railway station and links to guided bus;
- Previously developed vacant site, providing an opportunity as part of wider Cambridge Northern Fringe East development.

**Cons:**

- Capable of accommodating a stadium, but limited size to accommodate much beyond core Community Stadium facilities;
- Identified as an opportunity for employment development in Local Plan Issues and Options Reports, would reduce land available for this use;
- Isolated from existing or planned residential area;

- Access along single lane road;
- Cambridge City Council, the landowner has previously indicated land not available for this use.

**Site Option CS3: North of Newmarket Road, Cambridge East**

**District:** South Cambridgeshire

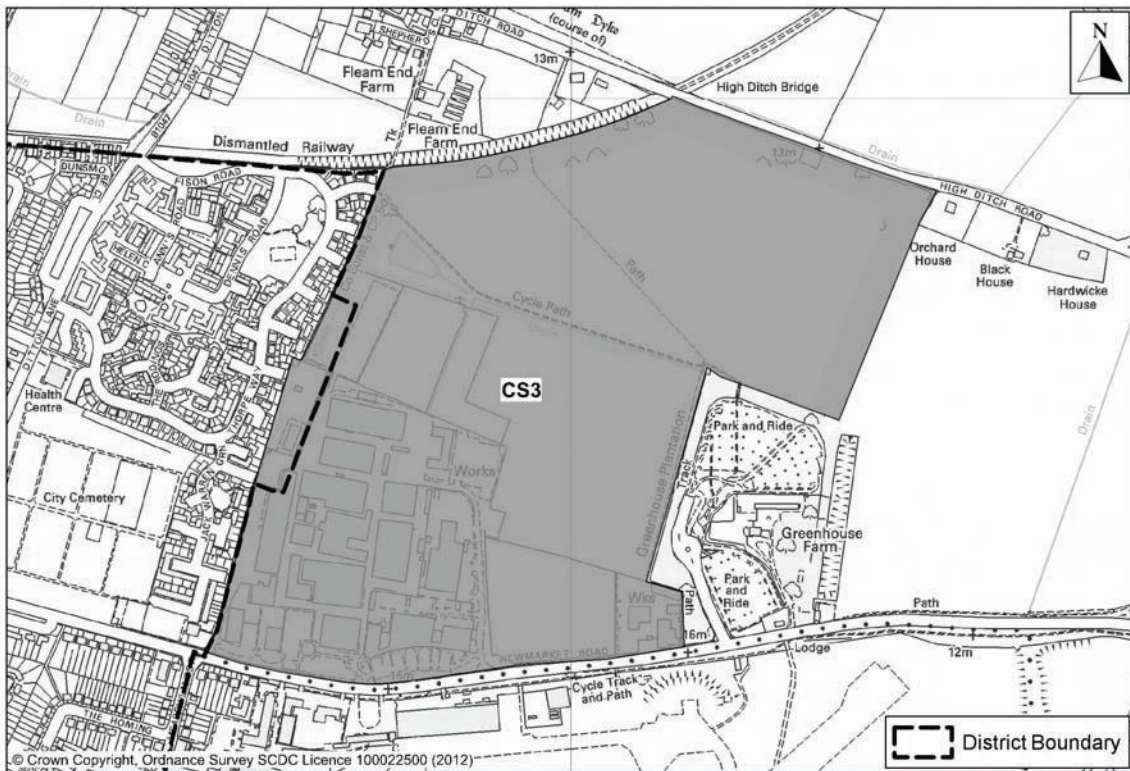
**Ward/Parish:** Fen Ditton

**Area:** 40 ha

**Potential Capacity:** Community Stadium

**Reference(s):**

**Map:**



**Description:**

The site was identified in the Cambridge East Area Action Plan for development of 1,500 to 2,000 homes, that could come forward whilst the airport remains operational. The Cambridge and South Cambridgeshire Local Plan Issues and Options Reports sought views on how the area should be addressed in future development plans.

Marshall has recently announced a renewed intention to submit a planning application for commercial and residential development on this land. This is an early stage in the process. The Councils will continue to work with Marshall to bring forward an appropriate form of development on this site to meet the development needs of Cambridge and the surrounding area.

**Pros:**

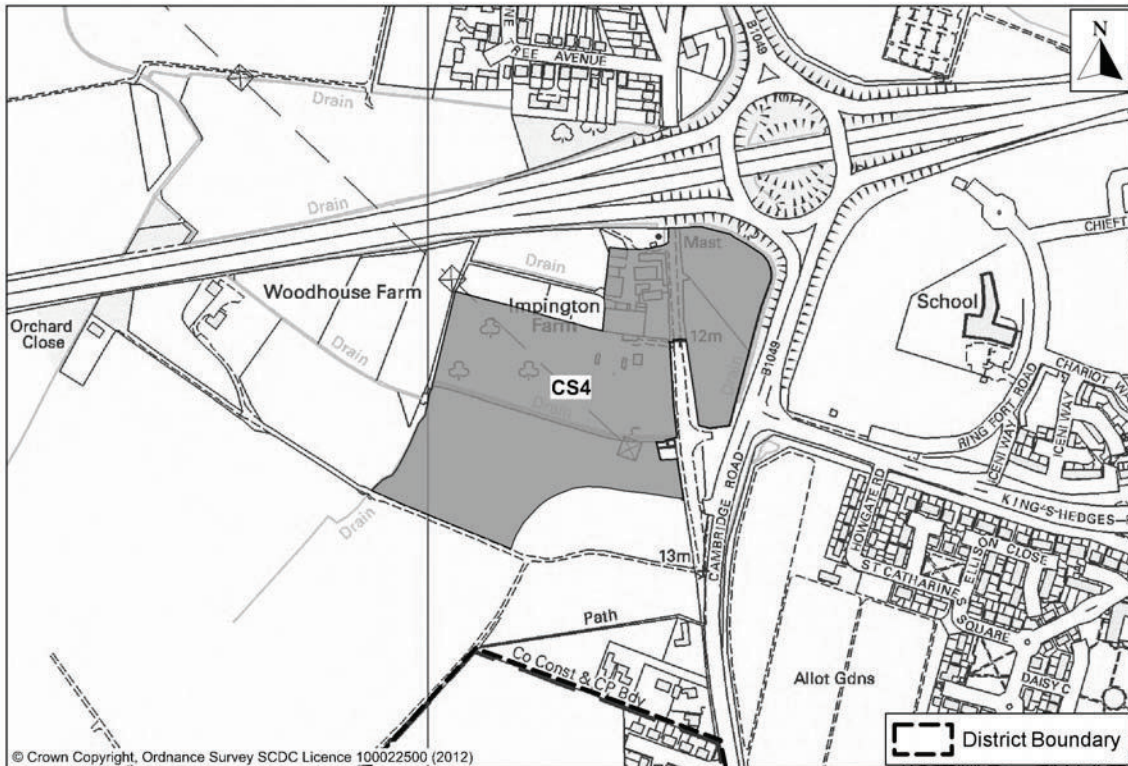
- Potential to integrate new facilities with wider development, including a residential community (if the site comes forward for residential development);
- Near to existing Abbey Stadium site;
- Good access to public transport and Park and Ride;
- Opportunities for open space / Green infrastructure in wider site;
- Land already removed from the Green Belt for development.

**Cons:**

- Airport safety zones could impact on building height, or influence location of facilities;
- Would reduce land available for housing;
- Marshalls have previously indicated land is not available for this use.

**Site Option CS4: West of Cambridge Road and South of the A14, Impington**

<b>District:</b>	South Cambridgeshire
<b>Ward/Parish:</b>	Impington
<b>Area:</b>	9 ha
<b>Potential Capacity:</b>	Community Stadium
<b>Reference(s):</b>	

**Map:****Description:**

The existing development plans of South Cambridgeshire and Cambridge City Council have allocated two sites for housing development between Huntingdon Road and Histon Road, totalling 2,600 homes (referred to as NIAB 1 and 2). A further site was identified through the site assessments for Edge of Cambridge Sites, as having potential for development. It is the only one of the six site options identified through this process to warrant consideration for a Community Stadium, due to its scale, location, and lesser impact on the Green Belt than the two specific proposals received.

**Pros:**

- Adjoins a new community, opportunity to integrate facilities;
- Access to High Quality Public Transport and good cycling routes. Access via guided bus to planned new railway station.

**Cons:**

- Green Belt site - development would have negative impacts on the Green Belt purposes but mitigation possible;
- Within the Air Quality Management Area designated on the A14, would need to address traffic impacts;
- Site size and shape could limit range of additional facilities or open space that could be accommodated;

- Over 3km from the City Centre;
- Need to resolve parking and transport issues.

**Site Option CS5: Land south of Trumpington Meadows, Hauxton Road Cambridge**

**District:** Cambridge / South Cambridgeshire

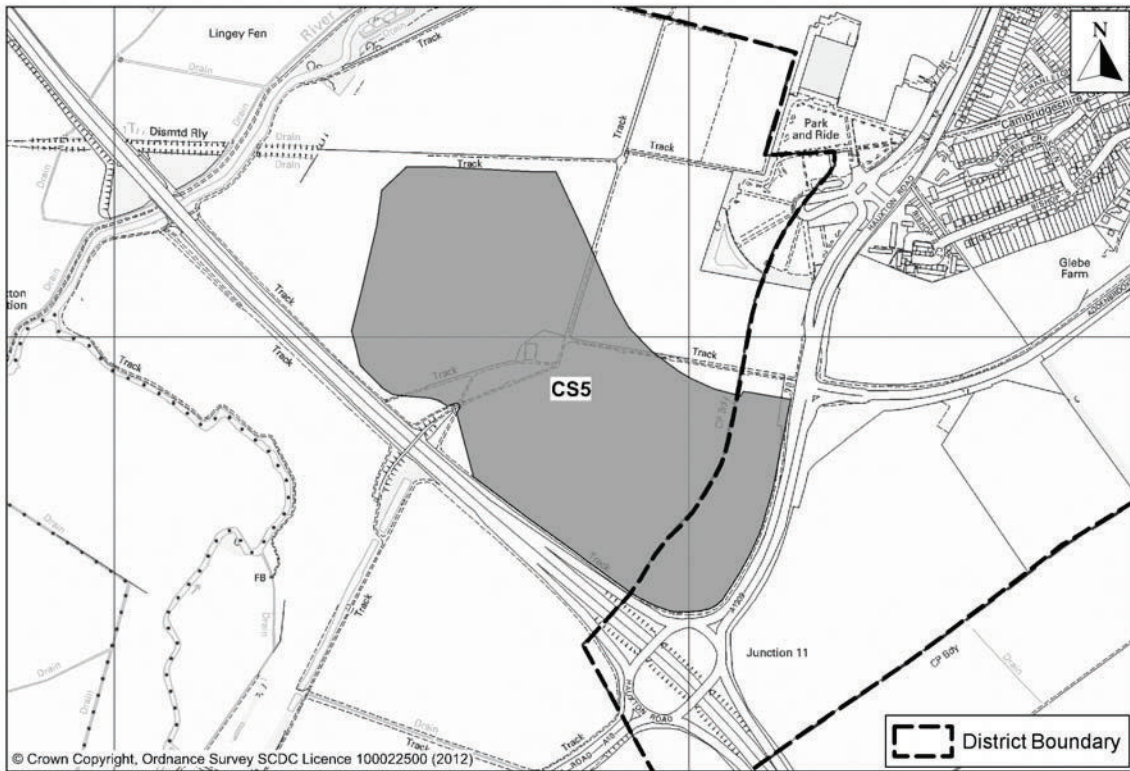
**Ward/Parish:** Trumpington / Haslingfield

**Area:** 32 ha

**Potential Capacity:** Community Stadium

**Reference(s):**

**Map:**



**Description:**

Trumpington Meadows is a cross boundary site, allocated in South Cambridgeshire and Cambridge City Councils development plans for a development of 1,200 dwellings and associated facilities, and the create a new distinctive urban edge to Cambridge. Planning permission has subsequently been granted, and construction is underway.

Through the Issues and Options consultation the development company Grosvenor / Wrenbridge have submitted a proposal for approximately 15 hectares of Green Belt land between the M11 and the planning development to accommodate a community stadium, 400

additional dwellings, and a range of outdoor sports pitches, and an extension to the planned country park.

This site makes a major contribution to the Green Belt on the edge of Cambridge. Whilst it has been ruled out for residential development by the Councils, and there would be significant impacts with a community stadium in this location, it is considered appropriate to consult on the potential for a community stadium in this location before any decisions are made.

**Pros:**

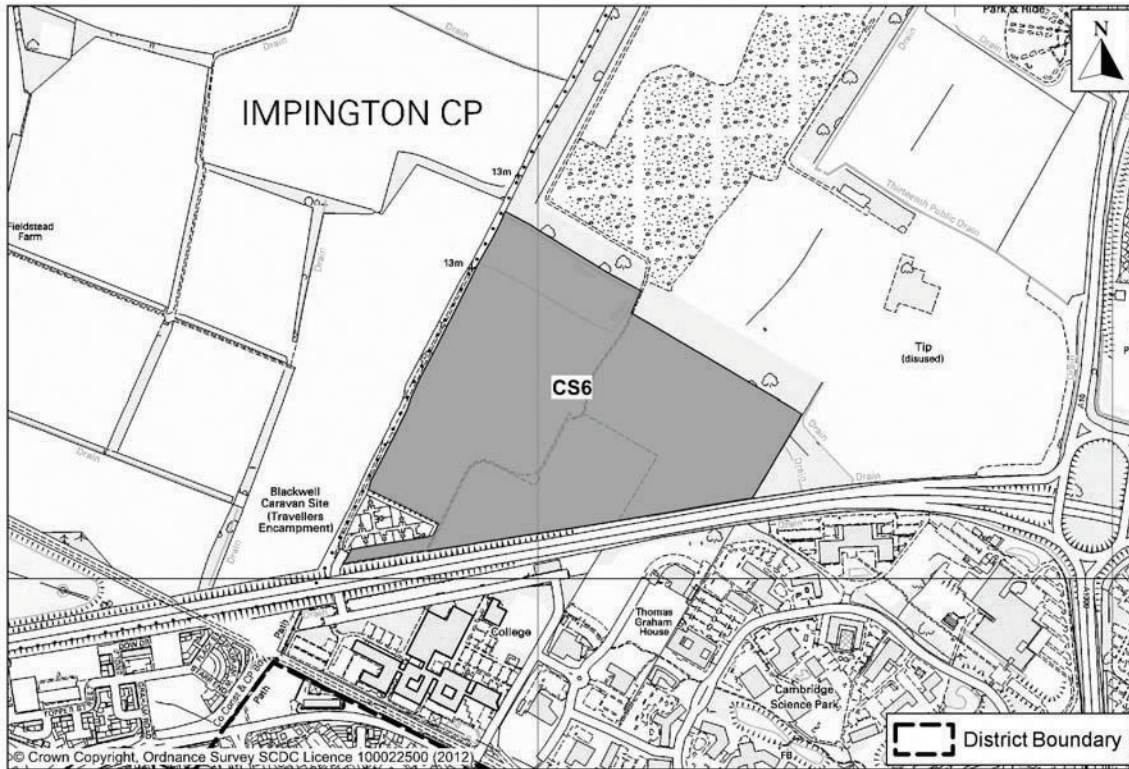
- Large site, giving flexibility to accommodate a range of facilities;
- Would adjoin planned new community;
- Near to existing park and ride facility, and guided bus links to railway stations;
- Potential to deliver new pitches and open space on city edge;
- Specific proposal received from land owners, in consultation with sport clubs, which gives greater certainty that site is deliverable.

**Cons:**

- Green Belt – Significant adverse impact on the purposes of Green Belt in terms of setting of the city;
- Opportunity to integrate facilities with a new community limited by adding to existing site rather than integrating with existing proposals;
- Nearly 4km from railway station and the City Centre;
- Beyond 400m of Park and Ride site and does not benefit from all aspects of a High Quality Public Transport service;
- Need to resolve parking and transport issues.

**Site Option CS6: Land between Milton and Impington, north of A14 (Union Place)**

<b>District:</b>	South Cambridgeshire
<b>Ward/Parish:</b>	Milton
<b>Area:</b>	24 ha
<b>Potential Capacity:</b>	Community Stadium
<b>Reference(s):</b>	

**Map:****Description:**

Through representations to the Issues and Options Report, a site has been submitted and referred to as Union Place, between Milton and Impington north of the A14. Representations propose that the site could accommodate a community stadium, concert hall and ice rink. It would also be accompanied by hotel and conferencing facilities. The representation indicates that road access to the site would be through an existing underpass under the A14 to the rear of the Cambridge Regional College, and a new road built along the Mere Way from Butt Lane, a public right of way following the route of a roman road. This would be accompanied by expansion of the Milton Park and Ride, and a new Park and Ride south of Impington.

**Pros:**

- Significant scale would give potential for pitches or open space to accompany proposal (or other sub regional facilities);
- Near to Regional College, potential linkages for sports education.

**Cons:**

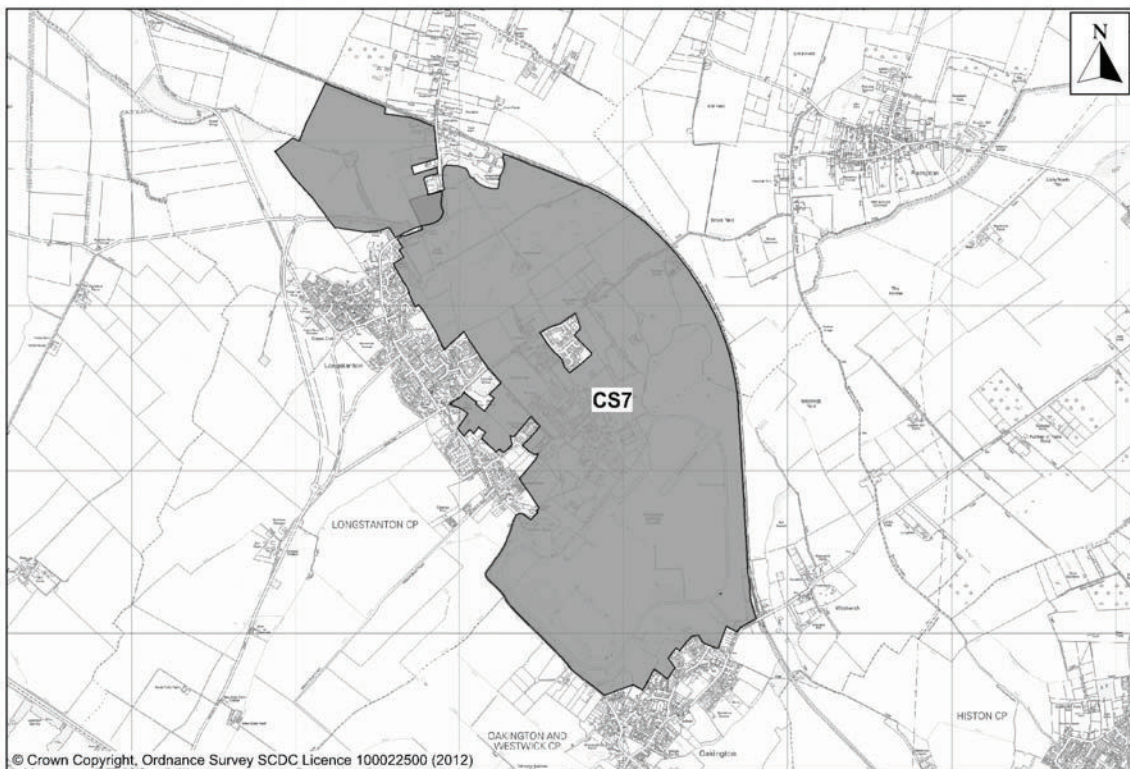
- Green Belt – significant impact on the purposes of the Green Belt;
- Access constraints – Currently limited access to site through A14 underpass, unsuitable for high volumes of traffic. Proposes new road along Mere Way from Butt Lane, a public right of way;
- Need to demonstrate highway capacity on the A14 and local roads;

- Limited existing walking and cycling access to site. Separated from city by A14 / A10. Underpass to rear of Regional College a particular constraint;
- Relatively long walk from guided bus and Park and Ride . Due to distance does not meet definition of High Quality Public Transport;
- Isolated from existing or new community;
- Potential impact on existing Travellers Site;
- Adjoins the Air Quality Management Area designated on the A14, would need to address traffic impacts;
- Potential impacts on Milton A14 junction, need to demonstrate strategic highway capacity.

**Site Option CS7: Northstowe**

**District:** South Cambridgeshire  
**Ward/Parish:** Longstanton / Oakington and Westwick  
**Area:** 432 ha (with additional 60 ha. strategic reserve)  
**Potential Capacity:** Community Stadium  
**Reference(s):**

**Map:**





**Description:**

The new town of Northstowe is located between Oakington and Longstanton, on the route of the Guided Busway, and is planned to accommodate up to 9,500 dwellings and a range of other services, facilities, and employment. The Northstowe Development Framework was agreed in 2012, and South Cambridgeshire District Council has resolved to grant planning permission for the first phase of development

**Pros:**

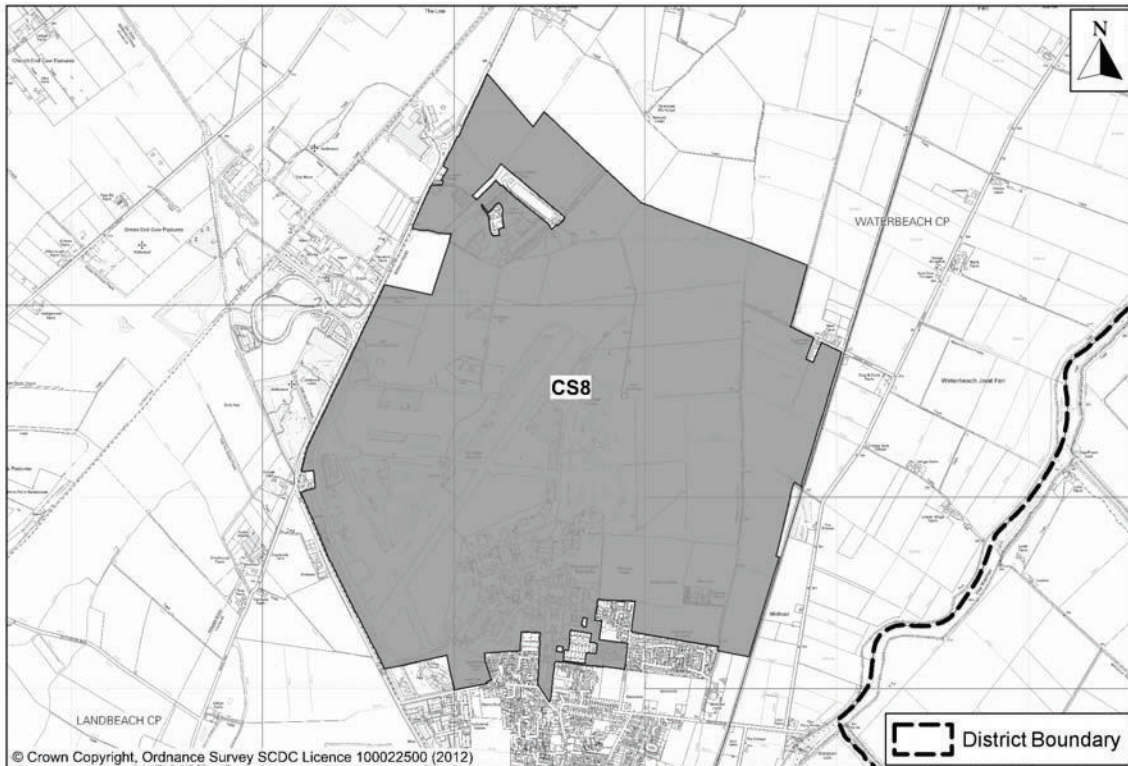
- Opportunity to integrate facilities into new town;
- Located on route of the Guided Bus (with links to new station), and existing park and ride facilities;
- Not in the Green Belt.

**Cons:**

- Development Framework Plan already agreed, and it has been resolved to grant planning permission for the first phase;
- Tight land budget to accommodate all the uses needed in the town. Inclusion of facilities could impact on ability to deliver other uses;
- 8km from Cambridge City Centre, limiting walking and cycling access from Cambridge;
- Conflict with desire of Cambridge United for a Cambridge location;
- Constraints of the A14 could mean there would only be highway capacity later in the plan period.

**Site Option CS8: Waterbeach New Town Option**

<b>District:</b>	South Cambridgeshire
<b>Ward/Parish:</b>	Waterbeach
<b>Area:</b>	558 or 280 ha
<b>Potential Capacity:</b>	Community Stadium
<b>Reference(s):</b>	

**Map:****Description:**

The South Cambridgeshire Local Plan Issues and Options Report 2012 identified an option of a new town at Waterbeach to accommodate future development. Two options were identified, one utilising the MOD land (dwelling capacity 7,600), one including a larger site (dwelling capacity 12,750).

**Pros:**

- Opportunities to deliver site as part of town master plan and to integrate stadium to act as community hub;
- Greater flexibility at early planning stage;
- Near to a Waterbeach Railway Station as part of the new town;
- Not in the Green Belt.

**Cons:**

- 9km from Cambridge City Centre, limiting walking and cycling access from Cambridge;
- Conflict with desire of Cambridge United for a Cambridge location;
- Significant infrastructure requirements could mean only deliverable later in the plan period;
- Uncertainty regarding quality of public transport / cycling facilities at this stage, although there would need to be significant improvement;

- Waterbeach new town is only an option at this stage.

**Site Option CS9: Bourn Airfield New Settlement Option**

**District:** South Cambridgeshire

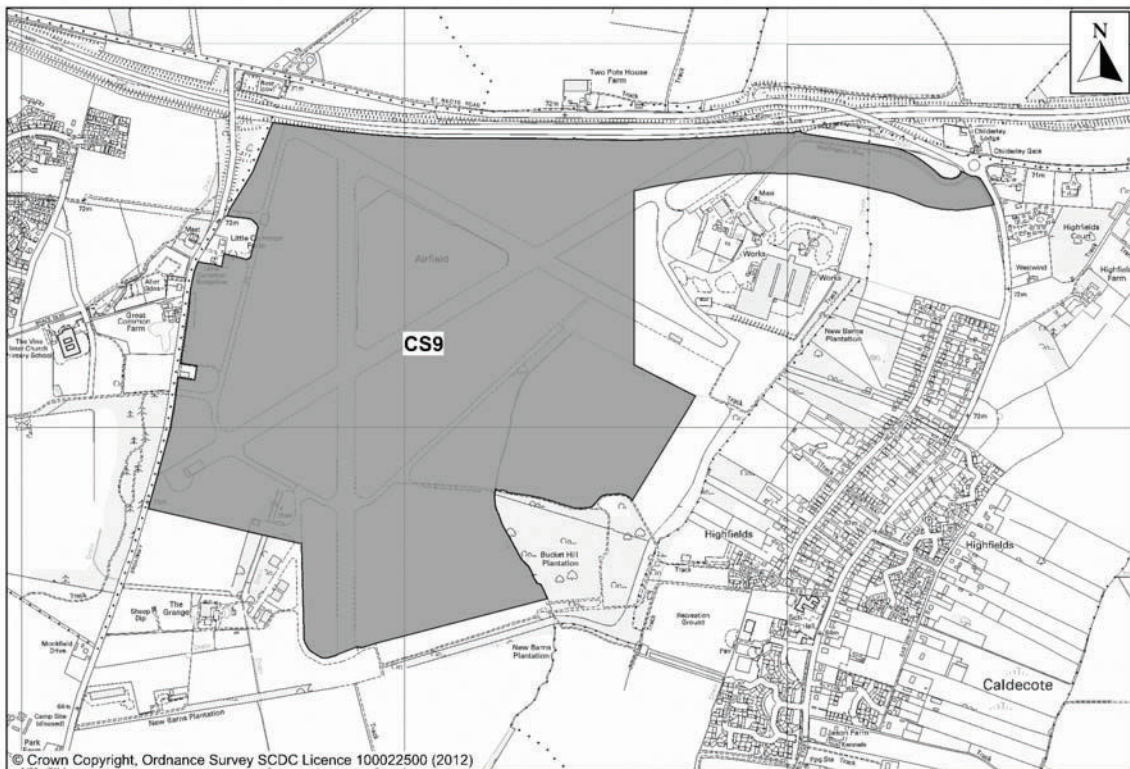
**Ward/Parish:** Bourn

**Area:** 141 ha.

**Potential Capacity:** Community Stadium

**Reference(s):**

**Map:**



**Description:**

The South Cambridgeshire Local Plan Issues and Options Report 2012 identified an option for a new village on Bourn Airfield, east of Cambourne, with a capacity of 3,000 to 3,500 dwellings.

**Pros:**

- Opportunity to integrate community stadium into a new settlement, at very early stages of planning;
- Land not in the Green Belt.

**Cons:**

- 10km from Cambridge City Centre;
- Poorest non-car access of all sites tested. Limiting walking and cycling access from Cambridge. Does not have access to high quality public transport. 12km from railway station;
- Proposal for a new village, conflict with sequential test for major town centre facilities;
- Conflict with desire of Cambridge United for a Cambridge location;
- Bourn Airfield new village is still only an option at this stage.

**Ice Rink and Concert Hall**

- 10.14 The Cambridge Sub-Regional Facilities Review identified that analysis in the Cambridgeshire Horizons studies showed that there is demand for an ice rink with a sufficient population catchment similar to a number of other facilities in the country. The Major Sports Facilities Strategy recommended that an ice rink be developed with a vision to provide an ice centre that 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 of Cambridge.
- 10.15 Whilst a group known as Cambridge Leisure Ice Centre (CLIC) looked at various locations including North West Cambridge, Cambourne and West Cambridge, no firm proposals have been put forward. A facility would be much smaller than a community stadium, and there could be more options regarding location.
- 10.16 The Cambridgeshire Horizons Arts and Culture Strategy concluded that although there is a wide range of music venues at the small and medium scale in and around Cambridge, there is growing interest in testing the case for a purpose-built auditorium for a large scale music venue. It would still be necessary to demonstrate a need and demand for such a facility, and consider the costs and benefits. Given its scale, Cambridge East was suggested as a possible location for a purpose built concert hall, but the main airport site is no longer anticipated to come forward for redevelopment until at least 2031.
- 10.17 Given the limited evidence available at this stage, instead of allocating a specific site, the Local Plans could include a general policy that would provide a framework for considering any proposals for sub-regional facilities, so that should proposals come forward they can be appropriately considered. This would need to be read alongside other policies of the plan addressing more general planning considerations. Principles could include:
- Provide evidence of significant cultural and recreational importance to justify the need for a facility, and that it is viable and deliverable;
  - As main town centre uses, a sequential approach to development has been applied, seeking City Centre locations before considering edge of centre and out of centre locations;
  - Utilise opportunities to create a positive landmark by virtue of high quality design,

scale and massing of a development, considering relationships with surrounding buildings and the public realm;

- Consider impact of traffic movement generated at peak times e.g. event days, as well as at other times;
- Maximise use of public transport and non-motorised modes of transport;
- Consider impact of parking and movement of pedestrians in the surrounding area with regard to community safety and linkages to transport hubs.

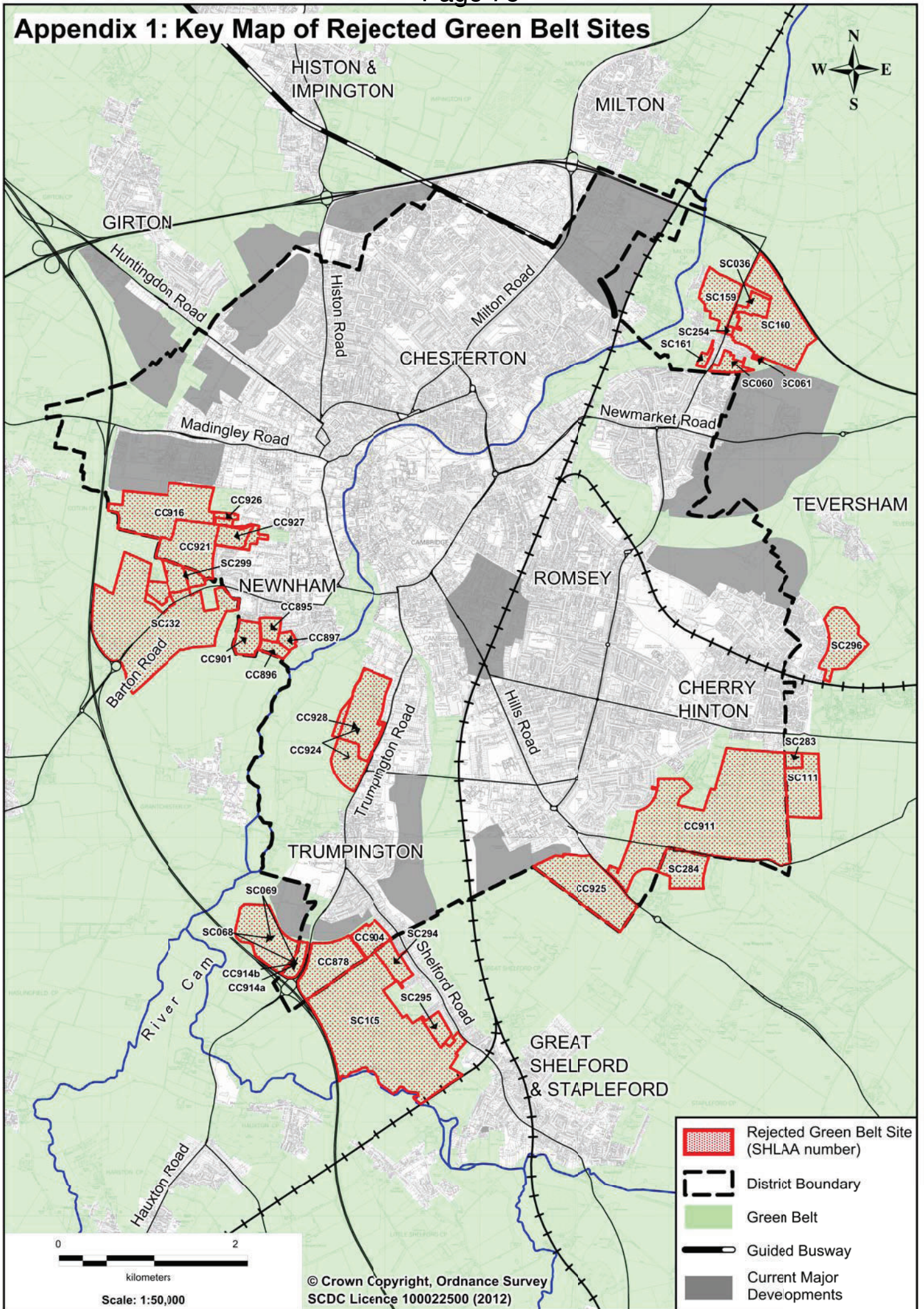
**Question x: Rather than identifying specific sites, should the Local Plans include a general policy to assist the consideration of any proposals for sub regional facilities such as ice rinks and concert halls, should they come forward?**

**Are the right principles identified? If not, what should be included?**

**Please provide any comments.**

## **APPENDICES**

# Appendix 1: Key Map of Rejected Green Belt Sites



Appendix 2  
Summary Assessments of Green Belt Sites

Broad Location 1: Land to the north & south of Barton Road						
Site Reference:	SC232	SC299	CC921	CC916	CC926	CC927
Address:	Land North and South of Barton Road	Land North of Barton Road	Land North of Barton Road	Grange Farm	Land North of Barton Road	Barton Road North 2
Site area (ha) total/potentially developable	149.97 ha / 74.98-112.48 ha	14.14 ha / 7.07-10.61 ha	36.87 ha / 18.44-27.65 ha	44.03 ha / 22.05-33.02 ha	2.90 ha / 2.18 ha	6.86 / 5.14 ha
Notional dwelling capacity: total/proposed	2,999-4,499	2,999-4,499	830-1,244	991-1,486	98	231
Green Belt site option	n/a	n/a	n/a	n/a	n/a	n/a
<b>Level 1 Strategic Considerations</b>						
Flood risk	a	r	a	a	a	a
Green Belt	rr	r	r	rr	a	a
Timeframe for development	a	a	a	a	a	a
Site access	a	a	r	a	r	r
Cambridge Airport safety zone	a	a	a	a	a	a
<b>Level 2 Other Considerations</b>						
Distance to district/local centre	a	r	a	a	r	r
Integration with existing communities	g	r	g	g	r	r
Open space provision	g	g	g	g	r	g
Transport (City context)	r	r	r	a	r	r
Transport (South Cambs context)	a	g	g	gg	g	g
Distance from AQMA, M11, A14	r	r	a	r	a	g
Noise	a	a	a	r	g	a
Biodiversity	a	a	a	a	a	a
<b>Overall Conclusion</b>						
	r	r	r	r	r	r



<b>Broad Location 1: Land to the north &amp; south of Barton Road</b>	
<b>Summary</b>	
<b>SC232 Land North and South of Barton Road</b>	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- Part of land north of Barton Road falls within Flood Zone 3 (high risk).</li> <li>- The site does not have access to high quality public transport.</li> <li>- The western part of the site suffers from poor air quality and noise due to the proximity of the M11.</li> <li>- Further than 800m to access health facilities though the size of the site would merit new provision within the development.</li> </ul>
<b>SC299 Land North of Barton Road</b>	<ul style="list-style-type: none"> <li>- Significant impact on Green Belt purposes.</li> <li>- Large areas of the site north of Barton Road within Flood Zone 3 (high risk).</li> <li>- The site does not have access to high quality public transport.</li> <li>- The western part of the site suffers from poor air quality and noise due to the proximity of the M11.</li> <li>- Further than 800m to access health facilities though the size of the site would merit new provision within the development.</li> </ul>
<b>CC921 Land North of Barton Road</b>	<ul style="list-style-type: none"> <li>- Significant impact on Green Belt purposes.</li> <li>- No access unless developed in conjunction with SC232 or CC916.</li> <li>- Site is further than 800m from a health centre/GP and its size would mean it is less likely to be able to provide for new health facilities on site.</li> <li>- It is not accessible to high quality public transport.</li> <li>- Air quality worsening as a result of size of development.</li> </ul>
<b>CC916 Grange Farm</b>	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- Site is further than 800m from a health centre/GP and its size would mean it is less likely to be able to provide for new health facilities on site.</li> <li>- The western part of the site suffers from poor air quality and noise due to the proximity of the M11.</li> <li>- Air quality worsening as a result of size of development.</li> </ul>
<b>CC926 Land North of Barton Road</b>	<ul style="list-style-type: none"> <li>- Adverse impact on Green Belt purposes.</li> <li>- Inadequate vehicular site access unless developed with site CC927 or with allocated site 7.09 which is in the same ownership.</li> <li>- Site is not near to local facilities such as district / local centre, GP surgery and primary school, and due to its size it is less likely to be able to provide for new facilities.</li> <li>- It is not accessible to high quality public transport.</li> <li>- Development would result in the loss of a playing field, which could potentially be protected under Cambridge Local Plan Policy 4/2. This open space would have to be satisfactorily replaced elsewhere.</li> </ul>
<b>CC927 Barton Road North 2</b>	<ul style="list-style-type: none"> <li>- Adverse impact on Green Belt purposes.</li> <li>- Inadequate vehicular site access unless developed with adjoining sites.</li> <li>- Site is not near to local facilities such as district / local centre, GP surgery and primary school, and due to its size it is less likely to be able to provide for new facilities.</li> <li>- it is not accessible to high quality public transport.</li> </ul>

Broad Location 2: Playing fields off Grantchester Road, Newnham				
Site Reference:	CC895	CC896	CC897	CC901
Address:	Downing Playing Field Grantchester Road	Pembroke Playing Field Grantchester Road	St. Catherines Playing Field Grantchester Road	Westes Renault RUFC Grantchester Road
Site area (ha) total/potentially developable	4.83 ha / 2.42-3.62 ha	3.76 ha / 1.88-2.82 ha	2.71 ha / 1.35-203 ha	8.55 ha / 4.28-6.41 ha
Notional dwelling capacity: total/proposed	109-163	85-127	61-91	192-289
Green Belt site option	n/a	n/a	n/a	n/a
Level 1 Strategic Considerations				
Flood risk	a	g	g	r
Green Belt	rr	rr	rr	rr
Timeframe for development	r	r	r	r
Site access	a	a	r	a
Cambridge Airport safety zone	a	a	a	a
Level 2 Other Considerations				
Distance to district/local centre	a	a	a	r
Integration with existing communities	a	a	a	a
Open space provision	r	r	r	r
Transport (City context)	r	r	r	r
Transport (South Cambs context)	gg	gg	gg	gg
Distance from AQMA, M11, A14	a	a	a	a
Noise	g	g	g	g
Biodiversity	g	g	a	a
Overall Conclusion				
	r	r	r	r

<b>Broad Location 2: Playing fields off Grantchester Road, Newnham</b>	
<b>Summary</b>	
<b>CC895 Downing Playing Field Grantchester Road</b>	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- No evidence of landowner intention to develop.</li> <li>- Site is further than 800m from a health centre/GP and its small size would mean it could not provide for new health facilities on site.</li> <li>- It is not accessible to high quality public transport.</li> <li>- Development would result in the loss of a playing field designated as public open space. This open space would have to be satisfactorily replaced elsewhere.</li> </ul>
<b>CC896 Pembroke Playing Field Grantchester Road</b>	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- No evidence of landowner intention to develop.</li> <li>- Site is further than 800m from a health centre/GP and its small size would mean it could not provide for new health facilities on site.</li> <li>- It is not accessible to high quality public transport.</li> <li>- Development would result in the loss of a playing field designated as public open space. This open space would have to be satisfactorily replaced elsewhere.</li> </ul>
<b>CC897 St. Catherines Playing Field Grantchester Road</b>	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- No evidence of landowner intention to develop.</li> <li>- Inadequate vehicular access.</li> <li>- Site is further than 800m from a health centre/GP and its small size would mean it could not provide for new health facilities on site.</li> <li>- It is not accessible to high quality public transport.</li> <li>- Development would result in the loss of a playing field designated as public open space. This open space would have to be satisfactorily replaced elsewhere.</li> </ul>
<b>CC901 Wests Renault RUFC Grantchester Road</b>	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- Significant flooding problems.</li> <li>- No evidence of landowner intention to develop.</li> <li>- Site is not near to local facilities such as district / local centre, GP surgery and primary school, and due to its size it is less likely to be able to provide for new facilities.</li> <li>- It is not accessible to high quality public transport.</li> <li>- Development would result in the loss of a playing field designated as public open space. This open space would have to be satisfactorily replaced elsewhere.</li> </ul>

Broad Location 3: Land west of Trumpington Road		
Site Reference:	CC924	CC928
Address:	Land West of Trumpington Road	Land West of Trumpington Road
Site area (ha) total/potentially developable	45.30 ha / 22.65-33.98 ha	32.8 ha / 24.6 ha
Notional dwelling capacity: total/proposed	1,019-1,1529	1,107
Green Belt site option	n/a	n/a
Level 1 Strategic Considerations		
Flood risk	a	a
Green Belt	rr	r
Timeframe for development	r	r
Site access	a	a
Cambridge Airport safety zone	a	a
Level 2 Other Considerations		
Distance to district/local centre	a	a
Integration with existing communities	g	g
Open space provision	g	g
Transport (City context)	a	a
Transport (South Cambs context)	gg	gg
Distance from AQMA, M11, A14	g	a
Noise	a	a
Biodiversity	a	a
Overall Conclusion		
	r	r

Broad Location 3: Land west of Trumpington Road	
Summary	
CC924 Land West of Trumpington Road	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- No evidence of landowner intention to develop.</li> <li>- Further than 800m to access GP surgery.</li> <li>- Air quality issues.</li> <li>- Loss of protected open space, particularly as this is within and contributes to the character of the Southacre Conservation Area.</li> <li>- Loss of Grade 2 agricultural land (32 ha).</li> </ul>
CC924 Land West of Trumpington Road	<ul style="list-style-type: none"> <li>- Significant impact on Green Belt purposes.</li> <li>- No evidence of landowner intention to develop.</li> <li>- Further than 800m to access GP surgery.</li> <li>- Air quality issues.</li> <li>- Loss of protected open space, particularly as this is within and contributes to the character of the Southacre Conservation Area.</li> <li>- Loss of Grade 2 agricultural land (32 ha).</li> </ul>

Broad Location 4: Land west of Hauxton Road					
Site Reference:	SC068	SC069	CC914A	CC914B	
Address:	Land west of Hauxton Road, Trumpington	Land west of Hauxton Road, Trumpington	Land west of Hauxton Road, Trumpington	Land west of Hauxton Road, Trumpington	
Site area (ha) total/potentially developable	27.56 ha	27.56 ha	4.65 ha	4.65 ha	
Notional dwelling capacity: total/proposed	up to 500	up to 500	not developable without larger site	not developable without larger site	
Green Belt site option	n/a	n/a	n/a	n/a	
Level 1 Strategic Considerations					
Flood risk	g	g	g	g	
Green Belt	rr	rr	rr	rr	
Timeframe for development	a	a	a	a	
Site access	a	a	a	a	
Cambridge Airport safety zone	a	a	a	a	
Level 2 Other Considerations					
Distance to district/local centre	r	r	r	r	
Integration with existing communities	g	g	g	g	
Open space provision	gg	gg	gg	gg	
Transport (City context)	a	a	a	a	
Transport (South Cambs context)	gg	gg	gg	gg	
Distance from AQMA, M11, A14	r	r	r	r	
Noise	a	a	a	a	
Biodiversity	g	g	g	g	
Overall Conclusion					
	r	r	r	r	

<b>Broad Location 4: Land west of Hauxton Road</b>	
<b>Summary</b>	
<b>SC068</b> <b>Land west of Hauxton Road, Trumpington</b>	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- Distant from existing services and facilities.</li> <li>- Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context.</li> <li>- Close to M11 and Hauxton Road, air quality and noise concerns over part of site due to proximity to M11.</li> </ul>
<b>SC069</b> <b>Land west of Hauxton Road, Trumpington</b>	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- Distant from existing services and facilities.</li> <li>- Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context.</li> <li>- Close to M11 and Hauxton Road, air quality and noise concerns over part of site due to proximity to M11.</li> </ul>
<b>CC914A</b> <b>Land west of Hauxton Road, Trumpington</b>	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- Distant from existing services and facilities.</li> <li>- Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context.</li> <li>- Close to M11 and Hauxton Road, air quality and noise concerns over part of site due to proximity to M11.</li> </ul>
<b>CC914B</b> <b>Land west of Hauxton Road, Trumpington</b>	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- Distant from existing services and facilities.</li> <li>- Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context.</li> <li>- Close to M11 and Hauxton Road, air quality and noise concerns over part of site due to proximity to M11.</li> </ul>

Broad Location 5: Land South of Addenbrooke's Road						
Site Reference:	CC878	SC105	CC904	SC294	SC295	
Address:	Land East of Hauxton Road	Land to the south of Addenbrooke's Road, Cambridge	Land East of Hauxton Road	Land East of Hauxton Road	Land East of Hauxton Road	
Site area (ha) total/potentially developable	23.0 ha	145.0 ha	9.22 ha / 6.9 ha	8.23 ha / 6.2 ha	5.69 ha / 4.27 ha	
Notional dwelling capacity: total/proposed	up to 776	2,500	310	up to 247	up to 171	
Green Belt site option	n/a	n/a	n/a	n/a	n/a	
<b>Level 1 Strategic Considerations</b>						
Flood risk	g	g	g	g	g	g
Green Belt	r	r	r	a	a	a
Timeframe for development	a	a	a	a	a	a
Site access	a	a	a	r	r	r
Cambridge Airport safety zone	a	a	a	a	a	a
<b>Level 2 Other Considerations</b>						
Distance to district/local centre	r	a	r	r	r	r
Integration with existing communities	a	g	a	a	a	a
Open space provision	g	gg	g	g	g	g
Transport (City context)	a	r	g	g	r	r
Transport (South Cambs context)	gg	g	gg	gg	gg	gg
Distance from AQMA, M11, A14	r	r	a	a	g	g
Noise	a	a	a	a	a	a
Biodiversity	g	g	g	g	g	g
<b>Overall Conclusion</b>						
	r	r	r	r	r	r

<b>Broad Location 5: Land South of Addenbrooke's Road</b>	
<b>Summary</b>	
<b>SC878</b> <b>Land East of Hauxton Road</b>	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- Distant from existing services and facilities.</li> <li>- Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context.</li> <li>- Close to M11 and Hauxton Road, air quality and noise concerns over part of site due to proximity to M11.</li> </ul>
<b>SC105</b> <b>Land to the south of Addenbrooke's Road, Cambridge</b>	<ul style="list-style-type: none"> <li>- Significant impact on Green Belt purposes.</li> <li>- Could provide own services, facilities and schools.</li> <li>- Poor transport accessibility in City context but good accessibility in South Cambridgeshire context.</li> <li>- Close to M11 and Hauxton Road, air quality and noise concerns over part of site due to proximity to M11.</li> </ul>
<b>CC904</b> <b>Land East of Hauxton Road</b>	<ul style="list-style-type: none"> <li>- Significant impact on Green Belt purposes.</li> <li>- Distant from existing services and facilities.</li> <li>- Distant from existing Primary School.</li> <li>- Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context.</li> </ul>
<b>SC294</b> <b>Land East of Hauxton Road</b>	<ul style="list-style-type: none"> <li>- Adverse impact on Green Belt purposes.</li> <li>- Inadequate vehicular access.</li> <li>- Distant from existing services and facilities.</li> <li>- Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context.</li> </ul>
<b>SC295</b> <b>Land East of Hauxton Road</b>	<ul style="list-style-type: none"> <li>- Adverse impact on Green Belt purposes.</li> <li>- Inadequate vehicular access.</li> <li>- Distant from existing services and facilities.</li> <li>- Poor public transport accessibility in City context but very good accessibility in South Cambridgeshire context.</li> </ul>



Broad Location 6: Land south of Addenbrooke's and southwest of Babraham Road	
Summary	
CC925 Land South of Addenbrookes and Southwest of Babraham Road	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- No evidence of landowner intention to develop.</li> <li>- Further than 800m to access GP surgery.</li> <li>- Air quality issues.</li> <li>- Loss of Grade 2 agricultural land (majority of site - which is 40ha).</li> </ul>

Broad Location 6: Land south of Addenbrooke's and southwest of Babraham	
Site Reference:	CC925
Address:	Land South of Addenbrookes and Southwest of Babraham Road
Site area (ha) total/potentially developable	39.80 ha / 19.9-29.85 ha
Notional dwelling capacity: total/proposed	896-1,343
Green Belt site option	n/a
Level 1 Strategic Considerations	
Flood risk	a
Green Belt	rr
Timeframe for development	r
Site access	a
Cambridge Airport safety zone	a
Level 2 Other Considerations	
Distance to district/local centre	a
Integration with existing communities	g
Open space provision	g
Transport (City context)	a
Transport (South Cambs context)	gg
Distance from AQMA, M11, A14	a
Noise	a
Biodiversity	a
Overall Conclusion	
	r

Broad Location 7: Land between Babraham Road and Fulbourn Road									
Site Reference:	CC911	SC111	SC283	SC284	CC929	CC930	CC932	CC933	SC300
Address:	Cambridge South East-Land south Fulbourn Road r/o Peterhouse Technology Park extending south & west of Beechwood on Worts Causeway, land west of Babraham P&R	Land south of Cambridge Road Fulbourn, Cambridge	Land south of Cambridge Road Fulbourn, Cambridge	Land south of Worts Causeway, Cambridge	Worts' Causeway South	Worts' Causeway North	Fulbourn Road South 2	Fulbourn Road South 1	Fulbourn Road South 3
Site area (ha) total/potentially developable	116.55 ha / 58.28-87.41 ha	29.05 ha / 14.52-21.79 ha	6.62 ha / 3.31-4.96 ha	24.92	6.8 ha / 5.1 ha	7.84 ha / 5.88 ha	1.4 ha / 1.05 ha	2.3 ha / 1.73 ha	116.55 ha / 58.28-87.41 ha
Notional dwelling capacity: total/proposed	2,622-3,934	581-872	132-199	712	230	265	47	78	2,622-3,934
Green Belt site option	n/a	n/a	n/a	n/a	GB2	GB1	GB4	GB3	GB5
<b>Level 1 Strategic Considerations</b>									
Flood risk	a	a	g	a	a	a	g	g	g
Green Belt	rr	rr	r	rr	a	a	a	a	a
Timeframe for development	g	g	g	g	a	a	n/a	a	n/a
Site access	a	a	a	a	a	g	a	a	a
Cambridge Airport safety zone	r	a	a	a	a	a	a	a	a
<b>Level 2 Other Considerations</b>									
Distance to district/local centre	a	r	a	r	r	a	a	g	a
Integration with existing communities	g	r	r	r	g	g	n/a	a	n/a
Open space provision	g	g	g	g	g	g	g	g	g
Transport (City context)	r	a	a	a	r	g	g	g	g
Transport (South Cambs context)	g	gg	gg	gg	gg	gg	gg	gg	gg
Distance from AQMA, M11, A14	g	g	g	g	g	g	g	g	g
Noise	a	a	a	a	a	a	a	a	a
Biodiversity	a	a	a	r	a	a	a	a	a
<b>Overall Conclusion</b>									
	r	r	r	r	a	a	a	a	a

Broad Location 7: Land between Babraham Road and Fulbourn Road	
Summary	
CC911 Cambridge South East-Land south Fulbourn Road r/o Peterhouse Technology Park extending south & west of Beechwood on Worts Causeway, land west of Babraham P&R	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- Large part of site constrained by Cambridge Airport public safety zone.</li> <li>- Further than 800m to access GP surgery.</li> <li>- Significant air quality impact.</li> <li>- Loss of protected open space, but this could be mitigated because the site is large.</li> <li>- The site does not have access to high quality public transport, and poor cycle access.</li> </ul>
SC111 Land south of Cambridge Road Fulbourn, Cambridge	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- Site is not near to local facilities such as district / local centre, GP surgery and primary school, and due to its size it is less likely to be able to provide for new facilities.</li> <li>- Cycle access is poor.</li> <li>- Loss of Grade 2 agricultural land (X ha).</li> </ul>
SC283 Land south of Cambridge Road Fulbourn, Cambridge	<ul style="list-style-type: none"> <li>- Significant impact on Green Belt purposes.</li> <li>- Cycle access issues.</li> </ul>
SC284 Land south of Worts Causeway, Cambridge	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- Site is not near to local facilities such as district / local centre &amp; GP surgery.</li> <li>- Also scores badly on a local wildlife site, green infrastructure and biodiversity.</li> </ul>
CC929 Worts' Causeway South	<ul style="list-style-type: none"> <li>- Adverse impact on Green Belt purposes</li> <li>- Site is not near to local facilities such as district / local centre, GP surgery and primary school, and due to its size it is less likely to be able to provide for new facilities.</li> <li>- It is not accessible to high quality public transport.</li> </ul>
CC930 Worts' Causeway North	<ul style="list-style-type: none"> <li>- Adverse impact on Green Belt purposes.</li> <li>- Less than half of the site is further than 800m from the nearest primary school.</li> <li>- The site contains a County Wildlife Site, which is important for its semi natural grassland and biodiversity. This area is also designated as protected open space for its environmental qualities. Any development should not adversely affect this area.</li> <li>- Lacks dedicated cycling provision on Worts Causeway and during rush hour could result in added risks to cycling.</li> </ul>
CC932 Fulbourn Road South 2 Land North of Barton Road	<ul style="list-style-type: none"> <li>- Adverse impact on Green Belt purposes.</li> <li>- Site suffers from lack of cycling provision on the fast and busy Fulbourn Road along with difficulties with crossing a busy junction.</li> </ul>
CC933 Fulbourn Road South 1	<ul style="list-style-type: none"> <li>- Adverse impact on Green Belt purposes.</li> <li>- Site suffers from lack of cycling provision on the fast and busy Fulbourn Road along with difficulties with crossing a busy junction.</li> </ul>
SC300 Fulbourn Road South 3	<ul style="list-style-type: none"> <li>- Adverse impact on Green Belt purposes.</li> <li>- Site suffers from lack of cycling provision on the fast and busy Fulbourn Road along with difficulties with crossing a busy junction.</li> </ul>

Broad Location 8: Land east of Gazelle Way		SC296
Site Reference:	Land east of Gazelle Way	
Address:	21.0 ha / 10.5 ha	
Site area (ha) total/potentially developable	420	
Notional dwelling capacity: total/proposed	n/a	
Green Belt site option		
<b>Level 1 Strategic Considerations</b>		
Flood risk	a	
Green Belt	rr	
Timeframe for development	g	
Site access	g	
Cambridge Airport safety zone	a	
<b>Level 2 Other Considerations</b>		
Distance to district/local centre	r	
Integration with existing communities	r	
Open space provision	g	
Transport (City context)	r	
Transport (South Cambs context)	gg	
Distance from AQMA, M11, A14	a	
Noise	r	
Biodiversity	g	
<b>Overall Conclusion</b>		
	r	

Broad Location 8: Land east of Gazelle Way		Summary
SC296 Land east of Gazelle Way	<ul style="list-style-type: none"> <li>- Adverse impact on Green Belt purposes.</li> <li>- Distant from existing services and facilities.</li> <li>- Very significant archaeology constraints.</li> </ul>	

Broad Location 9: Land at Fen Ditton							
Site Reference:	SC036	SC060	SC061	SC159	SC160	SC161	SC254
Address:	Land east of Horningsea Road, Fen Ditton (land south and east of 42 Horningsea Road, Fen Ditton)	Land south of Shepherds Close, Fen Ditton	Land off High Ditch Road, Fen Ditton	Land at Fen Ditton (west of Ditton Lane)	Land at Fen Ditton (east of Ditton Lane)	High Street, Fen Ditton	Land between 12 and 28 Horningsea Road, Fen Ditton
Site area (ha)	5.36 ha / 4.02 ha	6.06 ha / 3.79 ha	0.32 ha / 0.32 ha	17.19 ha / 8.6 ha	52.44 ha / 20.98 ha	1.69 ha / 1.52 ha	0.52 ha / 0.47 ha
total/potentially developable							
Notional dwelling capacity: total/proposed	120	114	10	258	629	46	14
Green Belt site option	n/a	n/a	n/a	n/a	n/a	n/a	n/a
<b>Level 1 Strategic Considerations</b>							
Flood risk	g	g	g	g	g	g	a
Green Belt	rr	rr	rr	rr	rr	r	a
Timeframe for development	g	g	a	a	g	g	g
Site access	g	g	g	g	a	g	a
Cambridge Airport safety zone	a	a	a	a	a	a	a
<b>Level 2 Other Considerations</b>							
Distance to district/local centre	a	a	r	a	g	a	a
Integration with existing communities	a	a	r	r	a	g	g
Open space provision	g	g	g	g	g	g	gg
Transport (City context)	g	g	a	a	g	a	g
Transport (South Cambs context)	gg	gg	gg	gg	gg	gg	gg
Distance from AQMA, M11, A14	a	a	a	r	g	a	r
Noise	a	a	a	a	g	a	a
Biodiversity	g	g	g	g	g	g	g
<b>Overall Conclusion</b>							
	r	r	r	r	r	r	a

<b>Broad Location 9: Land at Fen Ditton</b>	
<b>Summary</b>	
<b>SC036</b> <b>Land east of Horningsea Road, Fen Ditton (land south and east of 42 Horningsea Road, Fen Ditton)</b>	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- Distant from existing services and facilities.</li> <li>- Distant from Secondary School.</li> <li>- Distant from well served bus stops.</li> <li>- Significant Conservation constraints.</li> <li>- Noise and vibration constraints.</li> </ul>
<b>SC060</b> <b>Land south of Shepherds Close, Fen Ditton</b>	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- Distant from Secondary School.</li> <li>- Significant Conservation constraints.</li> <li>- Significant negative impact on Listed Buildings.</li> </ul>
<b>SC061</b> <b>Land off High Ditch Road, Fen Ditton</b>	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- Distant from existing services and facilities.</li> <li>- Distant from Secondary School.</li> <li>- Significant Conservation constraints.</li> </ul>
<b>SC159</b> <b>Land at Fen Ditton (west of Ditton Lane)</b>	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- Distant from existing services and facilities.</li> <li>- Significant Conservation constraints.</li> <li>- Significant negative impact on Listed Buildings.</li> </ul>
<b>SC160</b> <b>Land at Fen Ditton (east of Ditton Lane)</b>	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- Significant negative impact on Listed Buildings.</li> <li>- Distant from Secondary School.</li> <li>- Significant Conservation constraints.</li> </ul>
<b>SC161</b> <b>High Street, Fen Ditton</b>	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- Significant negative impact on Listed Buildings.</li> <li>- Significant Conservation constraints.</li> </ul>
<b>SC254</b> <b>Land between 12 and 28 Horningsea Road, Fen Ditton</b>	<ul style="list-style-type: none"> <li>- Very significant impact on Green Belt purposes.</li> <li>- Significant negative impact on Listed Buildings.</li> <li>- Distant from existing services and facilities.</li> <li>- Distant from Secondary School.</li> <li>- Significant Conservation constraints.</li> </ul>

Broad Location 10: NIAB		SC298
<b>Site Reference:</b>		Land between Huntingdon Road and Histon Road
Address:		80.0 ha / 8.98ha
Site area (ha) total/potentially developable		360-447
Notional dwelling capacity: total/proposed		GB6
Green Belt site option		
<b>Level 1 Strategic Considerations</b>		
Flood risk		a
Green Belt		a
Timeframe for development		g
Site access		a
Cambridge Airport safety zone		a
<b>Level 2 Other Considerations</b>		
Distance to district/local centre		a
Integration with existing communities		g
Open space provision		gg
Transport (City context)		g
Transport (South Cambs context)		gg
Distance from AQMA, M11, A14		r
Noise		a
Biodiversity		g
<b>Overall Conclusion</b>		
		a

Broad Location 10: NIAB		Summary
<b>SC298</b>	<b>Land between Huntingdon Road and Histon Road</b>	- Adverse impact on Green Belt purposes. - Noise and air quality constraints due to proximity to A14.

## Appendix 3

### Rejected Green Belt Sites

In the following schedule reference to a site reference (part) indicates that part of the site as submitted has not been rejected. In these cases the part of the site that has been taken forward for consultation will have its own reference number.

<b>SHLAA site references</b> CC = Cambridge site SC = South Cambridgeshire site	<b>Description</b>	<b>Score &amp; Reason</b>	<b>Overall Conclusion</b>
<b>Broad Location 1</b>	<b>Land to the North and South of Barton Road</b>		
BL1 SC232	Land North and South of Barton Road	Red-Although the site is large enough to provide its own facilities it causes very significant impact on Green Belt purposes.  Part of area north of Barton Road suffers from significant flooding problems. The site has poor public transport facilities and sections near the M11 suffer from air quality and noise issues.	Rejected
BL1 SC299	Land North of Barton Road	Red-Significant impact on Green Belt purposes.  The site floods requiring much to be given over to green infrastructure. Site is distant from local facilities and too small to provide its own.	Rejected
BL1 CC921	Land North of Barton Road	Red-Significant impact on Green Belt purposes.  Difficult access issues unless developed in conjunction with other sites. Air quality issues and poor public transport. Distance from health facilities	Rejected
BL1 CC916	Grange Farm	Red- Very significant impact on Green Belt purposes.  Difficult access issues unless developed in conjunction with other sites. Air quality and noise issues near the M11. Poor public transport. Distance from health	Rejected



SHLAA site references CC = Cambridge site SC = South Cambridgeshire site	Description	Score & Reason	Overall Conclusion
		facilities.	
BL1 CC926	Barton Road North 1	Red- Adverse impact on Green Belt purposes.  Loss of protected open space. Difficult access issues unless developed in conjunction with other sites. Poor integration with existing community and poor scores on accessibility to existing centres and services.	Rejected
BL1 CC927	Barton Road North 2	Red- Adverse impact on Green Belt purposes.  Difficult access issues unless developed in conjunction with other sites. Poor integration with existing community and poor scores on accessibility to existing centres and services.	Rejected
<b>Broad Location 2</b>	<b>Playing Fields off Grantchester Road, Newnham</b>		
BL2 CC895	Downing Playing Field Grantchester Road	Red-Very significant impact on Green Belt purposes.  No evidence of landowner intentions. Poor scores on accessibility to existing centres and services. Loss of protected open space.	Rejected
BL2 CC896	Pembroke Playing Field Grantchester Road	Red-Very significant impact on Green Belt purposes.  No evidence of landowner intentions. Poor scores on accessibility to existing centres and services. Loss of protected open space.	Rejected
BL2 CC897	St. Catherine's Playing Field Grantchester Road	Red-Very significant impact on Green Belt purposes.  No evidence of landowner intentions. Access issues, poor scores on accessibility to existing centres and services. Loss of protected open space.	Rejected
BL2 CC901	West's Renault	Red-Very significant impact on	Rejected

SHLAA site references CC = Cambridge site SC = South Cambridgeshire site	Description	Score & Reason	Overall Conclusion
	RUFC Grantchester Road	Green Belt purposes.  No evidence of landowner intentions. Flooding issues, poor scores on accessibility to existing centres and services. Loss of protected open space.	
<b>Broad Location 3</b>	<b>Land West of Trumpington Road</b>		
BL3 CC924	Land West of Trumpington Road	Red- Very significant impact on Green Belt purposes.  No evidence of landowner intentions. Loss of protected open spaces, which are attractive features in their own right and contribute positively to the landscape setting. Loss of agricultural land. Air quality issues by virtue of its size though it could provide some community facilities	Rejected
BL3 CC928	Trumpington Road West Amended	Red-Significant impact on Green Belt purposes.  No evidence of landowner intentions. Loss of protected open spaces, which are attractive features in their own right and contribute positively to the landscape setting. Loss of agricultural land. Air quality issues by virtue of its size though it could provide some of its own community facilities	Rejected
<b>Broad Location 4</b>	<b>Land West of Hauxton Road</b>		
BL4 SC68	Land West of Hauxton Road, Trumpington	Very significant impact on Green Belt purposes  Distant from existing services and facilities. Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context. Close to M11 and Hauxton Road, air quality and noise concerns over	Rejected

SHLAA site references CC = Cambridge site SC = South Cambridgeshire site	Description	Score & Reason	Overall Conclusion
		part of site due to proximity to M11.	
BL4 SC69	Land West of Hauxton Road, Trumpington	Very significant impact on Green Belt purposes  Distant from existing services and facilities. Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context. Close to M11 and Hauxton Road, air quality and noise concerns over part of site due to proximity to M11.	Rejected
BL4 914A	Land West of Hauxton Road, Trumpington	Very significant impact on Green Belt purposes  Distant from existing services and facilities. Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context. Close to M11 and Hauxton Road, air quality and noise concerns over part of site due to proximity to M11.	Rejected
BL4 914B	Land West of Hauxton Road, Trumpington	Very significant impact on Green Belt purposes  Distant from existing services and facilities. Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context. Close to M11 and Hauxton Road, air quality and noise concerns over part of site due to proximity to M11.	Rejected
<b>Broad Location 5</b>	<b>Land South of Addenbrooke's Road</b>		
BL5 CC878	Land East of Hauxton Road	Very significant impact on Green Belt purposes	Rejected

SHLAA site references CC = Cambridge site SC = South Cambridgeshire site	Description	Score & Reason	Overall Conclusion
		Distance from local facilities and inability to provide its own. Poor public transport in a City context. Noise and air quality issues over parts of the site due to proximity to the M11. Loss of agricultural land.	
BL5 SC105	Land to the south of Addenbrooke's Road, Cambridge	Red-Although the site is large enough to provide its own facilities it causes significant impact on Green Belt purposes.  Noise and air quality issues over parts of the site due to proximity to the M11. Loss of agricultural land.	Rejected
BL5 CC904	Land East of Hauxton Road	Significant impact on Green Belt purposes  Distance from local facilities and a primary school. Poor public transport in a City context.	Rejected
BL5 SC294	Land East of Hauxton Road, north of Westfield Road	Significant impact on Green Belt purposes  Inadequate vehicular access. Distant from existing services and facilities. Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context.	Rejected
BL5 SC295	Land East of Hauxton Road, south of Stonehill Road	Adverse impact on Green Belt purposes.  Inadequate vehicular access. Distant from existing services and facilities. Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context.	Rejected
<b>Broad Location 6</b>	<b>Land South of Addenbrooke's and between Babraham Road and Shelford Road</b>		
BL6 CC925	Land South of Addenbrooke's	Red- Very significant impact on Green Belt purposes.	Rejected

SHLAA site references CC = Cambridge site SC = South Cambridgeshire site	Description	Score & Reason	Overall Conclusion
	and Southwest of Babraham Road	No evidence of landowner intentions. Loss of agricultural land. Air quality issues by virtue of its size though it could provide some of its own community facilities.	
<b>Broad Location 7</b>	<b>Land between Babraham Road and Fulbourn Road</b>		
BL7 CC911	Cambridge South East-Land south Fulbourn Road r/o Peterhouse Technology Park extending south & west of Beechwood on Worts' Causeway, land west of Babraham P&R	Red- Very significant impact on Green Belt purposes.  Large section of site affected by Cambridge Airport Air Safeguarding constraints. Loss of protected open space. Air quality issues by virtue of its size though it could provide good community integration. Poor public transport and cycle access at present.	Rejected
BL7 SC111 (part)	Land South of Cambridge Road Fulbourn, Cambridge	Red- Very significant impact on Green Belt purposes.  Poor community integration and access to local facilities.	Rejected
BL7 SC283 (part)	Land South of Cambridge Road Fulbourn, Cambridge	Red- Significant impact on Green Belt purposes.  Poor community integration. Poor cycle access.	Rejected
BL7 SC284 (part)	Land South of Worts' Causeway, Cambridge	Red- Very significant impact on Green Belt purposes.  Poor community integration and access to local facilities. Adverse impacts on local wildlife site, green infrastructure and biodiversity.	Rejected
<b>Broad Location 8</b>	<b>Land East of Gazelle Way</b>		

SHLAA site references CC = Cambridge site SC = South Cambridgeshire site	Description	Score & Reason	Overall Conclusion
BL8 SC296	Land East of Gazelle Way	Red-Adverse impact on Green Belt purposes.  Major archaeological significance. Loss of agricultural land. Distance from existing local services and facilities.	Rejected
<b>Broad Location 9</b>	<b>Land at Fen Ditton</b>		
BL9 SC036	Land East of Horningsea Road, Fen Ditton (land South and East of 42 Horningsea Road, Fen Ditton)	Red- Very significant impact on Green Belt purposes.  Conservation and Listed Buildings impact. Distance from local facilities including Secondary School. Poor public transport. Loss of protected open space, noise and vibration constraints.	Rejected
BL9 SC060	Land South of Shepherds Close, Fen Ditton	Red- Very significant impact on Green Belt purposes.  Conservation and Listed Buildings impact. Distance from a Secondary School.	Rejected
BL9 SC061	Land off High Ditch Road, Fen Ditton	Red- Very significant impact on Green Belt purposes.  Distance from local facilities including a secondary school. Conservation constraints.	Rejected
BL9 SC159	Land at Fen Ditton (West of Ditton Lane)	Red- Very significant impact on Green Belt purposes.  Conservation and Listed Buildings impact. Distance from local facilities.	Rejected
BL9 SC160	Land at Fen Ditton (East of Ditton Lane)	Red- Very significant impact on Green Belt purposes.  Conservation and Listed Buildings impact. Distance from a secondary school. Air quality	Rejected

<b>SHLAA site references</b> CC = Cambridge site SC = South Cambridgeshire site	<b>Description</b>	<b>Score &amp; Reason</b>	<b>Overall Conclusion</b>
		issues near the A14. Loss of agricultural land.	
BL9 SC161	High Street, Fen Ditton	Red- Very significant impact on Green Belt purposes.  Conservation and Listed Buildings impact.	Rejected
BL9 SC254	Land between 12 and 28 Horningsea Road, Fen Ditton	Red- Very significant impact on Green Belt purposes.  Conservation and Listed Buildings impact. Distance from local facilities including a secondary school.	Rejected

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**South Cambridgeshire Local Plan**

**Issues and Options 2**

**Part 2 – South Cambridgeshire Further Site Options**

**Draft to:**

**South Cambridgeshire Localism and Planning Policy Portfolio  
Holder**

**13 December 2012**



**South Cambridgeshire Local Plan**

**Issues and Options 2**

**Part 2 – South Cambridgeshire**

1. Introduction
2. Housing
3. Employment
4. Mixed Use Development
5. Village Frameworks
6. Community Facilities and Infrastructure
7. Recreation and Open Space
8. Protecting Village Character
9. Maps of Options

Appendix 1 Proposal by Histon and Impington Parish Council

## Chapter 1: Introduction

- 1.1. The Council consulted on Issues and Options for the new Local Plan in summer 2012. This consultation forms the second 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 affects all of us that live, work or study in South Cambridgeshire, or who come here to enjoy all that the area has to offer.
- 1.2. This second stage of Issues and Options consultation is in two parts.
  - Part 1 - A joint consultation with Cambridge City Council on options for the development strategy for the wider Cambridge area and for site options for housing or employment development on the edge of Cambridge on land currently in the Green Belt. It also includes options on sub-regional sporting, cultural and community facilities and site options for a community stadium. It builds on the Issues and Options consultations that the Councils have already consulted on in summer 2012 and provides background information in relation to the housing and employment needs for the area as a whole, as well as outlining what that means for the future development strategy.
  - Part 2 - Each Council is also carrying out consultation on other matters for their own areas in their respective Part 2 consultation documents.

### Part 2 - South Cambridgeshire Issues

- 1.3. In this Part 2 document, South Cambridgeshire District Council is consulting on new issues arising from the Summer's consultation that would be reasonable additional options to consider for the new Local Plan, including possible new site options to allocate for development as well as matters such as possible changes to village frameworks and designations to protect village character.
- 1.4. The Part 2 document includes the following chapters:
  - Chapter 1 is the introduction which describes the overall purpose and approach of the document and how to make comments.
  - Chapter 2 sets out a number of site options for housing development.
  - Chapter 3 sets out a new employment option and revision to the boundary of an established employment area in the countryside.
  - Chapter 4 sets out new mixed use proposals from two Parish Councils.
  - Chapter 5 sets out suggested amendments to village frameworks.
  - Chapter 6 sets out options for a new hospice, moorings on the River Cam and burial grounds.
  - Chapter 7 sets out a number of new options for recreation and open space.
  - Chapter 8 sets out options for important areas of green space for protection and Important Countryside Frontages to protect village character.
  - Chapter 9 Maps of Options.

### **Localism – Parish Council Proposals**

- 1.5. The national approach to planning has changed with the Coalition Government's introduction of the Localism Act and there is now a strong emphasis on local communities being involved in planning. Parish Councils now have the option to prepare Neighbourhood Development Plans to bring forward community aspirations for development to meet their local needs.
  
- 1.6. Many Parish Councils are indicating to us that they would find preparing neighbourhood plans too much of a burden for them. The District Council has therefore been working with Parish Councils to explore how best to bring forward community aspirations and has offered the opportunity to include community-led proposals in the Local Plan. A number of proposals have been put to us by Parish Councils during the 2012 consultation. Where they are consistent with the approach being taken in the Local Plan, they are included with the District Council's options for consultation. However, a number of proposals from Parish Councils are not consistent with the detailed approach for the Local Plan. Nevertheless they are likely to be proposals that are capable of being included in a neighbourhood plan where the test is that they must generally conform with the strategic policies of the Local Plan. The consultation document therefore includes Parish Council proposals separately under each topic for those proposals not consistent with the normal Local Plan approach. This will help those communities that prefer not to prepare their own neighbourhood plans to still be able to deliver their local aspirations. Parish Council proposals for site options or changes to boundaries are identified by the prefix 'PC' and are numbered sequentially through the document, rather than by topic.

### **Supporting Documents**

- 1.7. The consultation document is supported by a number of evidence documents, which are listed in Appendix 1 and available to view on the Council's website here at [www.scambsgov.uk/ldf/localplan](http://www.scambsgov.uk/ldf/localplan). Whilst they are not generally published as consultation documents, if you have any concerns about statements contained in the evidence documents, you can raise them as part of your response to the consultation questions.
  
- 1.8. The overarching objective in national policy to secure sustainable development has strongly influenced the development of the issues and options in this document. The Council has prepared a Sustainability Appraisal Scoping Report that has helped us identify the key issues and sustainability objectives for the new Local Plan. An Initial Sustainability Report has also been prepared for this second Issues and Options consultation, which tests the sustainability merits of the options. It also includes within it technical annexes that provide additional information to support the issues and options contained in the Part 2 consultation report.

### How to Have Your Say

- 1.9. Consultation runs from **7 January to 18 February 2013**. Part 2 of the Issues and Options 2 Report contains 15 issues which need to be addressed in updating the Local Plan providing options where appropriate and asking questions to help the local community and stakeholders to respond to the consultation.
- 1.10. Once you have looked through this joint consultation document, please send us your comments. You don't have to answer all questions if you are only interested in some of them. There are a number of ways in which you can do this:
- **Using the Council's online consultation system** - This is the Council's preferred means of receiving representations because it is the fastest and most accurate method and it will help us to manage your representations quickly and efficiently. Separate instructions on how to use the electronic system are provided on the Council's website and officers in the Planning Policy team are always available to help if you have any queries. Please go to the following link: <http://scambs.jdi-consult.net/ldf/>
  - **By email at [ldf@scambs.gov.uk](mailto:ldf@scambs.gov.uk)** using the electronic response form on the Council's website.
  - **Using a response form** - If you do not have access to a computer, a paper form can be completed and sent to the Council. Copies of the response form are available from the Planning Policy team.

### We're Here to Help

- 1.11. Your views are important to us, and we recognise that the planning system is not always easy to understand and find your way around. We want to make sure that as many people as possible have an opportunity to have their say as the new Local Plans are prepared. You can contact us using one of the following methods:
- You can phone us on 03450 450 500 (ask to speak to someone in the Planning Policy team);
  - You can email us at [ldf@scambs.gov.uk](mailto:ldf@scambs.gov.uk)
- 1.12. There will also be opportunities for you to meet officers face-to-face through exhibitions that have been organised. Details of these events, together with up to date information on the Local Plan review can be found on the Council's Local Plan website: <http://www.scambs.gov.uk/ldf/localplan>.
- 1.13. For those who use social media, we shall also be providing regular updates on the Councils' Facebook pages, Twitter feeds and the City Council's Local Plan blog.

**What Happens Next?**

- 1.14. The results of this second Issues and Options consultation will be taken together with the other comments we received to the first consultation and will help the Council prepare a draft Local Plan for consultation in summer 2013. Once processed, all consultation responses can be viewed on the Council's website.
- 1.15. The new Local Plan will then be 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.
- 1.16. The District Council is firmly committed to securing high quality development and welcomes the changes in national policy that 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.

## Chapter 2: Housing

- 2.1 The Local Plan must allocate sites for new housing development to meet the long term needs of the District and support forecast new jobs. New homes need to be in places where people will want to live, close to jobs and cause the least harm to the built and natural environment.

### Approach in Issues and Options 2012

- 2.2 The 2012 Issues and Options consultation explored options for the amount of future housing that should be planned for over the next 20 years and where provision could be focused. This gives us an indication of the amount of additional development that would need to be allocated in addition to the 14,200 homes already planned. In summary, the options mean we need to find additional land for between 4,300 and 9,300 new homes in the period to 2031. The 2012 Issues and Options consultation included 52 site options for housing that would provide for up to 23,000 homes, although not all of these could come forward during the plan period. They cover a range of scales and locations of development from the Cambridge fringe and new settlement options to site options at larger villages.

### Options Consistent with the Normal Local Plan Approach

- 2.3 The joint Part 1 of this second Issues and Options consultation with Cambridge City Council also considers housing levels and further site options for housing on the edge of Cambridge, one of which is in South Cambridgeshire. Land south of the A14 and west of Cambridge Road (NIAB3) could provide up to 130 homes together with employment development (Site Option GB6).
- 2.4 We have carefully considered the comments made in response to the 2012 Issues and Options consultation that suggest further potential site options for housing, including those from Parish Councils. For those sites we have:
- Undertaken technical assessments and sustainability appraisals (SA) of new sites in the same way and according to the same qualifying criteria that we did for sites proposed to us through the “Call for Sites” process in 2011<sup>1</sup>;
  - Prepared a summary assessment of each site which draws together the outcome of the technical assessment and sustainability appraisal and reached a view on the ‘Sustainable Development Potential’ of each site<sup>2</sup>;

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<sup>1</sup> Appendix 4 of the updated SHLAA document includes detailed assessments of the newly examined sites and can be viewed on our website: [www.scambs.gov.uk/ldf/localplan](http://www.scambs.gov.uk/ldf/localplan)

<sup>2</sup> Annexes 1 and 2 of the Issues and Options 2 Initial Sustainability Appraisal Report for Part 2 include detailed sustainability appraisals of all the newly examined sites and can be viewed on our website: [www.scambs.gov.uk/ldf/localplan](http://www.scambs.gov.uk/ldf/localplan)



- Where previously rejected sites have been put forward to us again we have considered the representations made and in some cases revised our previous assessments and sustainability appraisals; and
- Updated our Strategic Housing Land Availability Assessment (SHLAA).

2.5 A wide range of matters have been taken into account in selecting the additional site options, in the same way as for the 2012 consultation, including:

- Whether they large enough to allocate – a minimum of 10 dwellings;
- 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;
- Any townscape, biodiversity, heritage assets;
- The viability of development;
- Whether it could be relied upon to deliver over the plan period; and
- Whether a site option would involve the loss of an existing employment area, in which case highlighting that this needs to be carefully balanced with wider employment objectives.

2.6 The feedback from the 2012 consultation and the assessment work has helped us identify some additional site options that are included in this consultation. They will be considered alongside the housing site options in the 2012 Issues and Options and will provide a genuine choice for the Council as we move to a preferred set of sites that will be included in the draft Local Plan in summer 2013.

2.7 The new site options are all at the larger and better served villages. As for the 2012 consultation, we have taken the view that any new sites suggested at smaller villages (Group and Infill villages) are not considered suitable in principle for possible allocation. This takes account of the fewer services and facilities and less good public transport at these villages and also that we have identified a significant number of dwellings potentially available at a range of sites in more sustainable locations. Such sites have therefore not been assessed.

### **Issue 1: Housing Site Options**

The following list sets out 10 new site options for consultation. The Green (G) indicates more sustainable sites with development potential (few constraints or adverse impacts), and Amber (A) indicates less sustainable sites, but where there is still development potential (some constraints or adverse impacts). The site boundaries and approximate dwelling capacities are indicative at this stage in the Local Plan making process.

The further site options are listed in order of the scale of services and facilities available locally and access to public transport (following the order of villages in the village category assessment at Appendix 3 of the 2012 Issues and Options

consultation document). Some villages have more than one site option. Site options are proposed at:

- **Cambourne**
- **Sawston**
- **Histon & Impington**
- **Melbourn**
- **Comberton**
- **Waterbeach**

Note: Site options H3 and H5 at the Dales Manor Business Park, Sawston overlap with each other and that H5 overlaps with Site Options 6 and 7 of the 201 Issues and Options consultation. The net additional capacity is 100 homes. Also note that site option H9 at Waterbeach overlaps with Site Option 50 of the 2012 Issues and Options consultation. The net additional capacity is 75 homes.

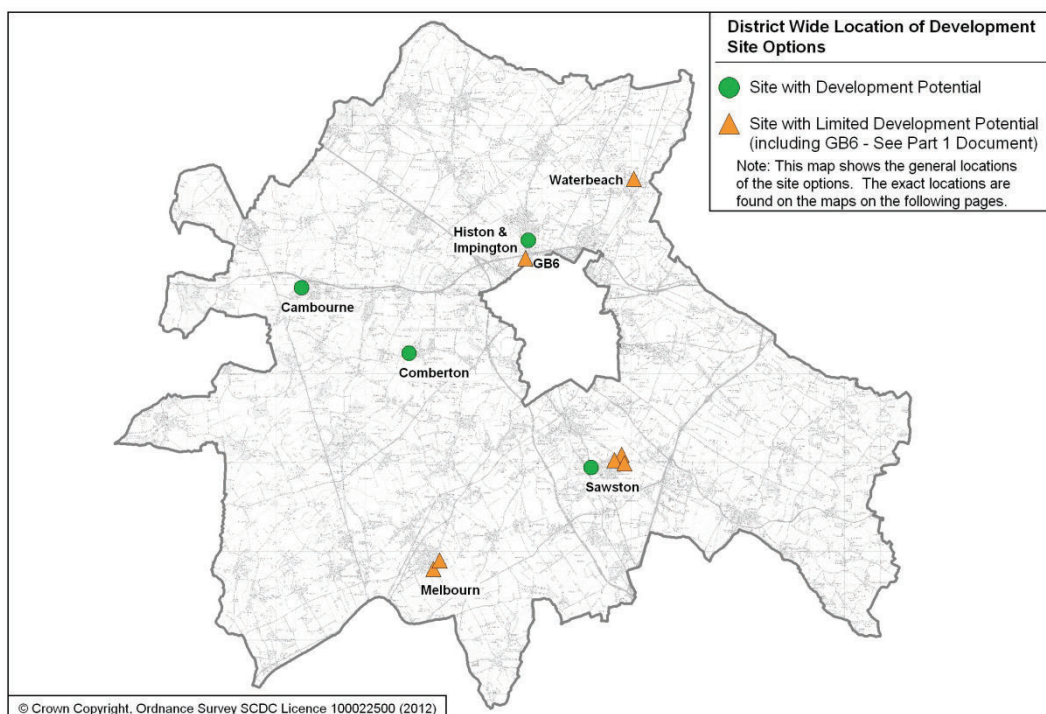
The site options provide for approximately 1,245 homes (Site Option GB6 in Part 1 would provide an additional 130 homes), and are shown on the Village Maps in Chapter 9.

**Question 1a: Which of the Site Options do you support or object to and why?**

**Please provide any comments.**

**Question 1b: Are there other sites we should consider? (These could be sites already assessed and rejected or new sites.)**

**Please provide any comments.**



**Site Option H1 Land at Cambourne Business Park**

**Site Size (ha):** 8.08

**Dwelling capacity:** 240

**Representation number:** 45370

**SHLAA Reference:** 303

**Pros**

- Site within village already allocated for development.
- No adverse landscape or townscape impacts.
- Land has been allocated for many years without being developed for employment.

**Cons**

- Loss of employment land.
- Capacity of local services and facilities including schools and healthcare.
- Difficult to integrate with residential neighbourhoods of Cambourne.

**Site Option H2 Former Bishops Hardware Store, Station Road, Histon**

**Site Size (ha):** 0.22

**Dwelling capacity:** Minimum of 10, potentially 30 dwellings or more

**Representation number:** 39452

**SHLAA Reference:** 308

**Pros**

- Redevelopment could improve local townscape and environment.
- Adjacent to guided bus.
- Good accessibility by walking, cycling and public transport.

**Cons**

- Distance from local services and facilities.
- Potential for noise nuisance from guided busway.
- Potential loss of retail floorspace.

Note: Histon and Impington Parish Council has put forward a proposal for mixed use development, known as 'Station', which includes Site Option H2. This is considered in Chapter 4.

**Site Option H3 Land at Dales Manor Business Park, Sawston**

**Site Size (ha):** 2.06

**Dwelling capacity:** 60

**Representation number:** 37129

**SHLAA Reference:** 310

**Pros**

- No impact on landscape or townscape
- Would replace concrete batching and tarmac plants with benefits to local environment.
- Previously developed land.

**Cons**

- Loss of employment land.
- Potential noise nuisance from existing employment uses.
- Not deliverable on its own.

**Site Option H4 Land north of White Field Way, Sawston**

**Site Size (ha):** 6.6

**Dwelling capacity:** 90

**Representation number:** 39546

**SHLAA Reference:** 311

**Pros**

- Limited impact on landscape setting.
- Would preserve green foreground to Sawston if no built development on field adjoining the A1301.
- Sawston has a good range of local

**Cons**

- Loss of Green Belt.
- Distance from local services and facilities.
- Potential noise nuisance from A1301

services and facilities.

and mainline railway.

**Site Option H5 Former Marley Tiles site, Dale Manor Business Park, Sawston**

**Site Size (ha):** 10.7

**Dwelling capacity:** 260

**Representation number:** 45030

**SHLAA Reference:** 312

**Pros**

- No impact on landscape or townscape
- Includes new employment development with potential to more than replace any jobs lost.
- Sawston has a good range of local services and facilities.

**Cons**

- Loss of employment land.
- Potential noise nuisance from existing employment uses.
- Distance from local services and facilities.

**Site Option H6 Land north of Babraham Road, Sawston**

**Site Size (ha):** 3.64

**Dwelling capacity:** 110

**Representation number:** 29771

**SHLAA Reference:** 313 (2012 SHLAA Site 076)

**Pros**

- Limited impact on landscape setting.
- Potential to create new soft green edge to the village.
- Sawston has a good range of local services and facilities.

**Cons**

- Loss of Green Belt.
- Potential noise nuisance from existing employment uses.
- Distance from local services and facilities.

**Site Option H7 Land to the east of New Road, Melbourn**

**Site Size (ha):** 9.02

**Dwelling capacity:** 205

**Representation number:** 41129

**SHLAA Reference:** 320

**Pros**

- Limited impact on landscape setting if new soft green edge to south created.
- Good accessibility to a range of employment opportunities.
- Good accessibility by walking, cycling and public transport.

**Cons**

- Major impact on landscape setting if development extends too far to the south.
- Distance from local services and facilities.
- Major impact on landscape setting if development extends too far to the south.

**Site Option H8 Orchard and land at East Farm, Melbourn**

**Site Size (ha):** 2.83

**Dwelling capacity:** 65

**Representation number:** N/A

**SHLAA Reference:** 176

**Pros**

- Limited impact on landscape setting if new soft green edge to south created.
- Good accessibility by walking, cycling and public transport.
- Good accessibility to a range of employment opportunities.

**Cons**

- Loss of Green Belt.
- Distance from local services and facilities.
- Only deliverable with Site Option 9 as otherwise would form a promontory of development into open countryside.

**Site Option H9 Land north of Bannold Road, Waterbeach**

**Site Size (ha):** 4.01

**Dwelling capacity:** 90 (75 on land not previously consulted on)

**Representation number:** 43882

**SHLAA Reference:** 322 (overlaps part of previous site 155)

**Pros**

- No impact on landscape setting.
- Good accessibility to a range of employment opportunities.
- Good accessibility by walking, cycling and public transport.

**Cons**

- Major impact on townscape through loss of green separation from Barracks unless only part of site developed.
- Distance from local services and facilities.
- Major impact on townscape through loss of green separation from Barracks unless only part of site developed.

**Site Option H10 Land at Bennell Farm, West Street, Comberton**

**Site Size (ha):** 6.27

**Dwelling capacity:** 115

**Representation number:** 39503

**SHLAA Reference:** 326

**Pros**

- Limited impact on landscape setting if existing soft green edge retained.
- Submission proposes development at a low density to match local character.
- Good accessibility to a range of employment opportunities.

**Cons**

- Loss of Green Belt.
- Limited range of local services and facilities.

## Chapter 3: Employment

- 3.1 The Local Plan must allocate land for employment development to meet the long term needs of the District in places that are good for the economy and will cause the least harm to the built and natural environment. The 2012 Issues and Options consultation explored the options for future employment levels over the next 20 years and where provision could be focused. Part 1 of this second Issues and Options consultation also considers this issue.

### Approach in the Issues and Options 2012

- 3.2 The Issues and Options 2012 consultation sought views on whether existing employment allocations should be carried forward into the new plan, and whether there were any other sites that should be allocated in the Local Plan for employment. A total of six new sites were suggested.

### Options Consistent with the Normal Local Plan Approach

#### Issue 2: Employment Site Options

All of the sites have been tested through an assessment of their availability, suitability and deliverability, in combination with a sustainability appraisal. The assessments can be found in the Supplementary Initial Sustainability Supplementary Report (Appendices 5-7). One site is considered to be an option for consultation, shown on the Village Map in Chapter 9.

#### Question 2a: Do you support or object to the Site Option at Former ThyssenKrup Plant, Bourn Airfield, Bourn, and why?

Please provide any comments.

#### Question 2b: Are there other sites we should consider? (These could be sites already assessed and rejected or new sites.)

Please provide any comments.

#### Site Option E1: Former ThyssenKrup Plant, Bourn Airfield, Bourn

Site Size (ha): 9.4

Representation number: 42509

#### Pros

- Existing site in employment site use.
- Opportunity to redevelop site to provide employment for Bourn airfield new village option if selected.
- Potential to replace existing site with alternative types of employment to address noise issues.

#### Cons

- If Bourn Airfield new village option is not selected site is relatively isolated.

**Established Employment Areas in the Countryside – Site Boundaries**

- 3.3 The current development plan identifies 12 areas as Established Employment Areas in the Countryside. The plan allows employment development within these areas, subject to requirements of other policies in the plan.

**Issue 3: Boundary of Established Employment Area at Granta Park**

One comment indicated that the boundary of the Granta Park Great Abington site does not reflect the established area, particularly phase 2 of the development which now has planning permission. It is proposed that the area consistent with the permission is included in the policy area.

**Option E2: Granta Park** is shown on the Map in Chapter 9.

**Question 3: Do you support or object to the revised boundary to the Granta Park Established Employment Area boundary, and why?**

**Please provide any comments.**

## Chapter 4: Mixed use Development

- 4.1 The Council has received proposals from Histon and Impington and Cottenham Parish Councils as part of the proposal that the Local Plan includes community initiatives that local parish councils would otherwise have wished to put in neighbourhood plans.

### Issue 4: Parish Council Proposal for 'Station', Histon

Histon and Impington Parish Council is seeking to proactively design a special area in the Histon and Impington settlement around the former station, which is now a stop on the Guided Busway. The proposal is to use this key area to make significant use of the Busway in order to encourage sensitive development of this area and to stimulate commercial activity and to encourage local employment which has recently declined. They call the area for this proposal 'Station'. It is ready for re-development. Their vision is that 'Station' will form a vibrant 'gateway' to the community and should be a mixed development of housing, businesses, private and public sector space and community amenities, with simple cafes and takeaways to more sophisticated restaurants and wine bars, along with open space and street art. They hope the area will be developed to form a vibrant 'gateway' to the community. The Parish Council will welcome early approaches from developers wishing to engage in the above development so that appropriate schemes can be developed before plans are submitted.

The Parish Council's full proposal and a map of the area is contained at Appendix 1.

Note a promoter has put forward a proposal for housing on part of the 'Station' land. See also housing Site Option H2 in Chapter 2.

**Option PC0: 'Station', Histon** is shown on the Village Map in Chapter 9.

**Question 4: Do you support or object to the proposal by Histon and Impington Parish Council for 'Station' in Histon and why?**

**Please provide any comments.**

### Issue 5: Parish Council proposal for mixed-use development to fund a bypass in Cottenham

Through the Local Plan, under the general provisions of 'localism', Cottenham Parish Council would like to promote the development of a bypass to the village High Street. It is proposed to link Twenty Pence Road to Histon Road via a new road around the south side of the village crossing Beach Road in the vicinity to Long Drove. The Parish Council proposes that this road will be funded by housing, infrastructure and industrial development on land bounded in:

- the north by High Street and Twenty Pence Road
- the west side of Rooks Street/Coolidge Gardens



- the south by Long Drove
- the east by Alboro Close Drove

The total site area of 97 hectares could be developed to provide approximately 1,500 dwellings if developed entirely for housing (including schools, recreation open space and other supporting uses). The Parish Council proposes that the development would include employment development so the number of houses would be less than this number.

This proposal is at a very early stage of development and the Parish Council will use the January / February consultation to gauge public support and to develop its proposals with the objective of including the scheme in the draft Local Plan by May 2013. This may include revisions to the area of land that the Parish Council considers necessary to secure the delivery of the bypass. Inquiries about these proposals should be directed to Cottenham Parish Council.

**Option PC00: Mixed Use, Cottenham** is shown on the Village Map in Chapter 9.

**Question 5: Do you support or object to the mixed-use proposal by Cottenham Parish Council to fund a bypass and why?**

**Please provide any comments.**

## Chapter 5: Village Frameworks

- 5.1 Plans for South Cambridgeshire have included village frameworks for a number of years, to define the extent of the built-up area of villages. They have had the advantage of preventing gradual expansion of villages into open countryside in an uncontrolled and unplanned way. They also provide certainty to local communities and developers of the Council's approach to development in villages.

### Approach in Issues and Options 2012

- 5.2 In the 2012 Issues and Options consultation the Council asked what approach should be taken towards village frameworks in the new Local Plan (Issue 15); whether or not to retain the boundaries, or whether to allow additional development on the edge of villages, controlled through policy. The comments the Council received to this issue will be considered when preparing the draft Local Plan next spring and so the Council has not reached a view at this stage which approach to take.
- 5.3 The 2012 consultation also gave the opportunity for suggestions where existing village framework boundaries may not be not drawn appropriately. The Council received 73 representations proposing amendments to village framework boundaries. We wish to take the opportunity of this consultation to ask what your views are of these proposed changes should village frameworks as an approach be carried forward into the new plan.
- 5.4 A complete list of the 63 suggested village framework amendments, together with the Council's assessment of them, can be found in Appendix 9 of the Sustainability Report.

### Options Consistent with the Normal Local Plan Approach

- 5.5 The Council has assessed the suggested amendments against our normal criteria which has been tested by Planning Inspectors. Village frameworks are defined to take into account the present extent of the built-up area plus development committed by planning permissions and other proposals in the Development Plan. They exclude buildings associated with countryside uses (e.g. farm buildings, houses with agricultural occupancy conditions or affordable housing schemes permitted as 'exceptions' to policy). In addition, small clusters of houses or areas of scattered development isolated in open countryside or detached from the main concentration of buildings within a village are also excluded. Boundaries may also cut across large gardens where the scale and character of the land relates more to the surrounding countryside than the built-up area.

**Issue 6: Village Framework Changes**

Those suggested changes that meet the Council's approach to identifying village frameworks have been included in Table 5.1 below for comment. They are shown on the Village Maps in Chapter 9.

Some of the suggested amendments to village frameworks have also been put forward for consideration as housing allocations and are considered in Chapter 2. If any of the housing sites are to be allocated for development in the Draft Local Plan, there would be a consequential amendment of the village framework to include the site within the boundary.

**Question 6a: Which of the potential amendments to village frameworks do you support or object to and why?**

Please provide any comments.

**Question 6b: Are there any other corrections to existing frameworks we should consider? (These could be suggestions already submitted and assessed in Appendix 9 of the Sustainability Report.)**

Please provide any comments.

**Table 5.1 Village Framework Options**

Option No.	Village	Location	Description
VF1	Caldecote	Eastern edge of Caldecote	Refine framework along the eastern edge of Caldecote to ensure a consistent approach.
VF2	Chittering	Chittering	Define new village framework for Chittering. Suggestion by Waterbeach Parish Council. Would be included as an Infill Village.
VF3	Comberton	Comberton Village College	Include all the college buildings within the village framework, with consequential removal of the buildings from the Green Belt.
VF4	Guilden Morden	High Street	Include all of 74 High Street and also include 76 and 82 High Street.
VF5	Meldreth	Land at 79a North End	Include whole of property.
VF6	Sawston	London Road, Pampisford	Suggestion that land should be included in the Sawston village framework for planning purposes rather than Pampisford framework (within Pampisford Parish). (With consequential amendment to include housing at western end of Brewery Road).
VF7	Toft	Land at 46 High Street	Include dwelling with planning permission, which will straddle the existing boundary. Suggestion by Toft Parish Council.

Option No.	Village	Location	Description
VF8	Toft	Land at Old Farm Business Centre	Include employment building with planning permission. Suggestion by Toft Parish Council.

- 5.6 It should be noted that due to changes to the Ordnance Survey base map there are some instances where village framework boundaries are shown close to, but no longer following lines on the base map. No changes have been made on the ground, this is a technicality arising as a result of more accurate mapping technologies and "corrections" will be made when the Draft Local Plan is published in the summer.

### Parish Council Proposals

- 5.7 A number of suggested amendments to village frameworks were put forward by Parish Councils. Those considered consistent with the Council's approach have been included as potential amendments in Table 3.1 above. However, some of the suggested amendments to village frameworks proposed by Parish Councils are not consistent with the Council's approach.

### Issue 7: Parish Council Village Framework Proposals

As the Council is engaging with Parish Councils to explore how to meet local aspirations, including where villages may wish to take a more flexible approach to development, those suggested amendments which do not meet the Council's approach are included in Table 5.2 for comment. These changes could potentially allow more development on the edge of the village concerned. We have explained why these suggestions do not meet our normal tests, but this is for information only and is not intended to imply that the change should not be made under the community-led part of the Local Plan, if consultation demonstrates there is local support. The only test which should be applied is whether these proposals are in general conformity with strategic policies in the Local Plan.

### Question 7: Which of the Parish Council proposed amendments to village frameworks do you support or object to and why?

Please provide any comments.

**Table 5.2: Parish Council Proposed Changes to Village Frameworks**

Ref. No.	Village	Location	Parish Council Proposal	District Council's comment
PC1	Comberton	Land north of West Street	Include 'white land' between the current Village Framework and Green Belt.	Scrub land, separated from the adjoining house and garden by a hedge. Has a rural character with agricultural land beyond and is not part of the built-up area.

<b>Ref. No.</b>	<b>Village</b>	<b>Location</b>	<b>Parish Council Proposal</b>	<b>District Council's comment</b>
PC2	Little Gransden	Land bounding 6 Primrose Hill	Extend framework to include obvious infill sites.	Triangular paddock with trees and out buildings, part of the setting of a Listed Building and the Conservation Area. Rural character and not part of the built-up area.
PC3	Little Gransden	South of Main Road		Low density, sporadic properties along one side of the road, with open paddocks opposite. Rural character and not part of the built-up area.
PC4	Little Gransden	Church Street		Low density and sporadic development beyond number 22, Leafy, single track road. Rural character and not part of the built-up area.
PC5	Little Gransden	West of Primrose Walk		Area of overgrown land to north and to the south the land is more open. Rural character and not part of the built-up area
PC6	Little Gransden	Land opposite Primrose Walk		Area of paddock with mature trees along the Primrose Hill road frontage. Previous planning permission granted for infill - would continue road frontage.
PC7	Toft	Offices and barns near Golf Club		Include offices and barns within Village Framework.
PC8	Whaddon	Land west of 97 Meldreth Road	There are parts of Whaddon that do not follow specific boundaries.	Grassland and mature trees, with parkland character. Rural character and not part of the built-up area.
PC9	Whaddon	Land east of 123 Meldreth Road		Arable field bound by hedgerow. Rural character and not part of the built-up area.
PC10	Whaddon	Land at 129		A property in large

<b>Ref. No.</b>	<b>Village</b>	<b>Location</b>	<b>Parish Council Proposal</b>	<b>District Council's comment</b>
		Meldreth Road		grounds, accessed via a long track. Rural character and not part of the built-up area.
PC11	Whaddon	Land south of Meldreth Road		Two large houses and outbuildings in large grounds. Rural character and not part of the built-up area.

## Chapter 6: Community Facilities and Infrastructure

- 6.1 A number of representations to the 2012 consultation seek proposals in the Local Plan to provide community facilities or infrastructure. Where reasonable options exist they are included in this consultation to help inform the new Local Plan.

### Issue 8: Hospice Provision

A representation was made to the Council's 2012 Issues and Options consultation in relation to hospice provision. Hospices provide palliative care for the terminally and seriously ill. They form an important part of community infrastructure and include the Arthur Rank Hospice on Mill Road, Cambridge and the East Anglia Children's Hospices at Milton. Along with Cambridge City Council, the Council is continuing to investigate site options as part of the preparation of the draft Local Plan.

**Question 8: Are there any sites which might be suitable for allocation for new hospice provision?**

**Please provide any comments.**

### Issue 9: Residential Moorings on the River Cam

The Cam Conservators have expressed their disappointment that the 2012 consultation did not identify the River Cam as a piece of major infrastructure. The Council recognises the importance of the river to the district and will ensure this is included in the new Local Plan. The Conservators specifically seek the allocation of a marina for 'offline' residential moorings for 60-80 narrowboats on the River Cam at Chesterton Fen, each between 15-20m in length. The Cambridge Local Plan 2006 has an allocation adjacent to the administrative boundary in Chesterton Fen for off-river moorings and the City Council is consulting in its Part 2 Issues and Options 2 consultation on whether to carry forward the allocation. Land adjoining the City site in South Cambridgeshire could be considered to provide a larger site subject to detailed consideration, although this would not provide the scale of site the Conservators are seeking. No specific proposal has been put forward, further work would need to be done to demonstrate an appropriate scheme could be achieved, having regard to the sensitivity of the river frontage. It is put forward for consultation to explore the potential of this site, and is shown on the Map in Chapter 9.

**Question 9: Do you support or object to the site option for residential moorings at Fen Road and why?**

**Please provide any comments.**

**Option CF1: Fen Road**

The site is currently green space and is located to the south and east of Fen Road and to the north of the River Cam, close to the railway line (which is to the west). Land to the west was allocated in the 2006 Cambridge Local Plan for off-river moorings (residential and is being explored in the City Council's own Issues and Options 2 (Part 2) consultation. The potential of this site will be explored with the City Council and the Conservators of the River Cam.

**Pros**

- Greenfield site with the potential for off river moorings which could ease some of the congestion on this part of the river
- Close to outdoor sports facilities and accessible natural greenspace..
- Close to proposed Cambridge
- Science Park railway station.
- Good cycling links.
- Potential to enhance riparian habitats.

**Cons**

- Distance from City and local centres.
- Known archaeology in the vicinity, detailed assessment would be required ahead of any development.
- Impact on landscape and local character
- Impact on riverside path would need to be addressed.

**Issue 10: Provision of New Burial Grounds**

Gamlingay Parish Council sought to secure a site for a burial ground in the last plan but was not able to convince the Local Plan Inspectors of the need for provision of a new burial ground in the short term or the suitability of the site then under consideration. Gamlingay Parish Council has made representations seeking advice in the new Local Plan on how to provide a new burial ground. Hauxton Parish Council has made representations seeking a site for the village but has not provided a particular site.

**Question 10: Do you own land that could provide suitable new burial ground facilities for Gamlingay and Hauxton parishes to meet needs over the next 20 years.**

**Please provide any comments.**



## Chapter 7: Recreation and Open Space

- 7.1 The 2012 Issues and Options consultation sought views on whether there should be any additional allocations for recreational open space.

### Issue 11: Recreation and Open Space

A number of sites for new public open space have been suggested by Parish Councils. In all cases the options are in villages where there is a shortfall in provision against the Council's adopted (and proposed) standards for sport and play provision. Whilst the plan can allocate open space, delivery will be a matter for the Parish Council or other bodies.

These are shown on the Village Maps in Chapter 9.

**Question 11: Which of the site options for open space do you support or object to and why?**

**Please provide any comments.**

#### **Site Option R1: Land known as Bypass Farm, West of Cottenham Road, Histon**

**Site Size (ha): 4.8**

##### **Pros**

- Would increase open space provision in north of village.
- Near to public transport route.
- Potential for landscape / biodiversity enhancement

**Representation number: 47253**

##### **Cons**

- Green Belt – Any built development to support recreation uses (e.g. changing rooms) in this open flat landscape could impact on long-distance views, and would need to be carefully sited and landscaped.

#### **Site Option R2: East of Railway Line, South of Grahams Road, Great Shelford**

**Site Size (ha): 3.5**

##### **Pros**

- Could provide access to informal recreation e.g. countryside access, dog walking.

**Representation number: 41130**

##### **Cons**

- Land has a countryside parkland character, unsuitable for formal recreation (e.g. pitches, equipped play).
- Poor highways access, no potential for onsite car parking.

#### **Site Option R3: Grange Field, Church Street, Great Shelford**

**Site Size (ha): 2.5**

##### **Pros**

- Adjoins existing recreation ground, with existing parking and facilities.

**Representation number: 41130**

##### **Cons**

- In Conservation Area and near to Listed Buildings, but impacts limited if land remains open space.

**Site Option R4: North of former EDF site, Ely road, Milton**

**Site Size (ha):** 3.1

**Representation number:** 36397

**Pros**

- Adjoins area already planned for new pitches, with pavilion and car park.

**Cons**

- The impact of additional pitches on planned parking levels would need to be considered.

## Chapter 8: Protecting Village Character

- 8.1 Plans for South Cambridgeshire include designations to protect undeveloped areas and road frontages that are important to the local amenity and character of villages and should be protected from harmful development. These are Protected Village Amenity Areas (PVAA) and Important Countryside Frontages (ICF).

### Protected Village Amenity Areas and Local Green Space

- 8.2 In the Council's existing plans open areas within villages have been identified as Protected Village Amenity Areas (PVAA) where they lie within the village framework, where the risk of harm is greatest, and are important to the character, amenity, tranquillity or function of the village. Some PVAAs may have important functions for the village such as allotments, recreation grounds and playing fields, whilst others have an important role in providing a setting for buildings and offer tranquil areas where there is minimum activity. Not all PVAAs have public access and some are undeveloped areas such as private gardens. They also vary from those that are very open to views to those that may be enclosed or semi-enclosed.

### Approach in Issues and Options 2012

- 8.3 The existing PVAA policy has successfully protected these areas and an issue raised in the 2012 Issues and Options consultation was whether to review the existing areas protected within villages and consider if any additional ones should be identified. A further issue raised was 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.
- 8.4 The consultation recognised that there are similarities between PVAAs and the new Local Green Spaces (LGSs), although it commented that 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. The new Local Green Space (LGS) designation is for green areas of particular importance to local communities, which once designated can prevent new development.
- 8.5 The Council has received much support from both Parish Councils and individuals for retaining PVAAs and for the introduction of LGS within the future Local Plan. A limited number of objectors considered it duplication to have both designations and that in order to align with the NPPF that LGS should be the policy to have in the new Local Plan. The Council will decide whether the new Local Plan should retain PVAAs and introduce LGS or whether to just have one policy to protect land in and close to villages, having regard to comments received, and no view has been reached at this stage.

- 8.6 A significant number of new areas have been put forward for consideration in response to the 2012 consultation, and a few existing PVAAs have been questioned.
- 8.7 The Council has given further consideration to the differences and similarities between LGS and PVAAs, in Appendix 12 of the Sustainability Report. There is guidance within the NPPF as to when LGS designation should be used and this has been compared with the criteria that has been used for identifying PVAAs. This work has concluded that LGSs and PVAAs are very similar apart from the fact that PVAAs can only be identified *within* a village.
- 8.8 The criteria used for assessing the sites are as follows:
- *The green area must be demonstrably special to a local community;*
  - *The green space must hold 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;*
  - *The green space must be in reasonably close proximity to the community it serves;*
  - *The green area must be local in character and not be an extensive tract of land;*
  - *Most green areas or open space will not be appropriate. Must be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services.*
- 8.9 The assessments of these sites are included in the evidence document. Each site has been assessed as to whether it could meet the criteria for both PVAA and LGS - the key difference for PVAAs is the need to be within a village framework. The sites that have met the tests for PVAA and/or LGS are included in the following table. The sites that are within the village framework have been grouped together as these could meet both the test for PVAA and LGS. Those outside the framework would only meet the test for LGS.

## **Issue 12: Protecting Important Green Spaces**

For the purposes of this consultation, the sites suggested and assessed as meeting the main tests for designation as either a Protected Village Amenity Area or the new Local Green Space are put forward in a single list to seek local views on their importance to village character and amenity. Table 8.1 below identifies whether they are inside or outside the village framework for information but please comment on any of the sites and their importance to you as local open green spaces. The Council will ensure that the new Local Plan includes suitable designations to ensure that all areas identified of importance are protected in an appropriate way, taking account of your views. Table 8.1 also identifies where the site has been suggested by the Parish Council.

These are shown on the Village Maps in Chapter 9.

**Question 12: Which of the potential important green spaces do you support or object to and why?**

**Please provide any comments.**

**Table 8.1 Potential Important Green Spaces to be Protected**

<b>Option No.</b>	<b>Village</b>	<b>Site Location / Address</b>	<b>Comment</b>
G1	Bassingbourn	Play area and open space in Elbourn Way South of the road	Inside village framework Parish Council proposal
G2	Bassingbourn	Play area and open space owned by the Parish Council in Fortune Way	Inside village framework Parish Council proposal
G3	Bassingbourn	The Rouses	Outside village framework Parish Council proposal
G4	Bassingbourn	The play area and open space in Elbourn Way North of the road	Outside village framework Parish Council proposal
G5	Caldecote	Recreation sports field off Furlong Way	Outside village framework
G6	Cambourne	Land north of Jeavons Lane, north of Monkfield Way	Inside village framework Parish Council proposal
G7	Cambourne	Land south of Jeavons Wood Primary School	Inside village framework Parish Council proposal
G8	Cambourne	Cambourne Recreation Ground, Back Lane (2)	Inside village framework Parish Council proposal
G9	Cambourne	Cambourne, land east of Sterling Way	Inside village framework Parish Council proposal
G10	Cambourne	Land east of Sterling Way, north of Brace Dein	Inside village framework Parish Council proposal
G11	Cambourne	Land north of School Lane, west of Woodfield Lane	Inside village framework Parish Council proposal
G12	Cambourne	Land east of Greenbank	Outside village framework Parish Council proposal
G13	Cambourne	Land north of School Lane, west of Broad Street	Outside village framework Parish Council proposal
G14	Cambourne	Cambourne Recreation Ground, Back Lane (1)	Outside village framework Parish Council proposal
G15	Cambourne	Land north of Green Common Farm, west of Broadway	Outside village framework Parish Council proposal
G16	Cambourne	Landscaped areas within village and around edge of village	Outside village framework Parish Council proposal
G17	Cottenham	All Saints Church	Inside village framework
G18	Cottenham	Moat	Inside village framework
G19	Cottenham	Broad Lane - High Street Junction	Inside village framework
G20	Cottenham	Land at Victory Way	Inside village framework

Option No.	Village	Site Location / Address	Comment
G21	Cottenham	Cemetery , Lamb Lane	Inside village framework
G22	Cottenham	Orchard Close	Inside village framework
G23	Cottenham	Coolidge Gardens	Inside village framework
G24	Cottenham	South of Brenda Gautry Way	Inside village framework
G25	Cottenham	Dunstall Field	Inside village framework
G26	Cottenham	West of Sovereign Way	Inside village framework
G27	Cottenham	Old Recreation Ground	Outside village framework
G28	Cottenham	Recreation Ground and Playing Fields	Outside village framework
G29	Cottenham	Playing Fields	Outside village framework
G30	Foxtton	Foxtton Recreation ground	Outside village framework Parish Council proposal
G31	Foxtton	The Green	Outside village framework Parish Council proposal
G32	Foxtton	The Dovecote meadow	Outside village framework Parish Council proposal
G33	Fulbourn	Small parcel of land between the Townley Hall at the Fulbourn Centre and the access road to the same, and fronting Home End	Outside village framework
G34	Fulbourn	The field between Cox's Drove, Cow Lane and the railway line - as well as the associated low-lying area on Cow Lane adjacent to the Horse Pond.	Outside village framework
G35	Great Shelford	Land between Rectory Farm and 26 Church Street	Outside village framework Parish Council proposal
G36	Guilden Morden	36 Dubbs Knoll Road	Revise the boundary of existing PVAA inside village framework to exclude the garden of 36 Dubbs Knoll Road.
G37	Haslingfield	Recreation Ground	Outside village framework Parish Council proposal
G38	Ickleton	Village green - opposite the Church	Inside village framework
G39	Litlington	Village Green	Inside village framework
G40	Litlington	St Peter's Hill	Inside village framework
G41	Litlington	Recreation Ground,	Outside village framework Parish Council proposal
G42	Little Abington	Scout Campsite, Church Lane	Outside village framework Parish Council proposal
G43	Little Abington	Bowling Green, High Street	Outside village framework Parish Council proposal
G44	Over	Station Road/Turn Lane	Inside village framework Parish Council proposal
G45	Over	Willingham Road/west of Mill Road	Outside village framework Parish Council proposal
G46	Pampisford	The Spinney adjacent to 81 Brewery Road.	Outside village framework Parish Council proposal

Option No.	Village	Site Location / Address	Comment
G47	Papworth Everard	Wood behind Pendragon Hill	Inside village framework Parish Council proposal
G48	Papworth Everard	Jubilee Green	Inside village framework Parish Council proposal
G49	Papworth Everard	Baron's Way Wood	Inside village framework Parish Council proposal
G50	Papworth Everard	Rectory Woods	Outside village framework Parish Council proposal
G51	Papworth Everard	Meadow at west end of Church Lane	Outside village framework Parish Council proposal
G52	Sawston	Challis Garden, Mill Lane	Inside village framework
G53	Sawston	Spike Playing Field – open space at end of South Terrace	Outside village framework
G54	Steeple Morden	The Ransom Strip, Craft Way	Outside village framework Parish Council proposal
G55	Steeple Morden	The Recreation Ground, Hay Street	Outside village framework Parish Council proposal
G56	Steeple Morden	The Cowslip Meadow	Outside village framework Parish Council proposal
G57	Steeple Morden	Whiteponds Wood	Outside village framework Parish Council proposal
G58	Toft	Land adjacent to 6 High Street	Inside village framework Parish Council proposal
G59	Toft	The Recreation Ground	Outside village framework Parish Council proposal

### Parish Council Proposals

8.10 A number of suggested sites for inclusion as PVAA and/or LGS were put forward by Parish Councils. Those that were considered to meet the tests for either or both designations have been included in Table 8.1 above.

#### Issue 13: Parish Council proposals for protecting important green spaces

Some of the sites proposed by Parish Councils did not meet the tests for either recognised designation and to include them as such would not be consistent with either the NPPF or the Council's approach. If Parish Councils wish to meet local aspirations by protecting such sites, this would need to be done under another new designation if they are to be included in the Local Plan. They are included in this consultation, in Table 8.2, to seek local views on the importance of these areas. If there is local support, we will work with the parish councils concerned to include appropriate community-led policies in the Local Plan.

These are shown on the Village Maps in Chapter 9.

**Question 13: Which of the Parish Council proposed important green spaces do you support or object to and why?**

**Please provide any comments.**

Table 8.2 Parish Council Proposed Important Green Spaces to be Protected

Ref. No.	Village	Site Location / Address	District Council's comment
PC12	Bassingbourn	75 and 90 Spring Lane; and the junction with the by-way at Ashwell Street.	Highway and highway verges not a suitable candidate for PVAA - not 'green space'. Does not have historic significance; recreational value or amenity value to the community. Not a tranquil location. Therefore not considered a local asset for protection as LGS.
PC13	Foxton	The green area on Station Road in front of, and beside, the Press cottages	Wide grass verge following western side of Station Road. It has some trees within it creating a rural character to this stretch of road. As it is beside a road it would not have a recreational value or be tranquil. Does not consider that it meets the criteria for either a PVAA or LGS.
PC14	Gamlingay	Dennis Green, The Cinques, Mill Hill, Little Heath, The Heath (Note: the Parish Council has not provided any map)	The Parish Council would like to protect the particular settlement pattern that Gamlingay has with its numerous outlying hamlets namely Dennis Green, The Cinques, Mill Hill, Little Heath, The Heath. The outlying hamlets are outside of village framework of Gamlingay and there would need to be extensive coverage of LGS if it were to be used to protect the special local character of Gamlingay and its hamlets. Extensive nature is contrary to guidance in NPPF. LGS designation not appropriate.
PC15	Great Shelford	Grange field in Church Street;	Adjacent to recreation ground - separated from it be a belt of trees. It consists of open grassland that is within the Green Belt and outside of village framework. It does not appear to have any distinguishing features to it to be identified as PVAA or LGS. The Parish Council has also put this site forward as open space to be allocated in the Local Plan.
PC16	Great Shelford	Field to the east of the railway line on the southern side of Granhams Road.	This is an area of open countryside adjacent to the railway line divided from north to south by a hedgeline with trees. The site is within the Cambridge Southern Fringe Area Action Plan - CSF/5 Landscape, Biodiversity, Recreation and Public Access.



Ref. No.	Village	Site Location / Address	District Council's comment
			It does not appear to have any distinguishing features to it to be identified as LGS. The Parish Council has also put this site forward as open space to be allocated in the Local Plan.
PC17	Haslingfield	Byron's Pool	This site is a Local Nature Reserve. It is some distance from the nearest village and therefore not close to the local community. It has wildlife value which is of interest to the wider district community rather than a local one. Does not meet criteria for LGS.
PC18	Milton	Field opposite Tesco beside Jane Coston Bridge	Triangle of land on edge of Milton adjacent to the A14. Land is within Green Belt. Site outside of the village framework. Not close to the community to which it serves being beyond the industrial park area and Tesco supermarket. Does not meet criteria for LGS.
PC19	Papworth Everard	Summer's Hills open space	Open space sloping up from bypass on the western side of village adjacent to the new housing development of Summer's Hill. This is an extensive area of open space outside of the village framework. The guidance in the NPPF does not support the identification of extensive areas of open space as LGS.
PC20	Steeple Morden	Tween Town Wood	This wood is in ownership of Woodland Trust and is located to the north of the village well outside village framework. There are no public footpaths from the village and it is not in the Council's judgement reasonably close to the community it serves.
PC21	Toft	Home Meadow,	This is the site of a residential care home within Toft which is set in grounds. The site is privately owned and therefore not accessible to the public. It would not be appropriate to identify this site as a PVAA or LGS as this form of designation is not intended to protect such properties.

### **Important Countryside Frontages**

- 8.11 In many places land with a strong countryside character penetrates or sweeps into South Cambridgeshire villages or separates two parts of built-up areas. 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.

### **Approach in Issues and Options 2012**

- 8.12 The existing Important Countryside Frontages policy has successfully protected these views and an issue raised in the 2012 consultation was whether to retain the existing policy and where existing Important Countryside Frontages (ICFs) should be removed or any new ones should be identified.
- 8.13 The Council has received much support for retaining the existing policy and a number of new ones were suggested by Parish Councils and individuals. There were only two requests for existing ICFs to be removed.
- 8.14 The Council has assessed all the new suggestions for ICF ensuring that they meet the following criteria:
- Open views of wider countryside;
  - Open countryside separates two parts of the built up area;
  - Frontage and open countryside beyond should be kept open and free from development to protect the setting, character and appearance of the village.
- 8.15 The frontages that have met the test are included in Table 8.3.

### **Issue 14 – Important Countryside Frontages**

For the purposes of this consultation the suggested new frontages that have been assessed by the Council and found to meet the test required in the existing policy for Important Countryside Frontages are put forward in a list to seek the views of the local community.

These are shown on the Village Maps in Chapter 9.

**Question 14: Which of the proposed important countryside frontages do you support or object to and why?**

**Please provide any comments.**

Table 8.3 Proposed Important Countryside Frontages

Option No.	Village	Site Location / Address	District Council's Assessment
F1	Great Eversden	The elm hedge along the north side of Church street Great Eversden between the Hoops and the church.	<p>Church Street for part of its length between the Hoops and the Church is in open countryside – with views both to the south and north. The church is not within a village framework and therefore one of the criteria of protecting countryside between two parts of a village is not met by identifying an ICF along this length of road.</p> <p>Consideration could be given to protecting the character of the rural edge to the south of the village by identifying part of the south side of Church Street nearest to the Hoop within the village framework and from the cross roads along the eastern part of Wimpole Road up to property no 38. This frontage has open views of the countryside to the south of the village and towards the church.</p>
F2	Guilden Morden	Suggest the open views of the countryside that extend north-west from Dubbs Knoll Road, Guilden Morden (north of 33 Dubbs Knoll Road).	This frontage follows the road and clearly brings a rural character to this edge of the village. There are clear views of the open countryside beyond with long views from the village. This frontage and open countryside beyond should be kept open and free from development to protect the setting, character and appearance of this part of Guilden Morden. Fox Cottage is a listed building which looks out over this frontage and its setting would be adversely impacted if the open countryside beyond where to be developed.
F3	Guilden Morden	Area opposite 38-44 Dubbs Knoll Road (south of 33 Dubbs Knoll Road)	This frontage follows the road and clearly brings a rural character to this edge of the village. There is a well-established hedge along the boundary which offers glimpses of the countryside beyond. This frontage creates a rural edge to the village and the adjoining countryside should be kept open and free from development to protect the setting, character and appearance of this part of Guilden Morden.
F4	Hardwick	St Neots Road	In response to a proposed change in the village framework on the western edge of the village an additional ICF is proposed to protect land south of the road.

### Parish Council Proposals

- 8.16 A number of frontages were put forward by Parish Councils. None of the suggestions meet the tests for Important Countryside Frontages and therefore have not been included in Table 8.3 above.

#### Issue 15: Parish Council Proposals for Important Countryside Frontages

More of the frontages proposed by Parish Councils met the tests for ICF. If Parish Councils wish to meet local aspirations by protecting these frontages, this would need to be done under another new designation if they are to be included in the Local Plan. They are included in this consultation to seek local views on the importance of these areas. If there is local support, we will work with the parish councils concerned to include appropriate community-led policies in the Local Plan.

These are shown on the Village Maps in Chapter 9.

#### Question 15: Which of the Parish Council proposed important countryside frontage do you support or object to and why?

Please provide any comments.

**Table 8.4 Parish Council Proposals for Important Countryside Frontages**

Ref. No.	Village	Site Location / Address	District Council's Comment
PC22	Cambourne	Western and part of southern edge of Lower Cambourne	This frontage is extensive and follows village framework boundary of this part of Cambourne. It does not follow a roadway but goes along property boundaries that face or back onto countryside. For the most part it looks onto a bridleway so views are not to open countryside. This would not protect open views of the village as is intended by the creation of ICF. It would instead protect the views of the countryside available from those properties on this edge of Lower Cambourne. Neither does it separate two parts of the village.
PC23	Cambourne	Southern edge of Greater Cambourne	This frontage is extensive and follows the village framework boundary of Greater Cambourne. It does not follow a roadway but goes along property boundaries that face or back onto the open countryside This would not protect open views of the village as is intended by the creation of ICF. It would instead protect the views of the open countryside

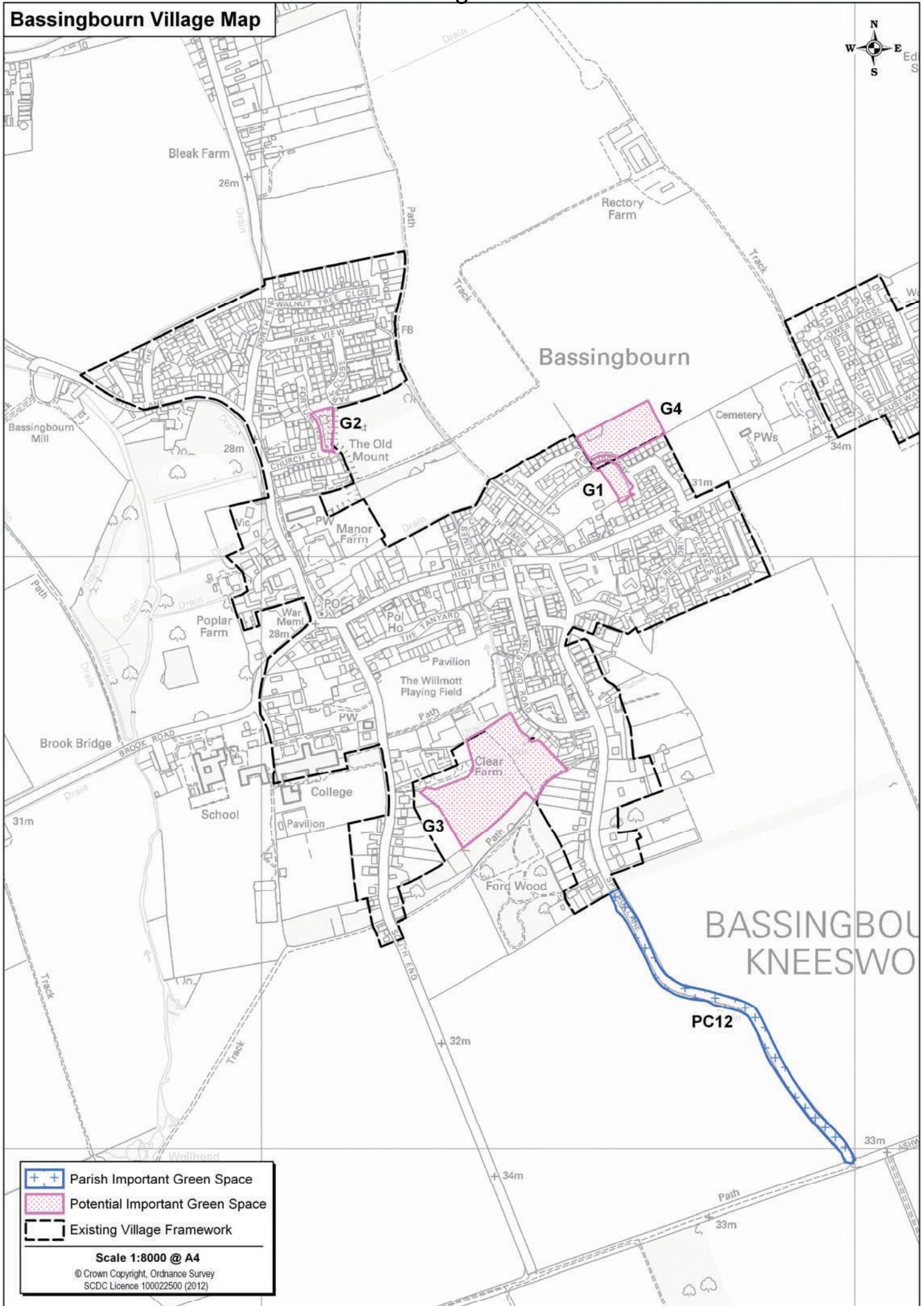
			available from those properties on this edge of Greater Cambourne. Neither does it separate two parts of the village.
PC24	Cambourne	Southern edge of Upper Cambourne	This frontage is extensive and follows the village framework boundary of Upper Cambourne. It does not follow a roadway but goes along the property boundaries that will be built that face or back onto the open countryside. This would not protect open views of the village as is intended by the creation of ICF. It would instead protect the views of the open countryside available from those properties on this edge of Upper Cambourne. Neither does it separate two parts of the village.
PC25	Gamlingay	Outlying hamlets Dennis Green, The Cinques, and the Heath (Note: the Parish Council has not provided any map)	Gamlingay has many outlying hamlets which are part of the local character and it has suggested that the ICF policy be used to protect this local character. However it would not be appropriate to designate many ICFs in order to protect this particular character since it is not the intention of this policy to prevent infilling of extensive areas such as is described in the representation. It is only frontages along a defined road or boundary that could be designated within this policy.
PC26	Great Shelford	Southern side of Granhams Road Hill	This frontage is located outside of Great Shelford and therefore having an ICF would not protect views out from the village. It is in open countryside so does not fulfil the criteria for ICF.
PC27	Over	Longstanton Road	This frontage is for most of its length alongside an employment site in Over with open countryside beyond. The employment site is behind a tall hedge and so the rural character of the village is not necessarily enhanced by its presence. An ICF along this stretch of road would not protect the rural character of this part of Over.
PC28	Over	New Road / Station Road	All of these frontages along Station Road and New Road are outside of the village beyond the edge of the rural/urban boundary. They are rural in character. Therefore having these lengths of road designated as ICF would not be in the spirit of the policy which is to protect views of countryside looking from within a village not looking from outside back towards the village.

## Chapter 9: Maps of Options

### Contents

Bassingbourn Village Map  
Bourn Airfield & Caldecote Village Map  
Cambourne Village Map  
Chittering Map  
Comberton Village Map  
Cottenham Village Map  
Foxton Village Map  
Fulbourn Village Map  
Great and Little Abington Village Map  
Great Eversden Village Map  
Great Shelford Village Map  
Guilden Morden Village Map  
Hardwick Village Map  
Haslingfield Village Map  
Haslingfield Village Map (2)  
Histon and Impington Village Map  
Ickleton Village Map  
Litlington Village Map  
Little Gransden Village Map  
Melbourn Village Map  
Meldreth Village Map  
Milton Village Map  
Milton, Fen Road Map  
Over Village Map  
Papworth Everard Village Map  
Sawston and Pampisford Village Map  
Steeple Morden Village Map  
Toft Village Map  
Waterbeach Village Map  
Whaddon Village Map

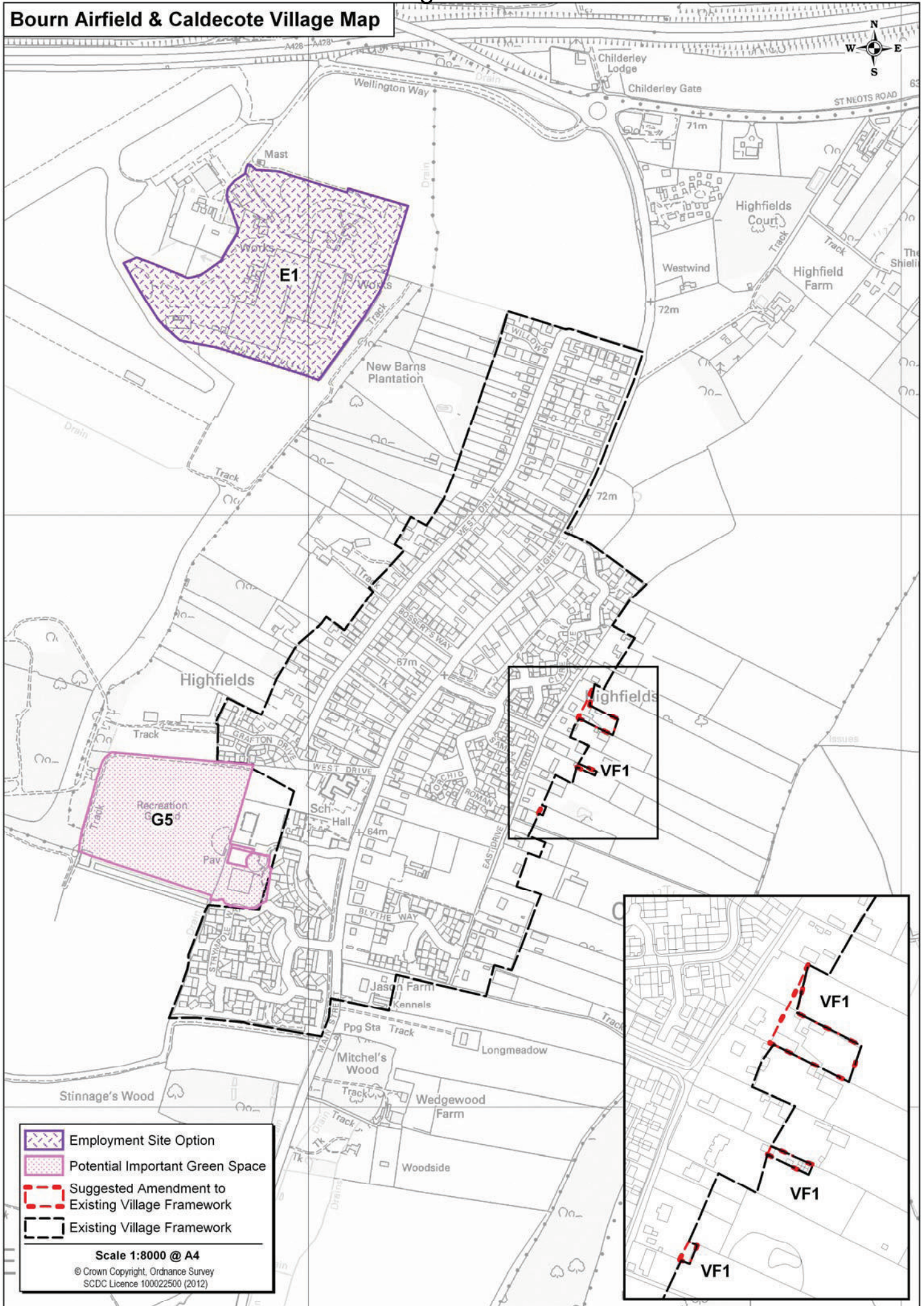
# Bassingbourn Village Map



	Parish Important Green Space
	Potential Important Green Space
	Existing Village Framework

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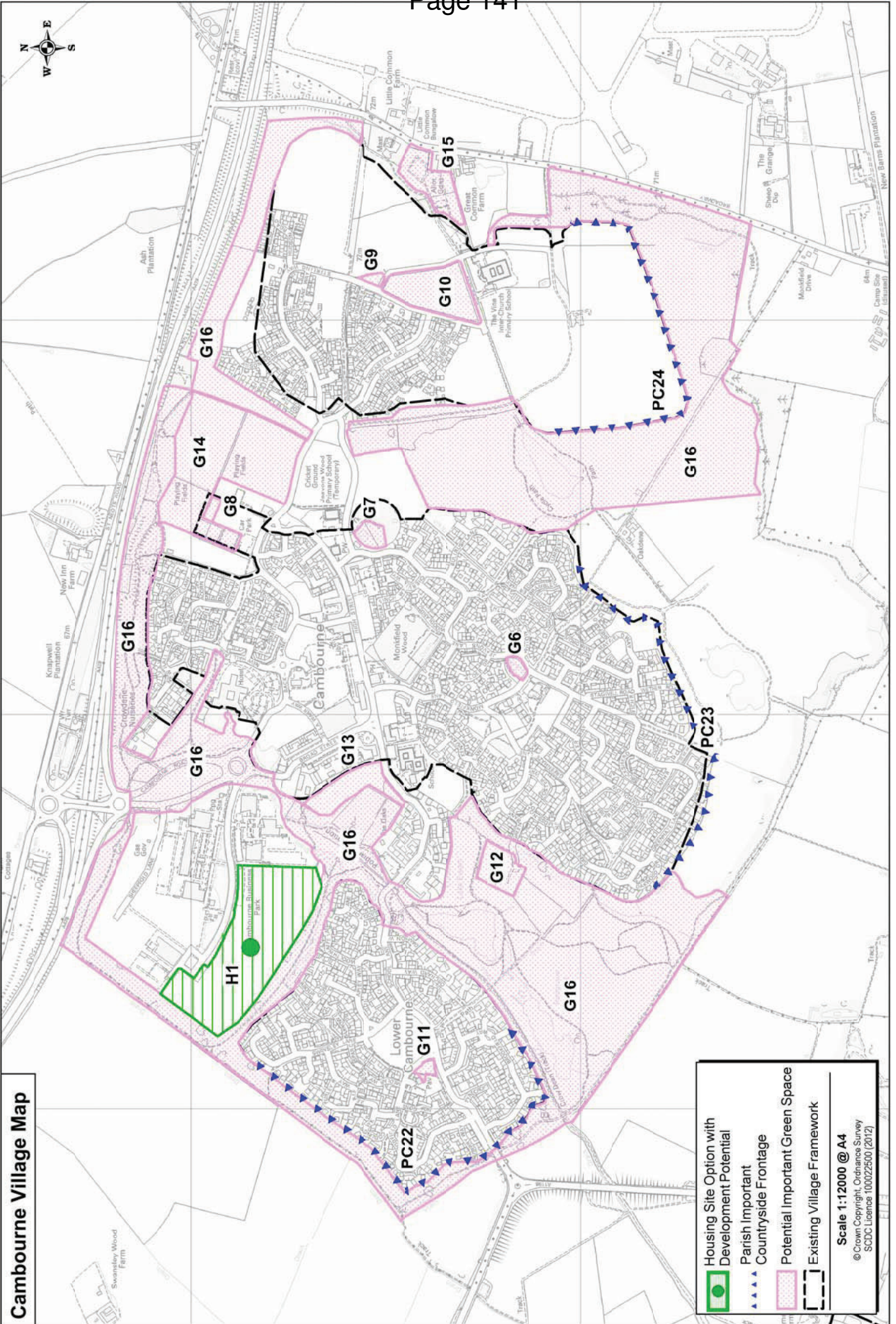
# Bourn Airfield & Caldecote Village Map






	Employment Site Option
	Potential Important Green Space
	Suggested Amendment to Existing Village Framework
	Existing Village Framework

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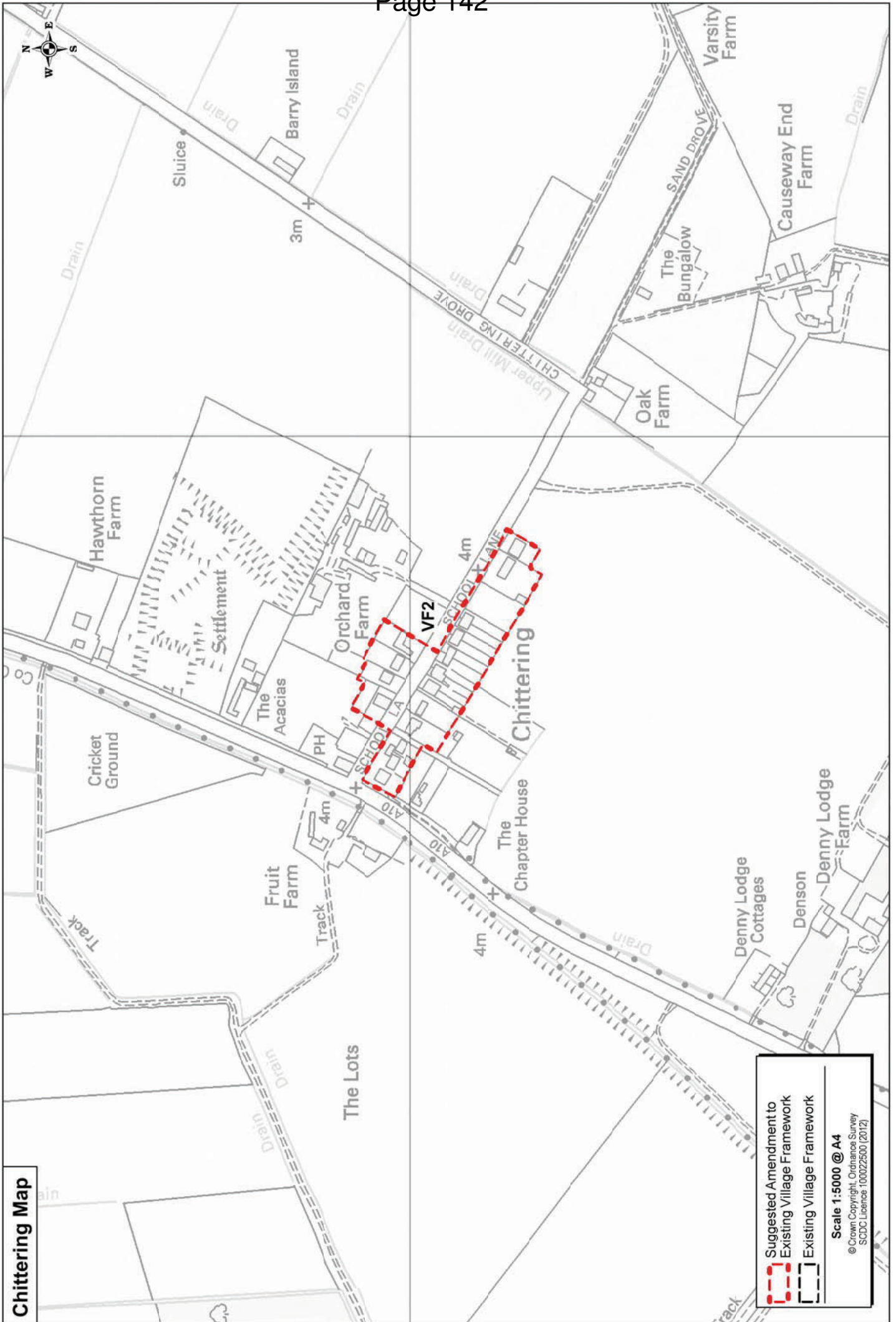




Cambourne Village Map

 Housing Site Option with Development Potential  
 Parish Important  
 Potential Important Green Space  
 Existing Village Framework

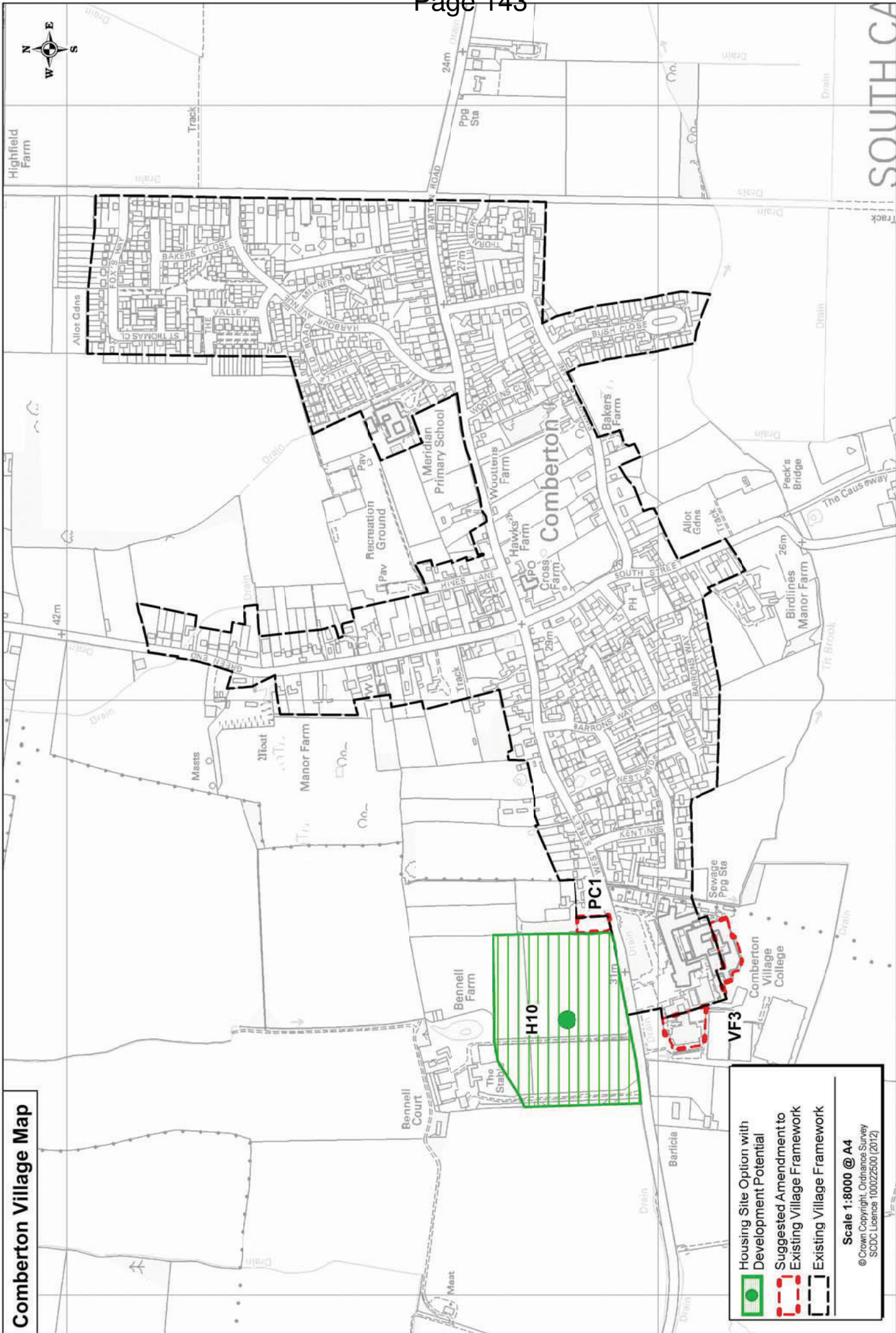
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**Chittering Map**

	Suggested Amendment to Existing Village Framework
	Existing Village Framework
<b>Scale 1:5000 @ A4</b>	
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Comberton Village Map

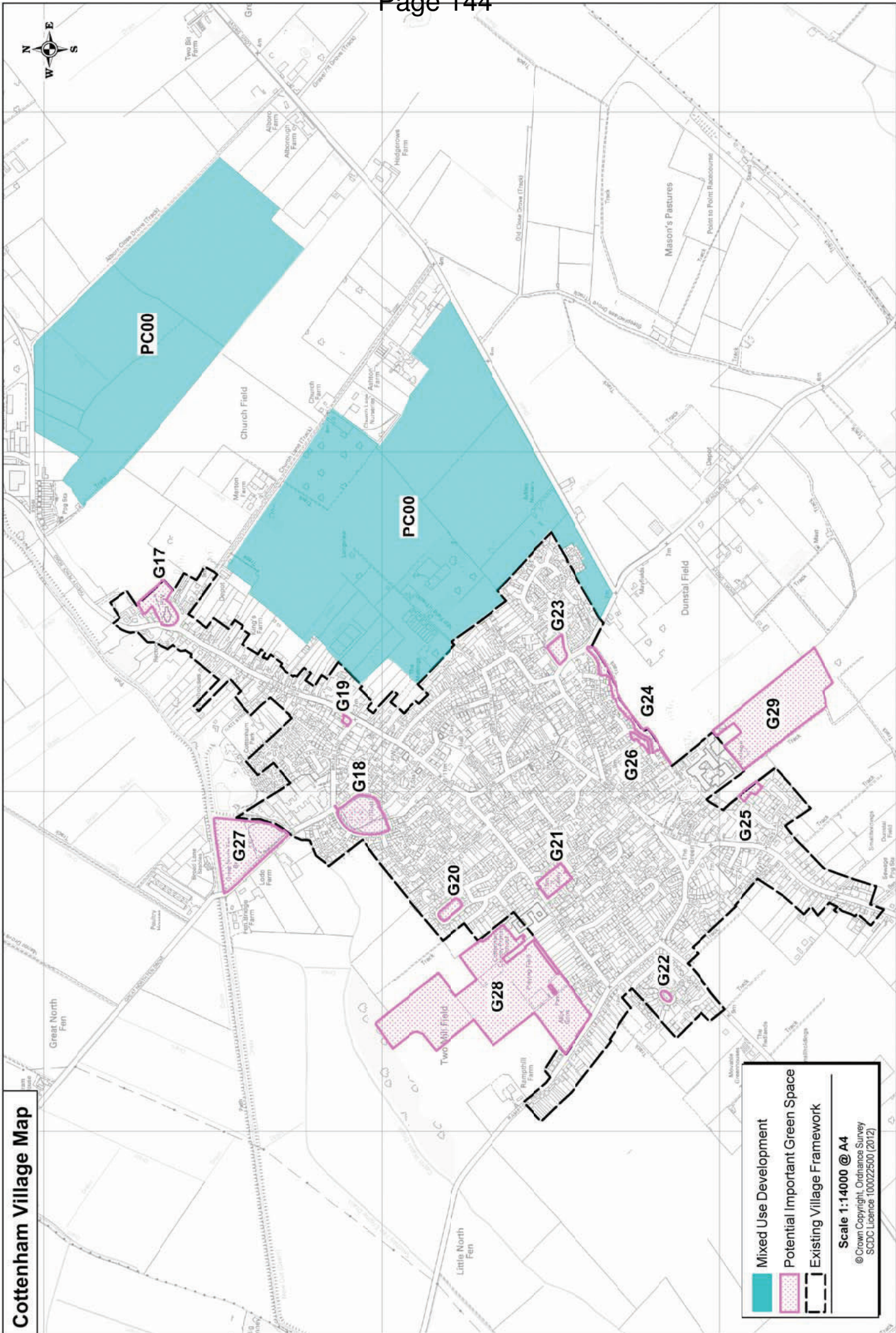





 Housing Site Option with Development Potential  
 Suggested Amendment to Existing Village Framework  
 Existing Village Framework

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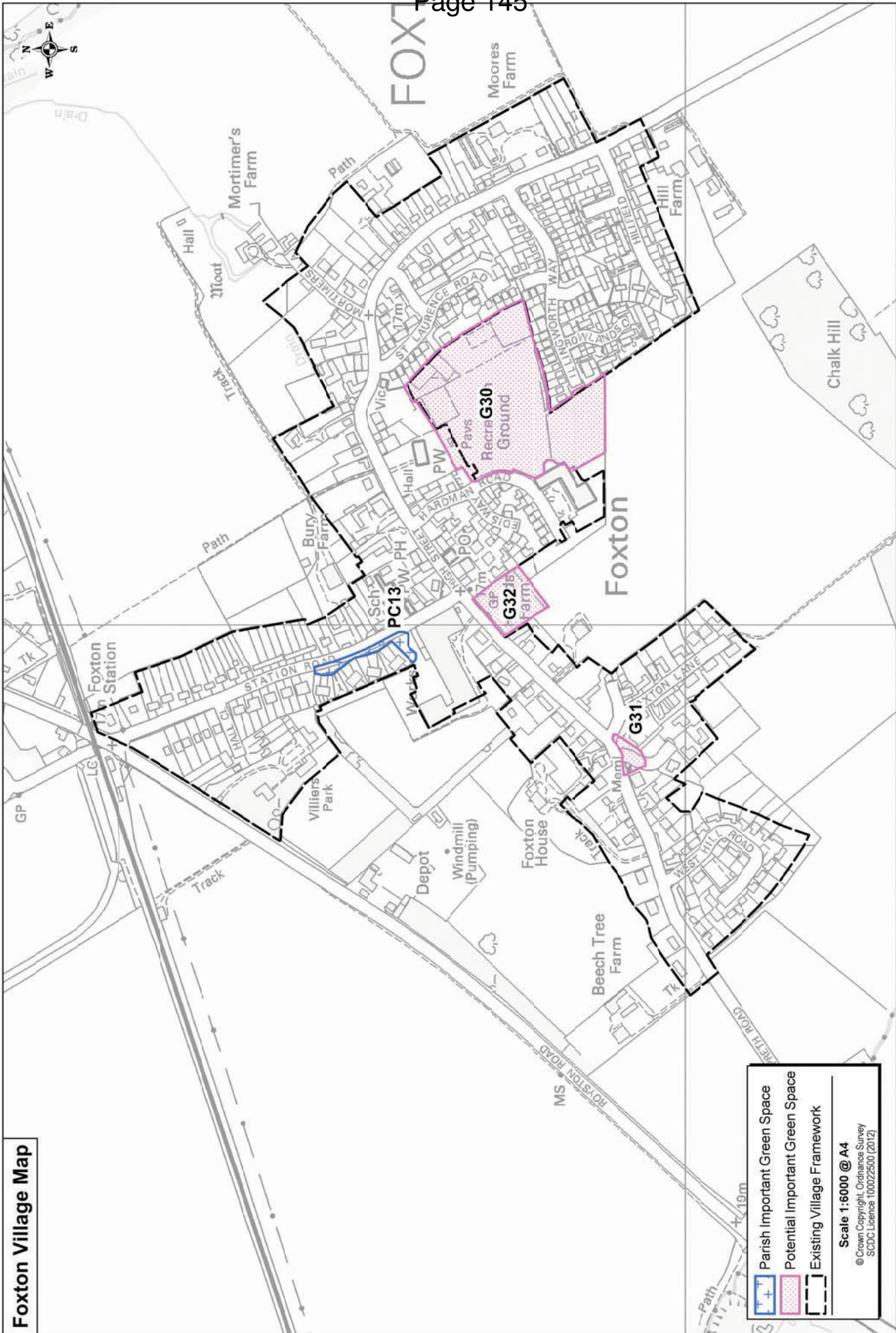
SOUTH CA

Cottenham Village Map



	Mixed Use Development
	Potential Important Green Space
	Existing Village Framework
<p>Scale 1:14000 @ A4          © Crown Copyright, Ordnance Survey          SDCCL licence 100022500 (2012)</p>	

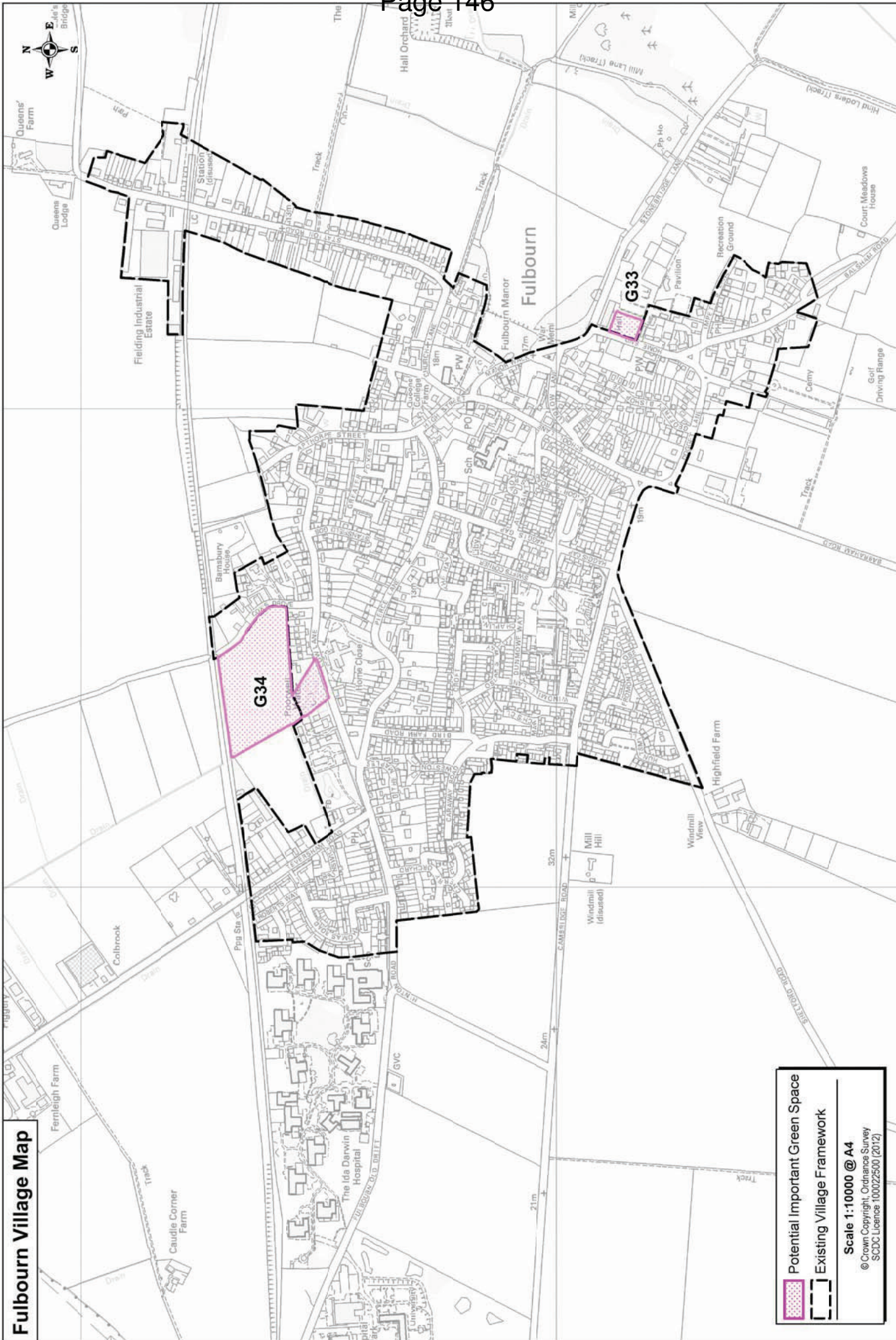
**Foxton Village Map**



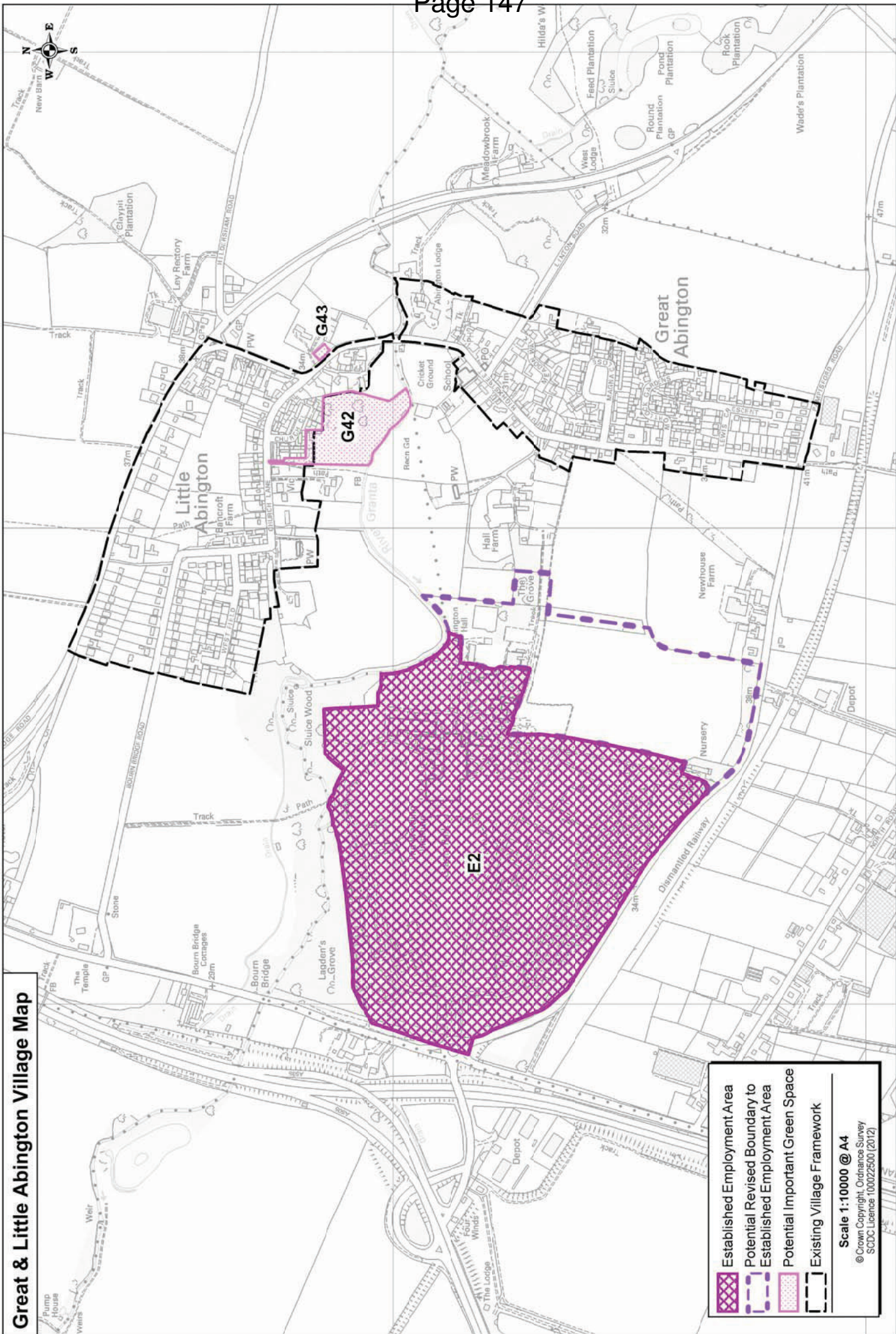
 Parish Important Green Space  
 Potential Important Green Space  
 Existing Village Framework

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Fulbourn Village Map



 Potential Important Green Space  
 Existing Village Framework  
 Scale 1:10000 @ A4  
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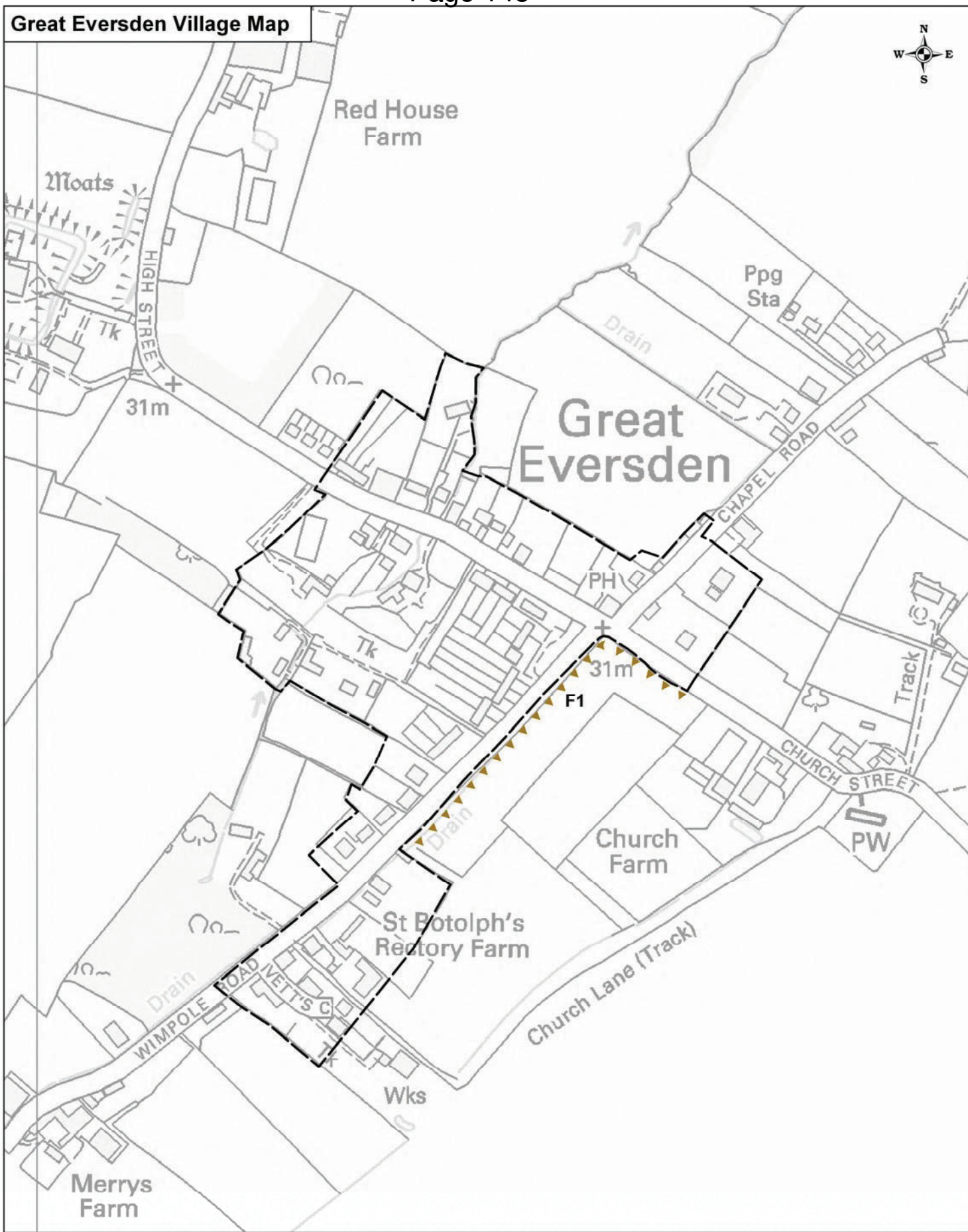


**Great & Little Abington Village Map**

	Established Employment Area
	Potential Revised Boundary to Established Employment Area
	Potential Important Green Space
	Existing Village Framework

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Great Eversden Village Map



Proposed Important  
Countryside Frontage

Existing Village Framework

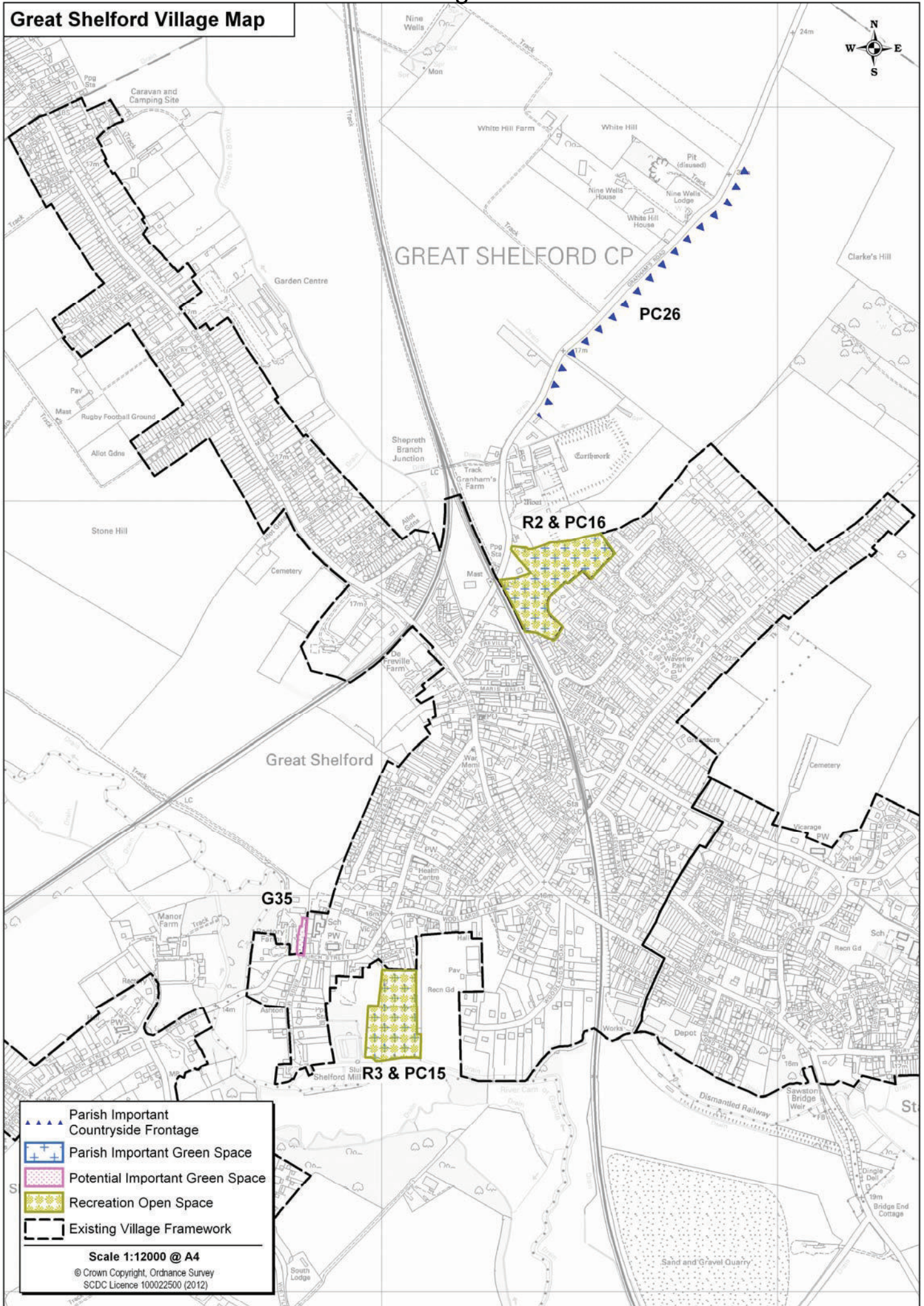
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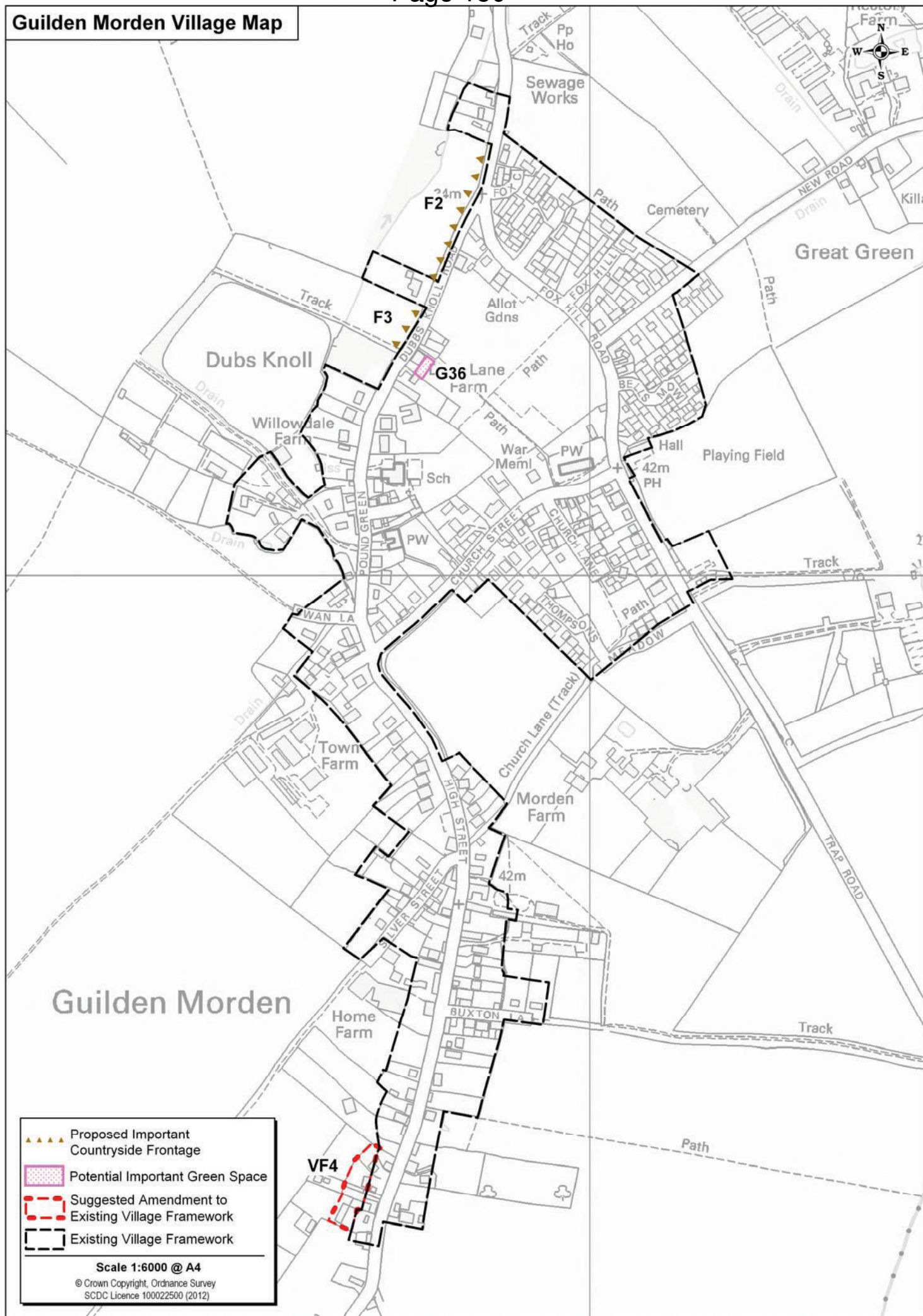
Sing  
Close



# Great Shelford Village Map



**Guiden Morden Village Map**



▲▲▲▲ Proposed Important Countryside Frontage

■ Potential Important Green Space

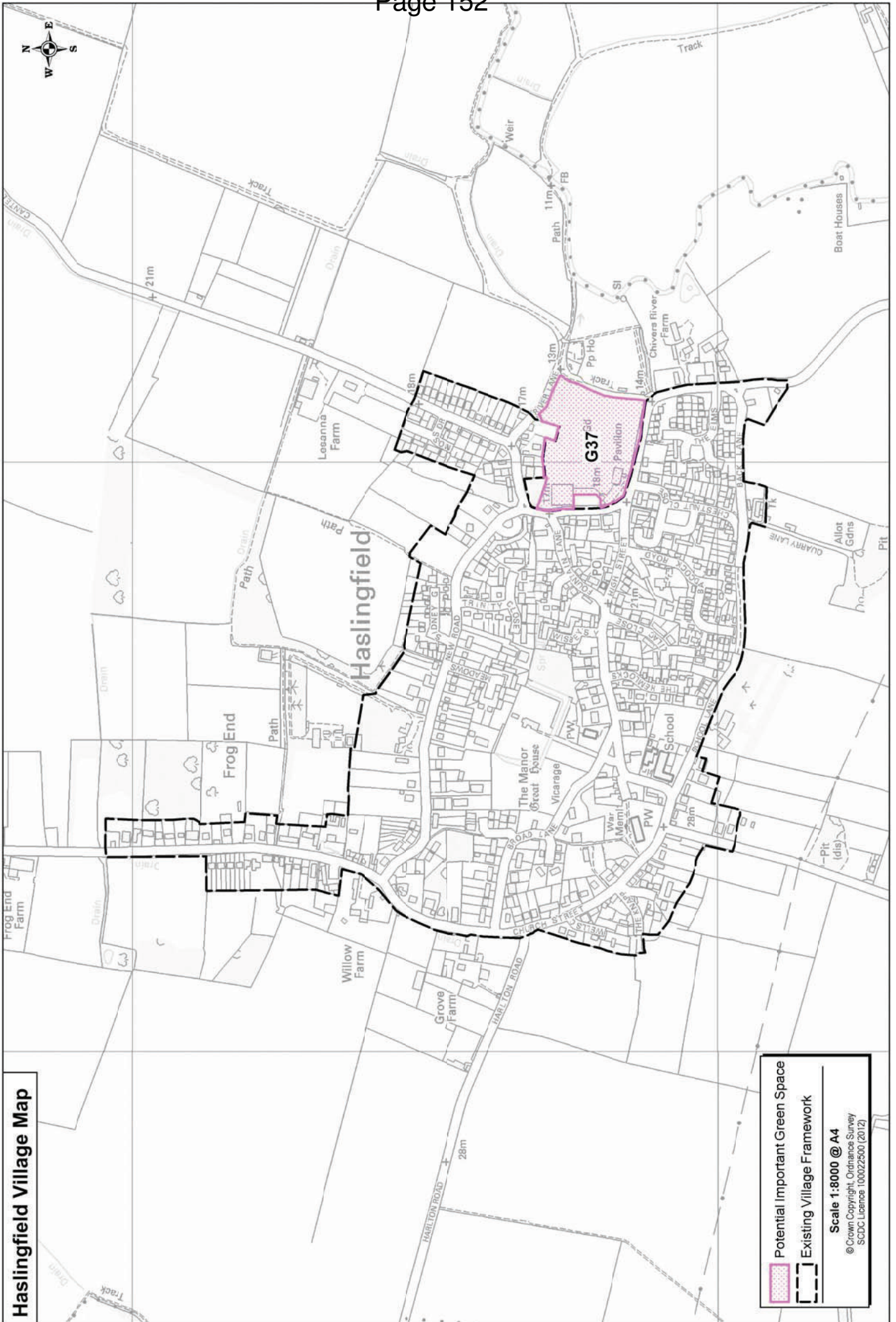
--- Suggested Amendment to Existing Village Framework

--- Existing Village Framework

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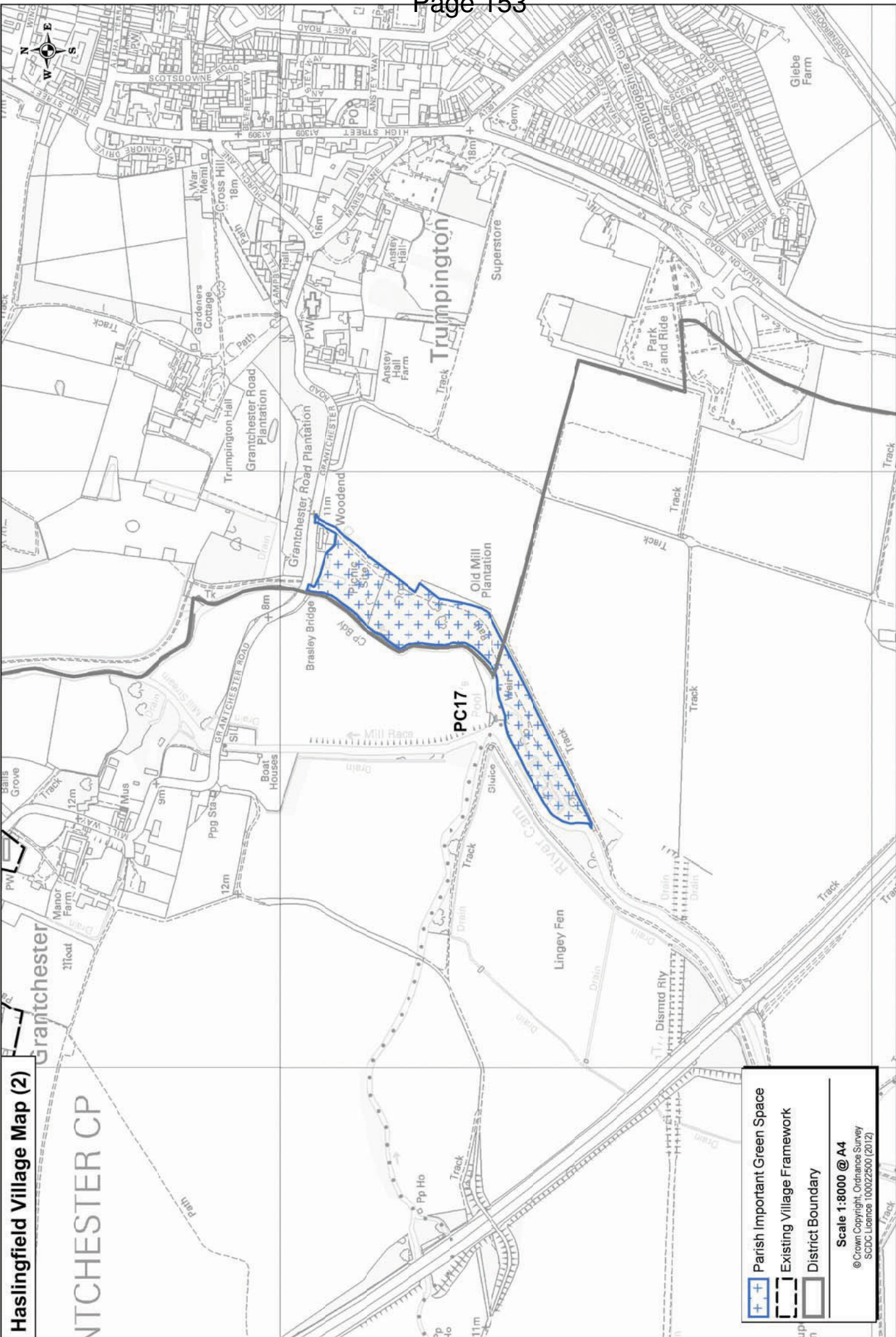
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Haslingfield Village Map

Potential Important Green Space  
 Existing Village Framework  
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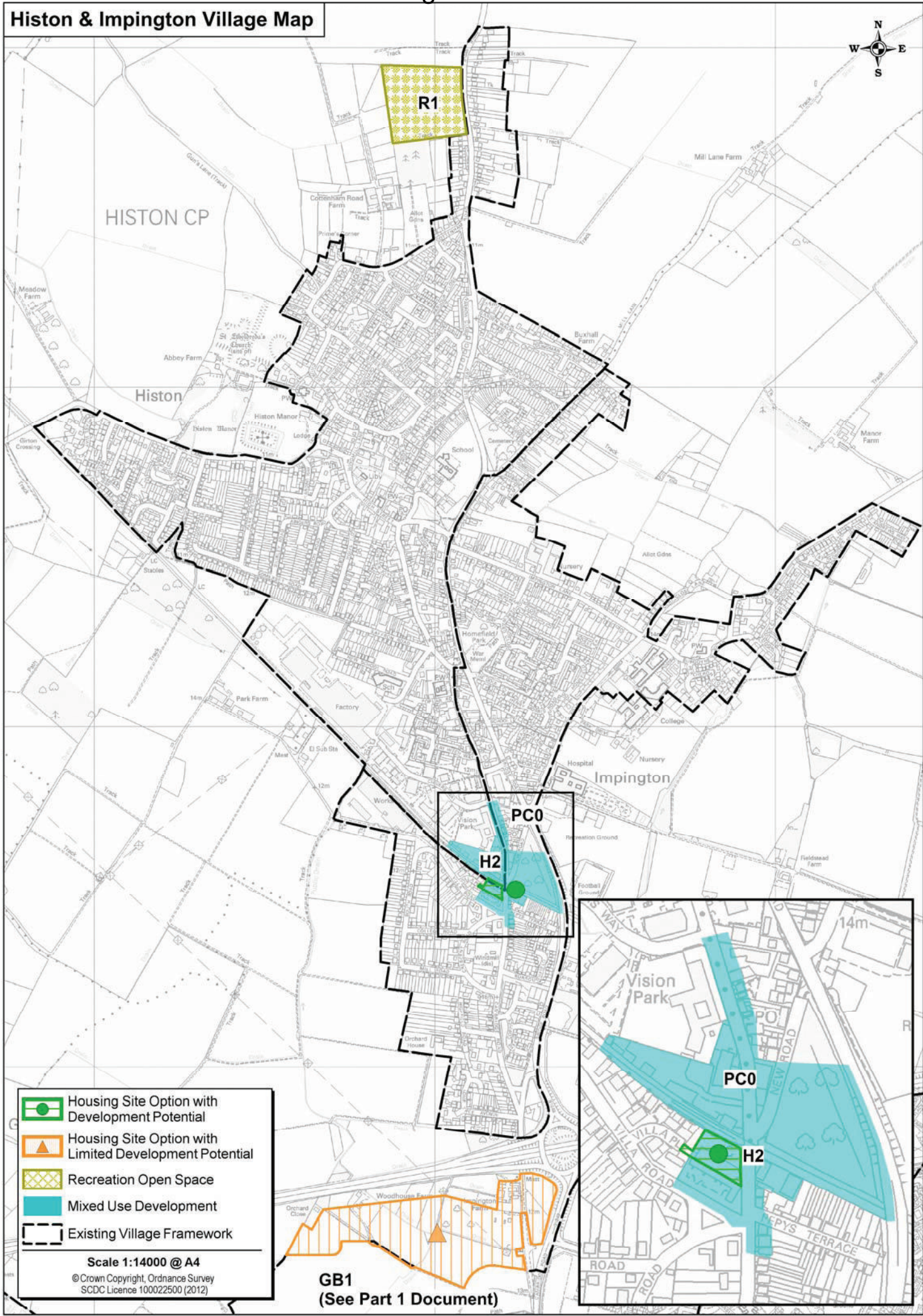
**Haslingfield Village Map (2)**

**NTCHESTER CP**

-  Parish Important Green Space
-  Existing Village Framework
-  District Boundary

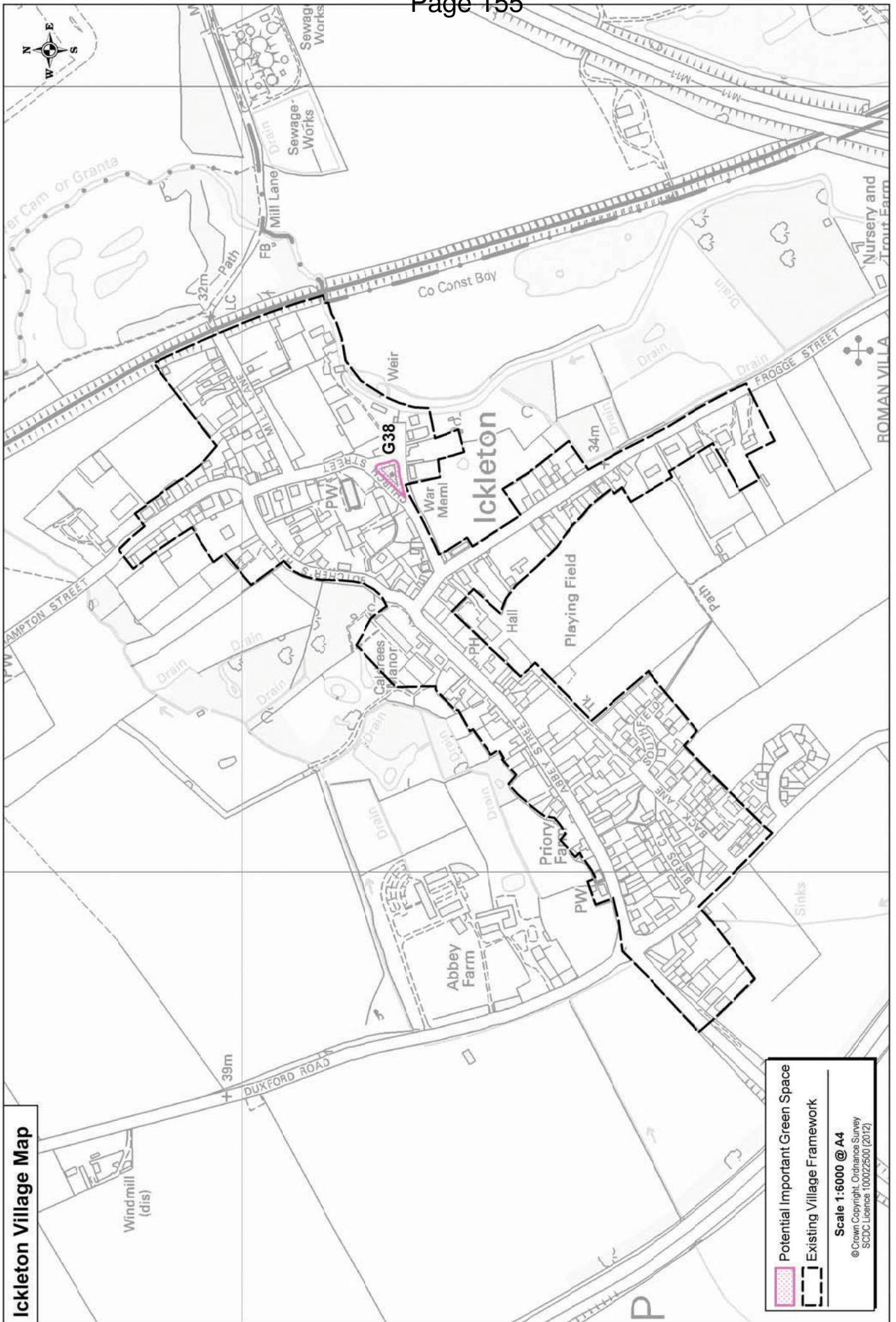
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# Histon & Impington Village Map



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**GB1**  
(See Part 1 Document)

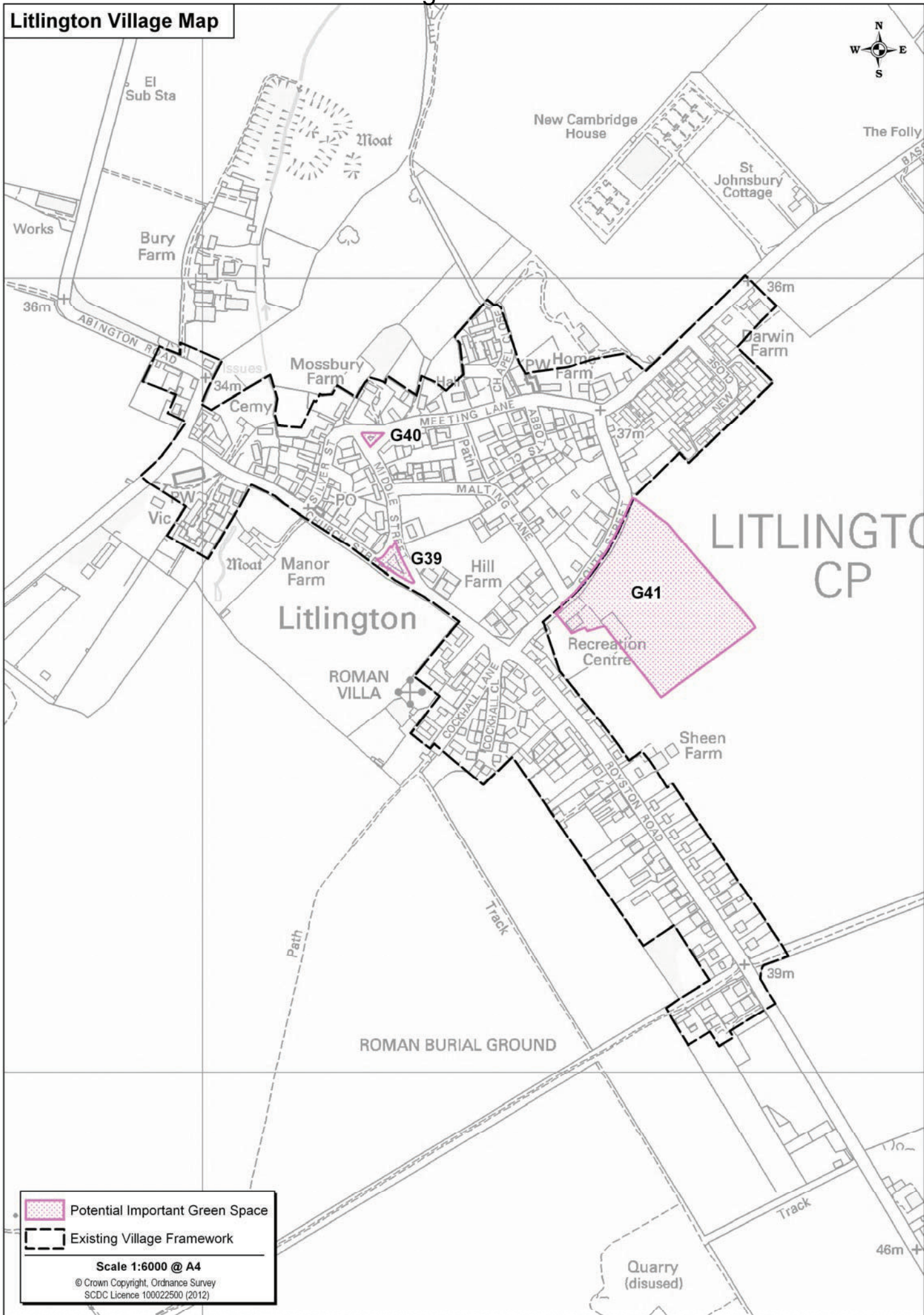


Ickleton Village Map

Potential Important Green Space  
Existing Village Framework

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Litlington Village Map



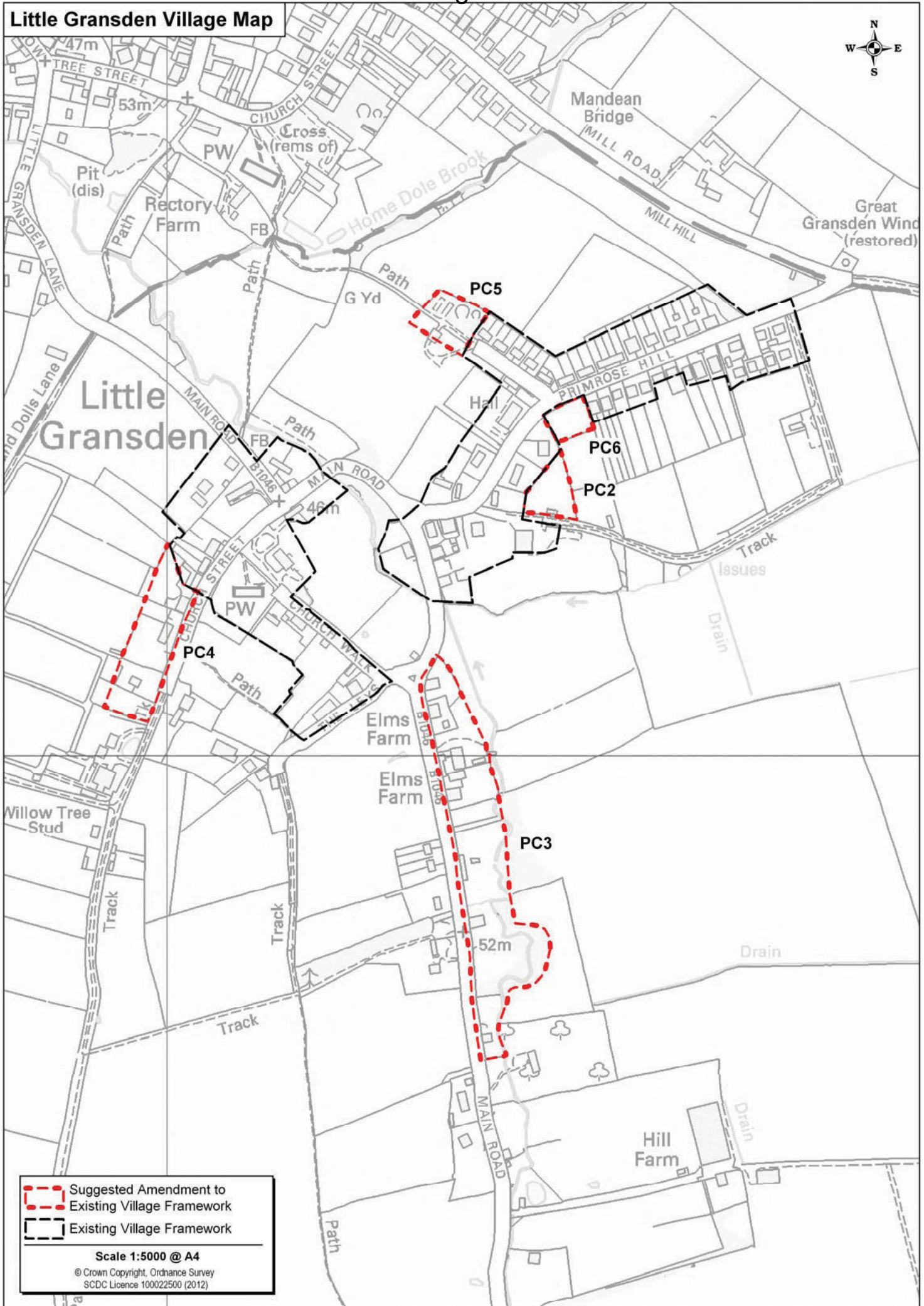
 Potential Important Green Space  
 Existing Village Framework

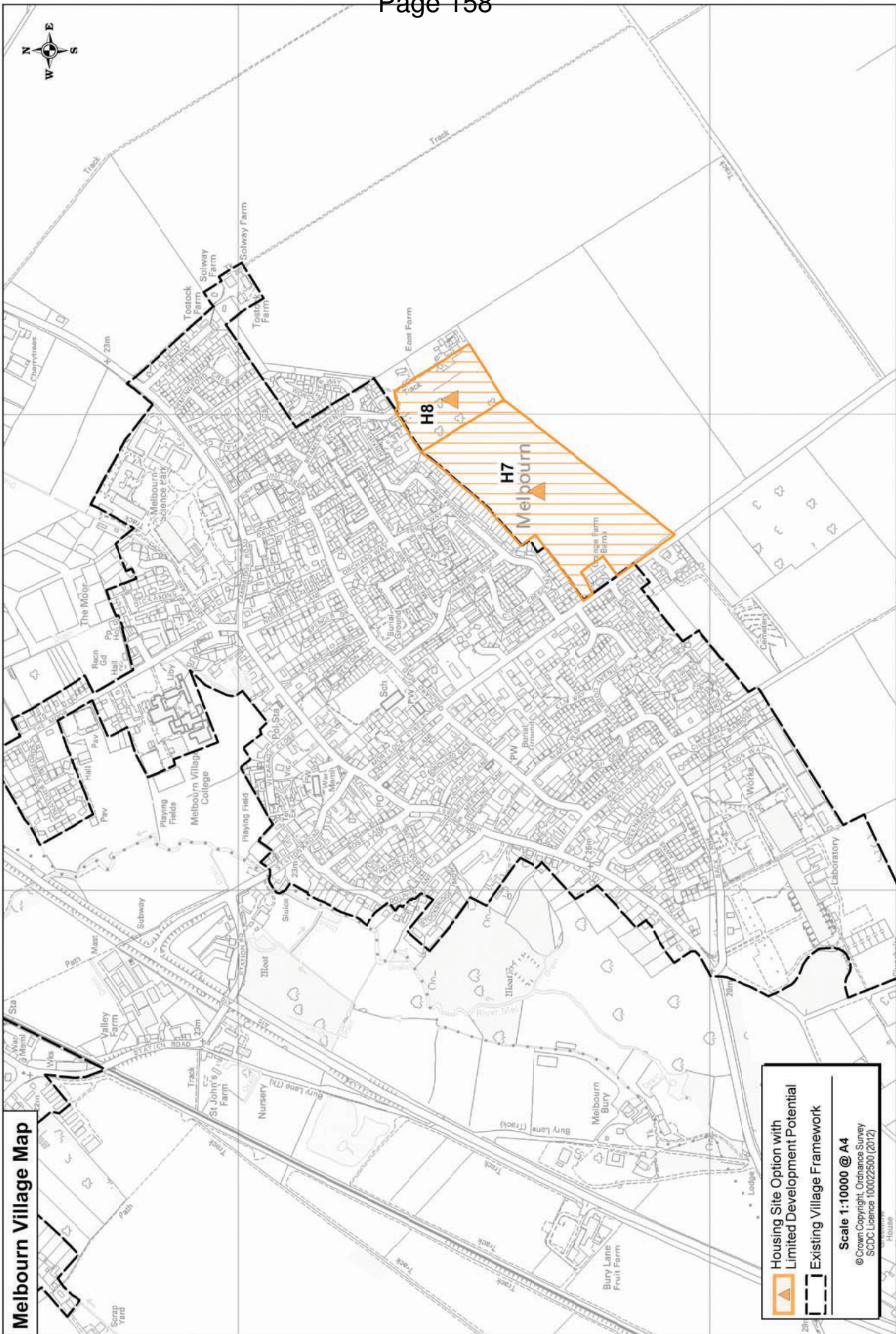
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Little Gransden Village Map

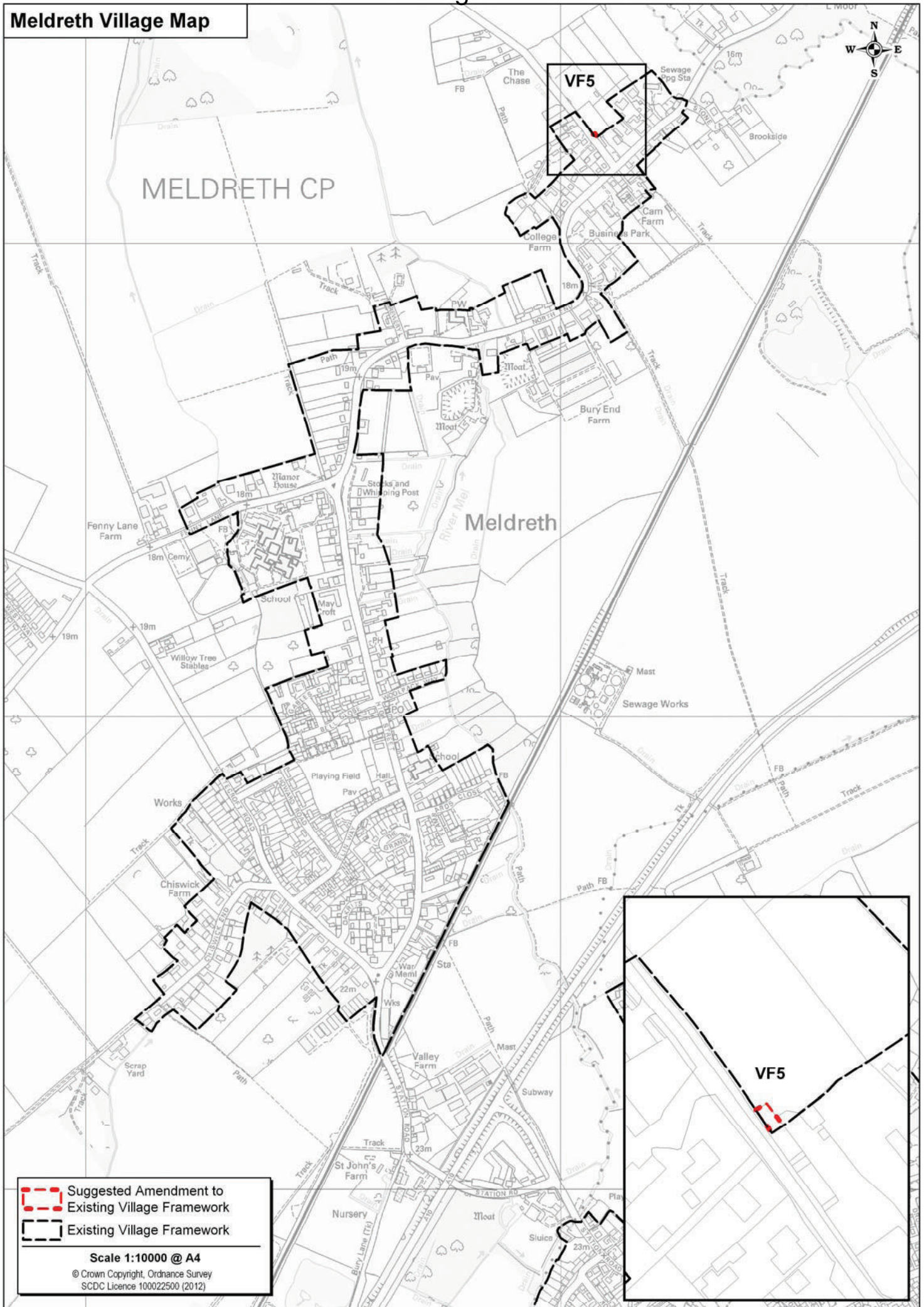


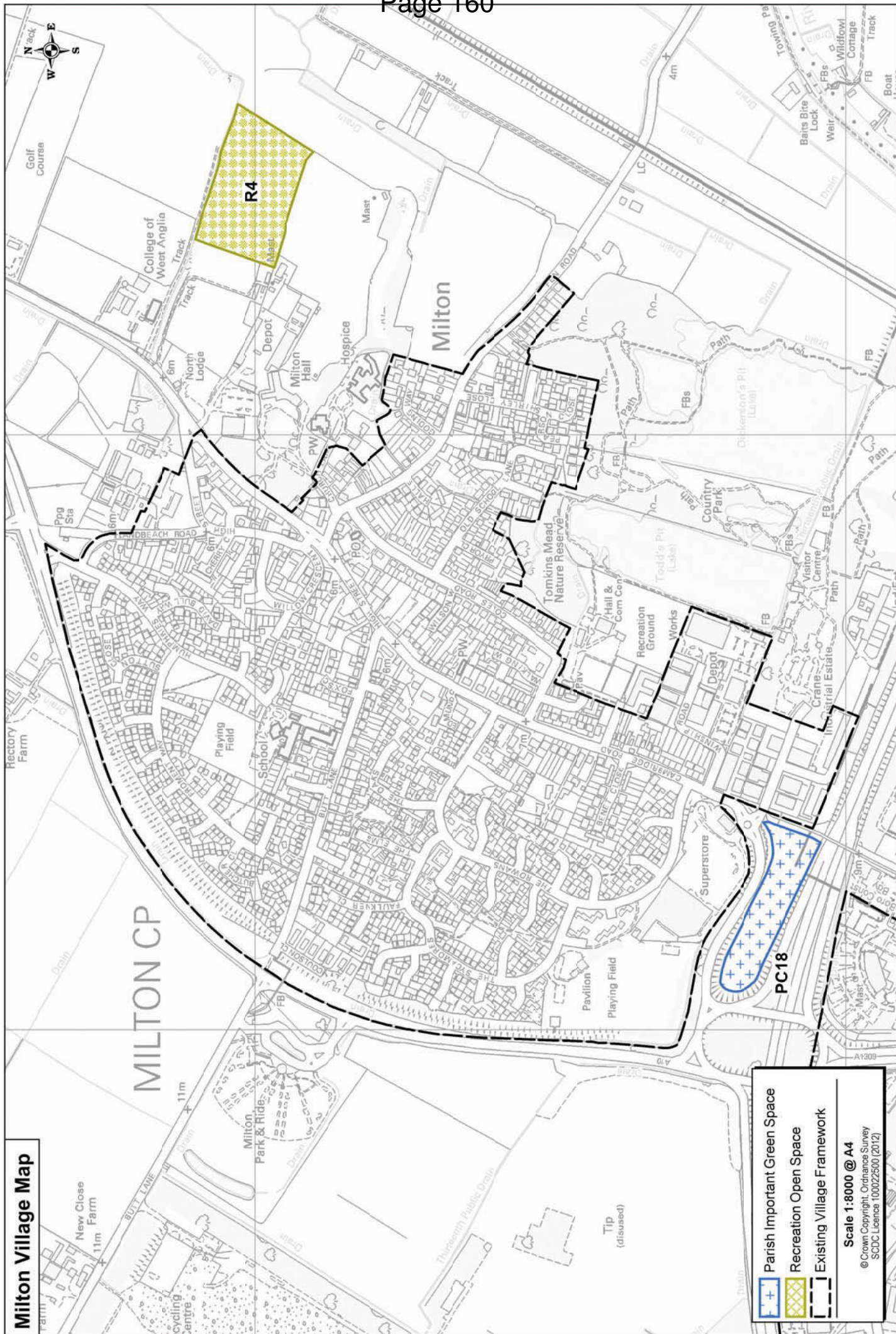


**Melbourn Village Map**

 Housing Site Option with Limited Development Potential  
 Existing Village Framework  
**Scale 1:10000 @ A4**  
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Meldreth Village Map





**Milton Village Map**

**+** Parish Important Green Space  
**+** Recreation Open Space  
**- - -** Existing Village Framework

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Milton, Fen Road Map





SOUTH CAMBRIDGESHIRE

Fen Road

CF1

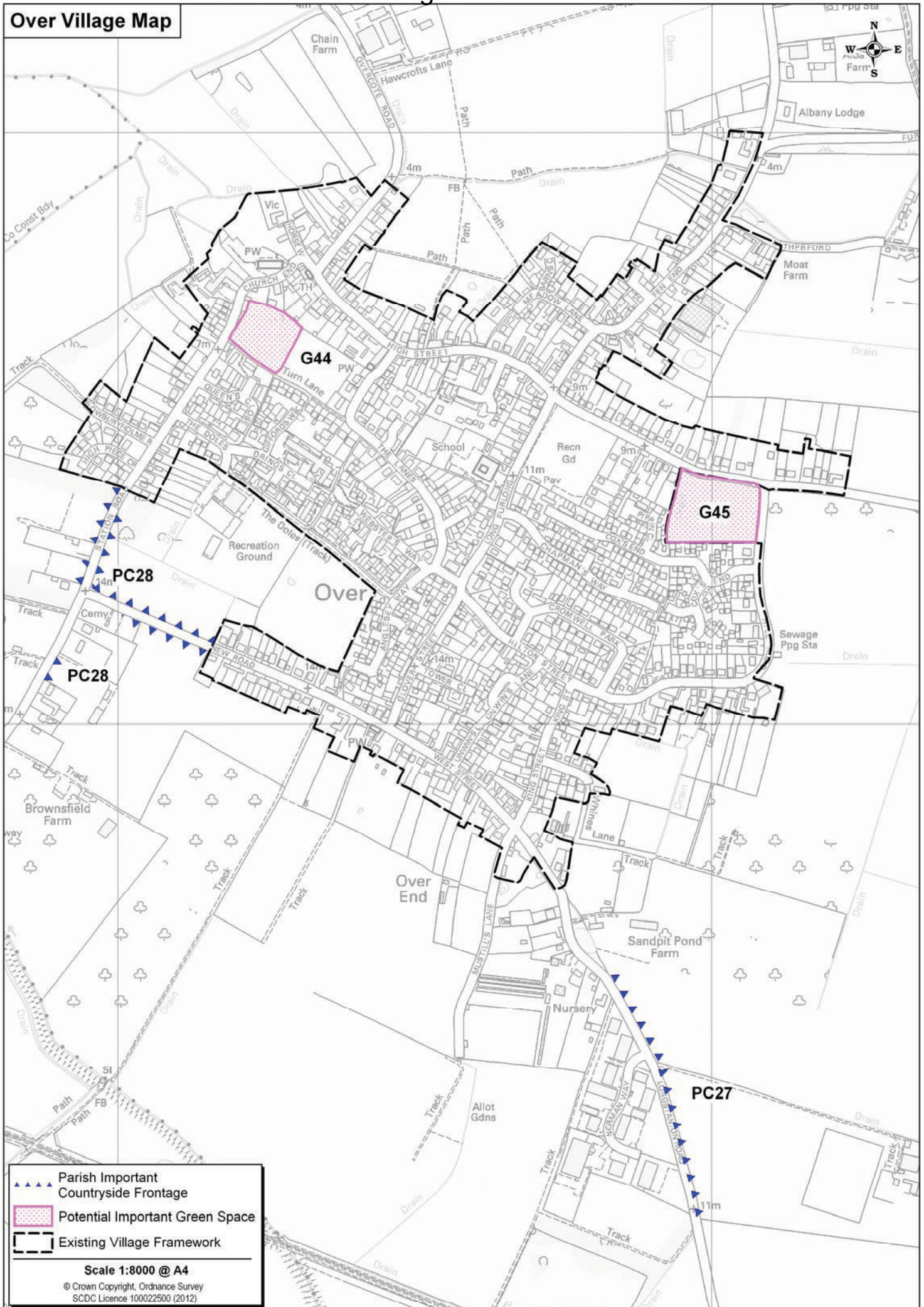
CAMBRIDGE CITY

-  Residential Moorings on the River Cam
-  District Boundary

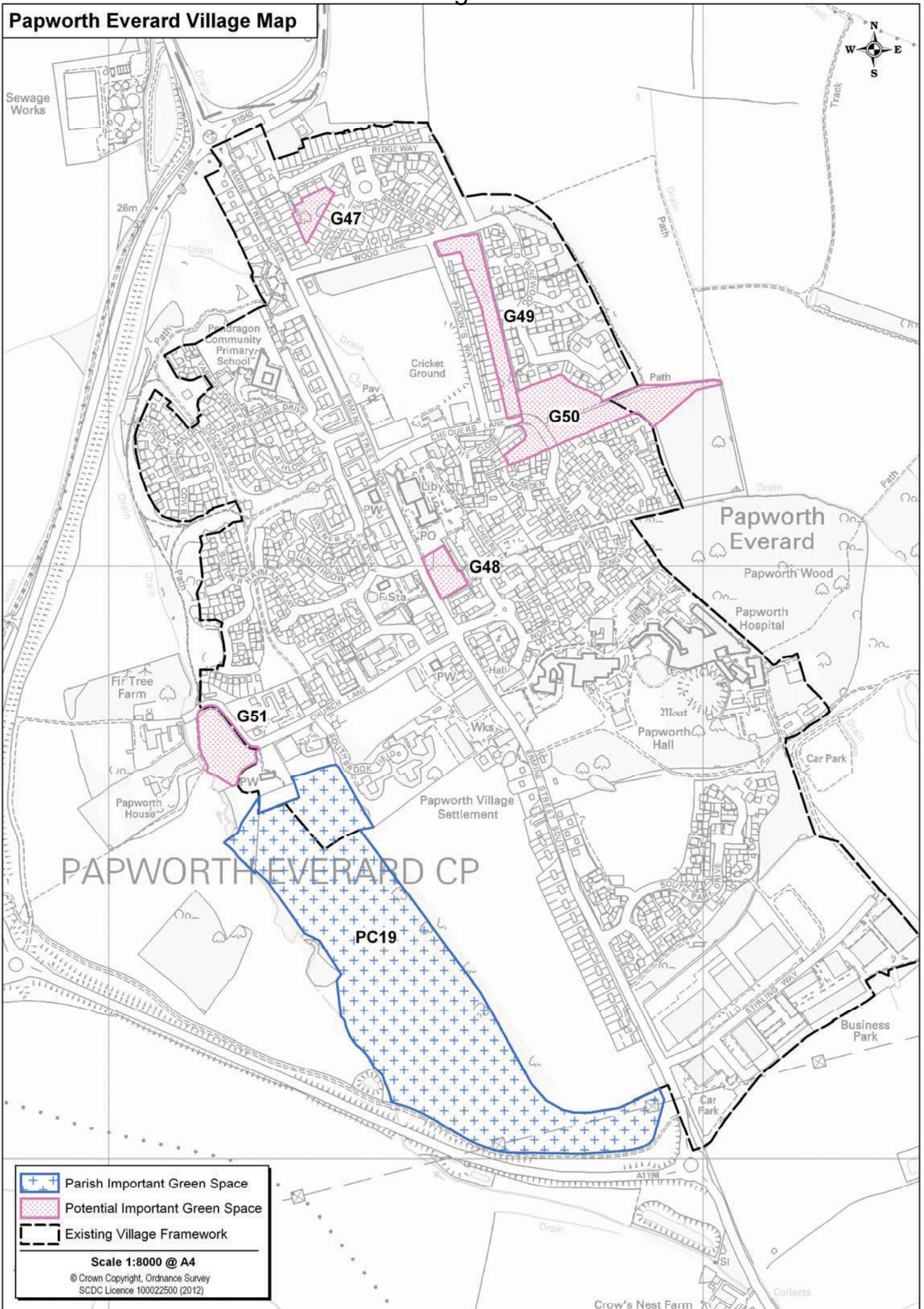
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Over Village Map



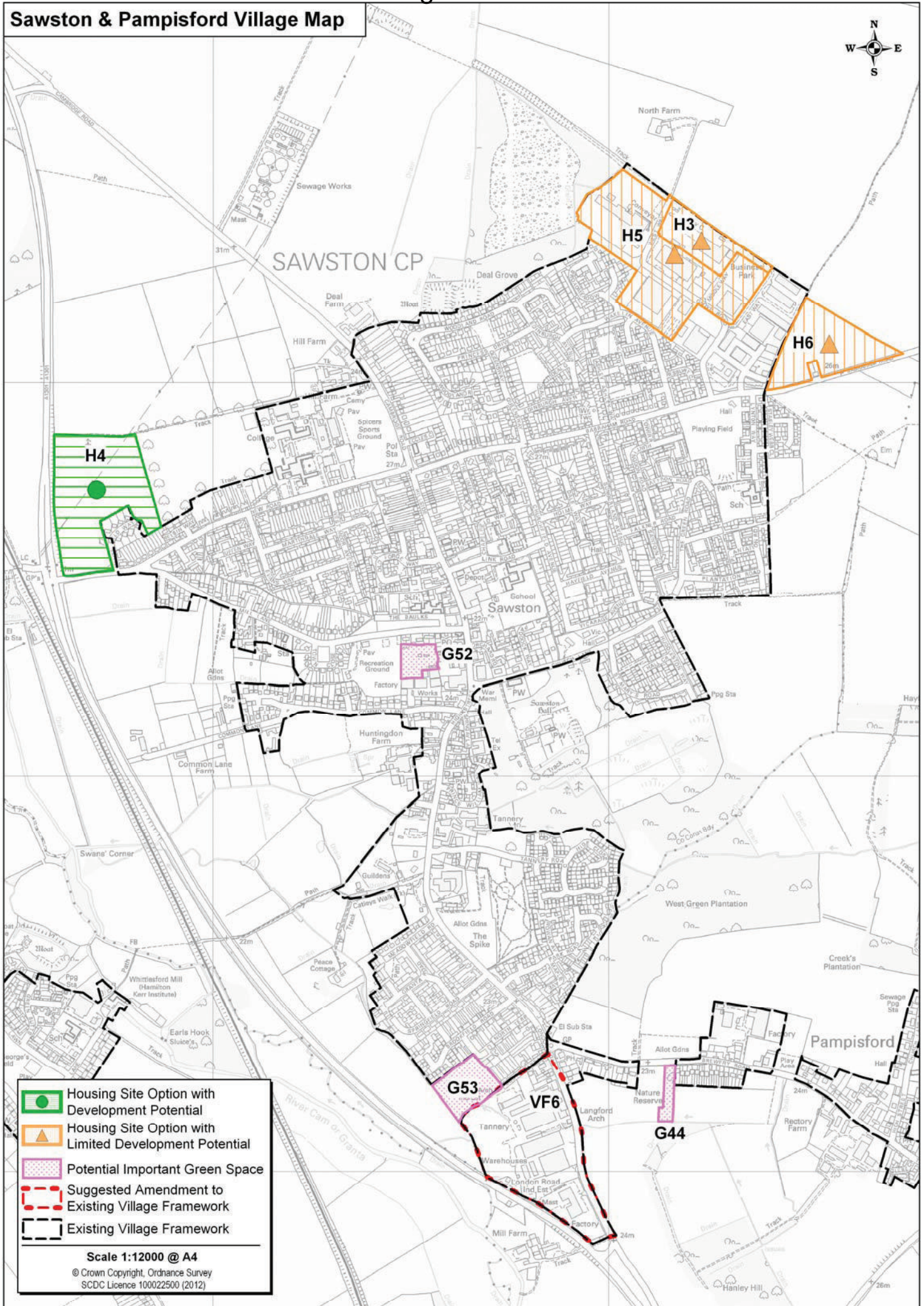
# Papworth Everard Village Map



	Parish Important Green Space
	Potential Important Green Space
	Existing Village Framework

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**Sawston & Pampisford Village Map**

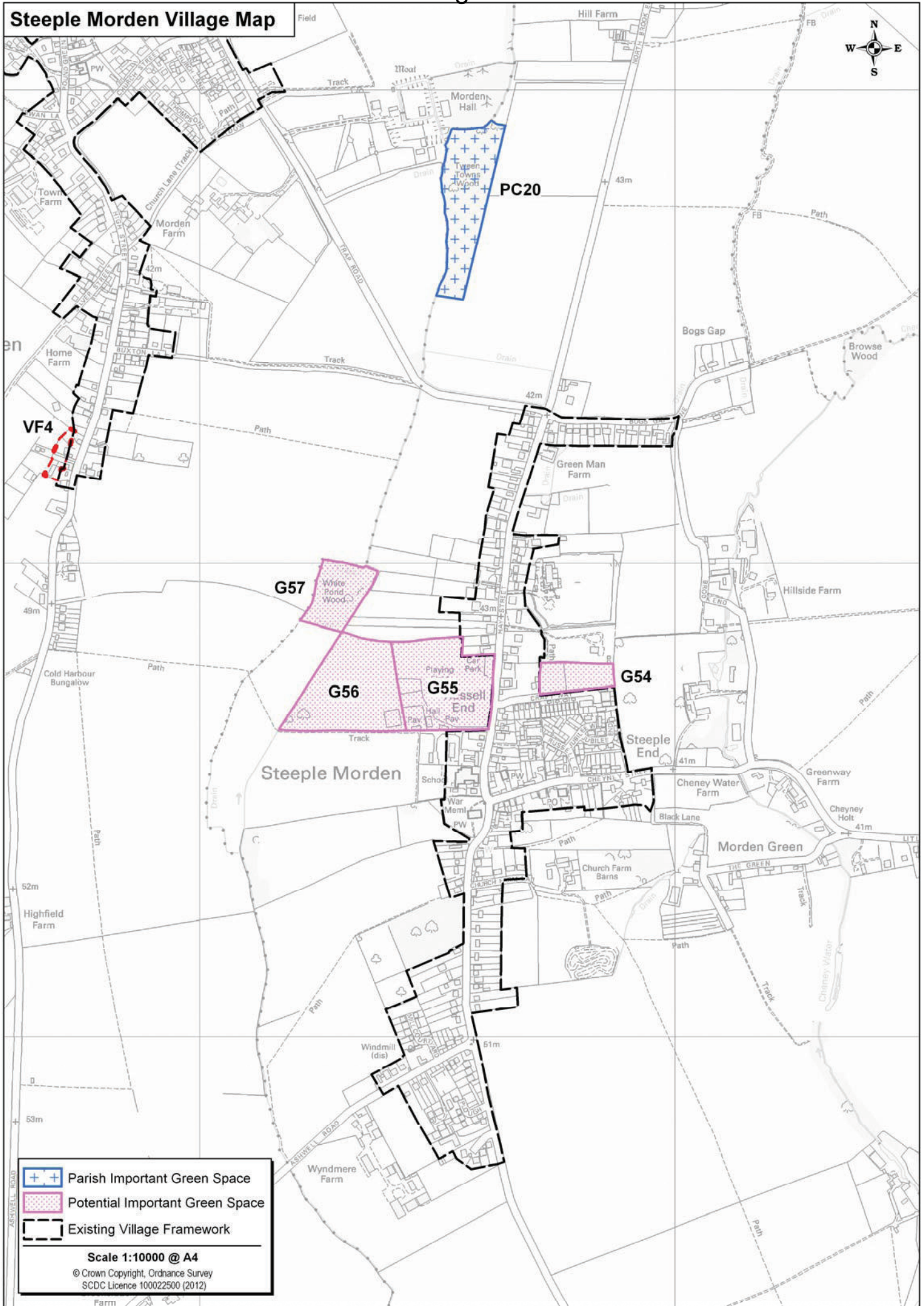


	Housing Site Option with Development Potential
	Housing Site Option with Limited Development Potential
	Potential Important Green Space
	Suggested Amendment to Existing Village Framework
	Existing Village Framework

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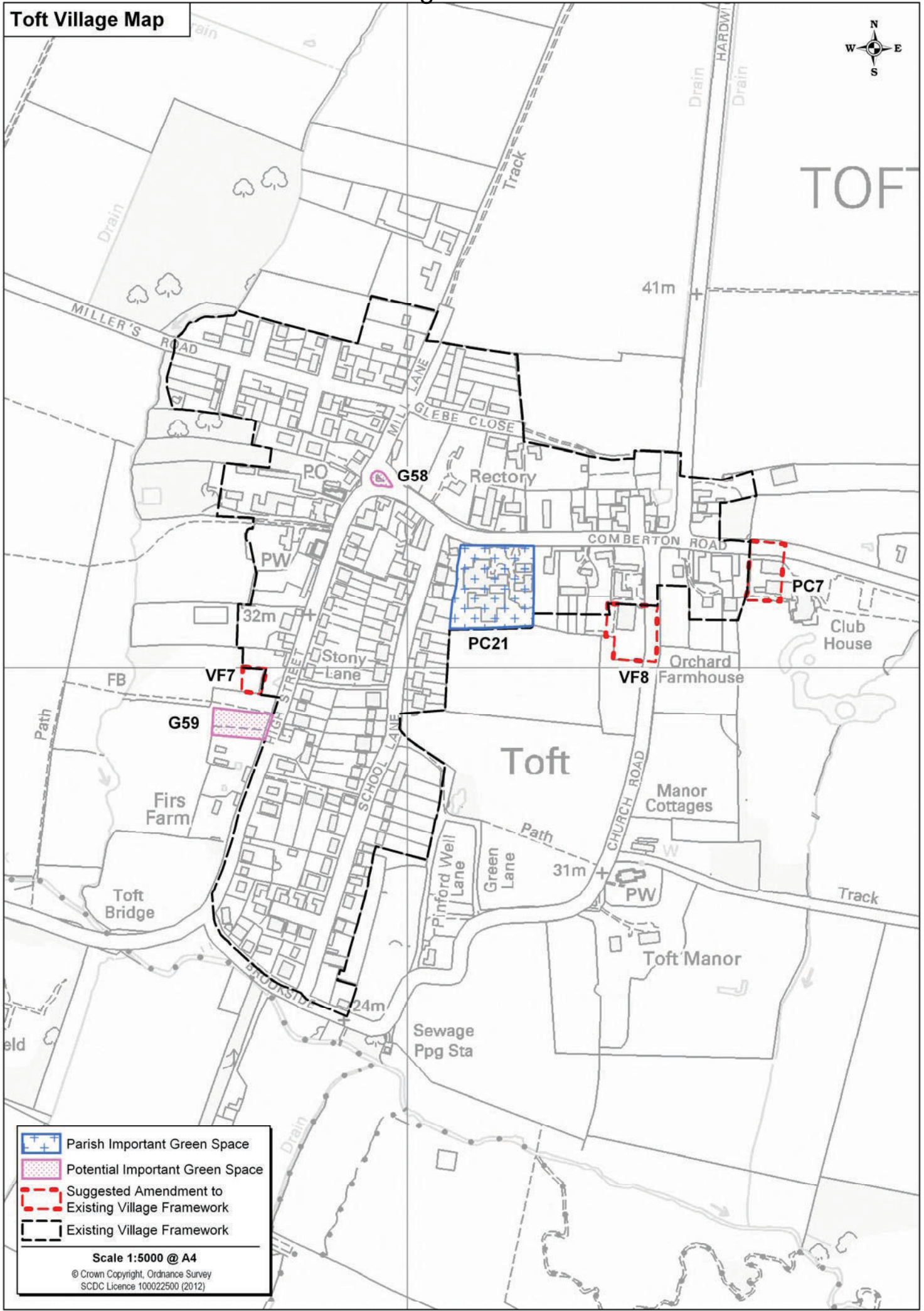
# Steeple Morden Village Map



	Parish Important Green Space
	Potential Important Green Space
	Existing Village Framework

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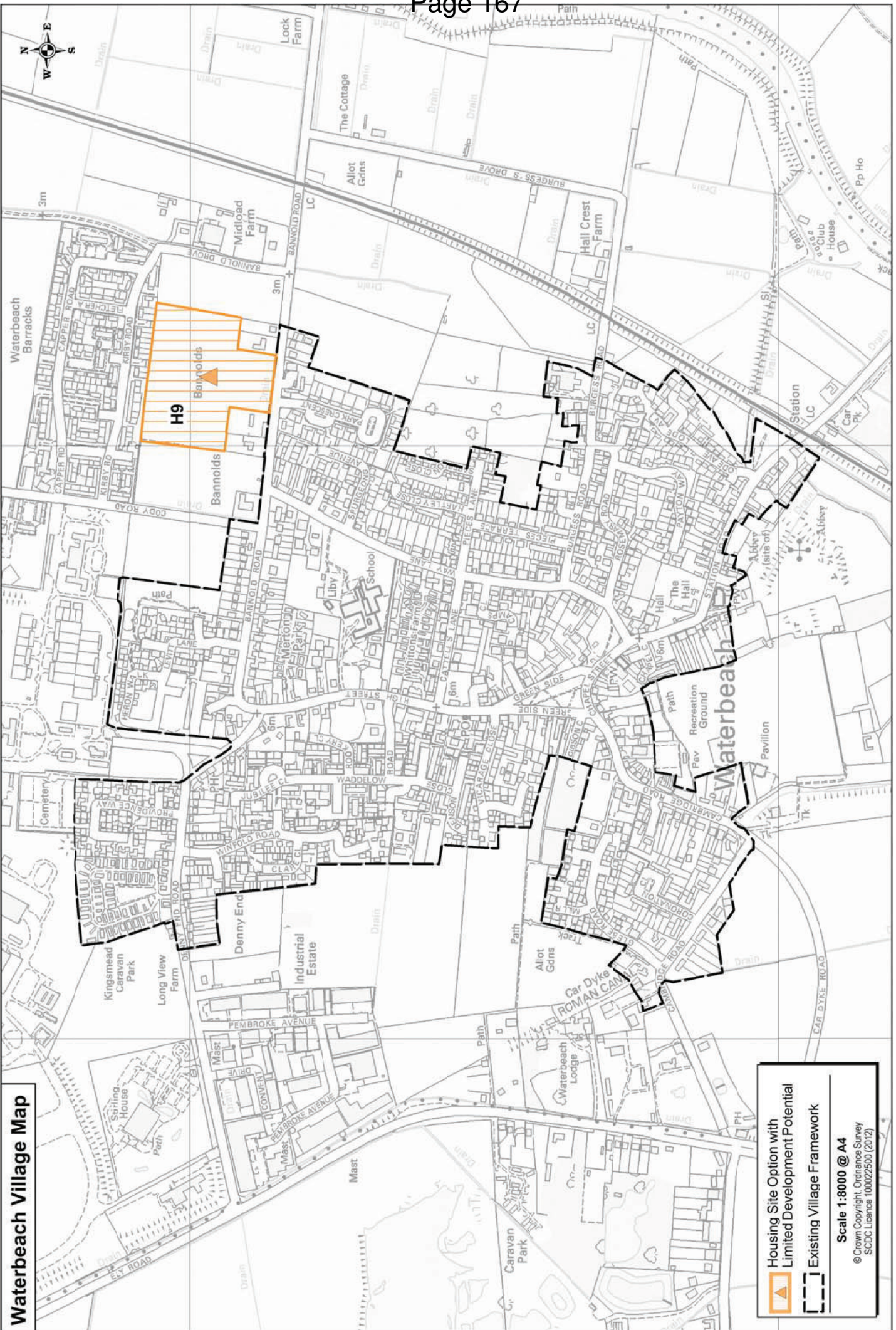
Toft Village Map



- Parish Important Green Space
- Potential Important Green Space
- Suggested Amendment to Existing Village Framework
- Existing Village Framework

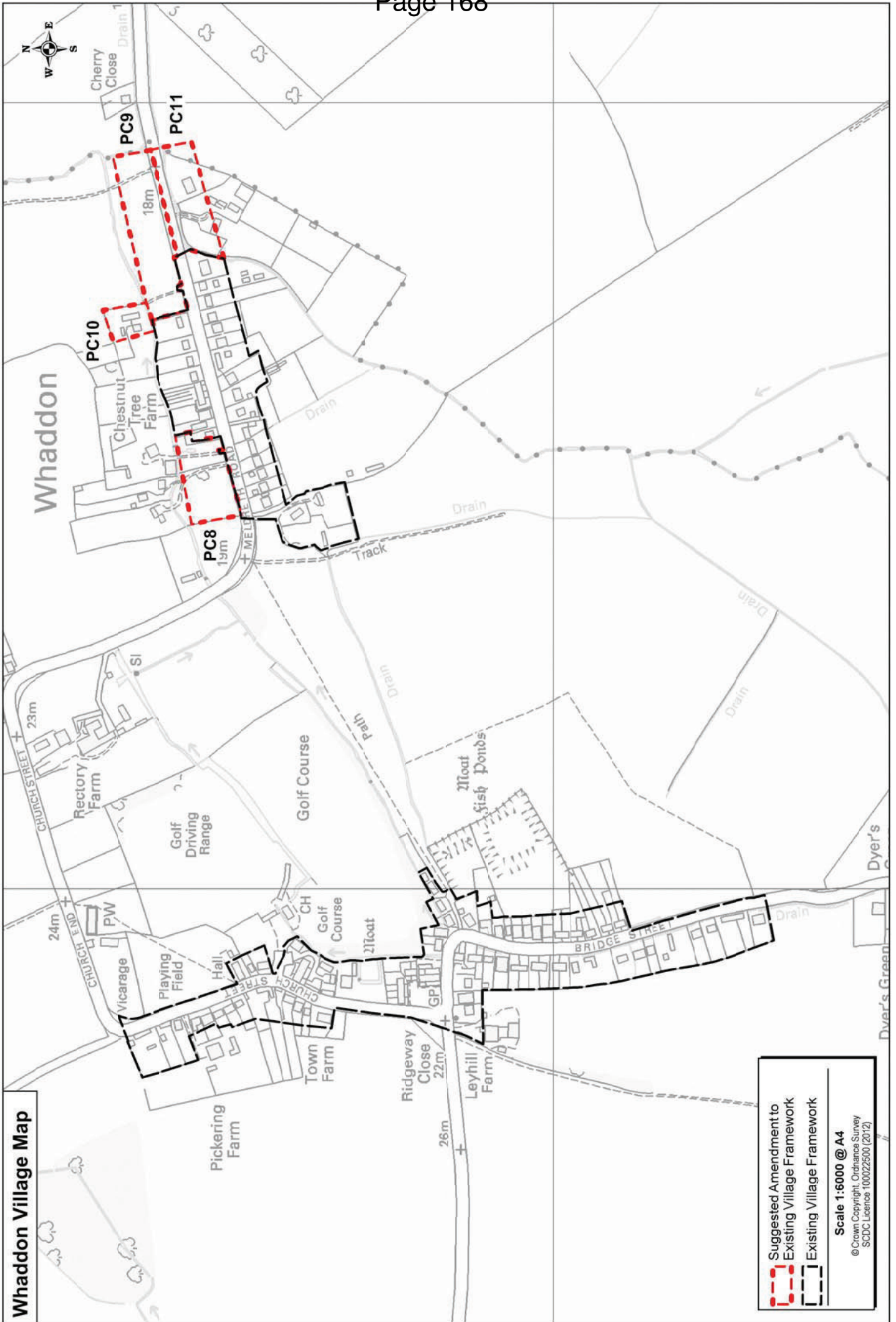
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**Waterbeach Village Map**

 Housing Site Option with Limited Development Potential  
 Existing Village Framework  
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**Whaddon Village Map**

	Suggested Amendment to Existing Village Framework
	Existing Village Framework
<b>Scale 1:6000 @ A4</b>	
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## **Appendix 1: Proposal by Histon and Impington Parish Council**

### **Station: a mixed use development in Histon and Impington**

The following is a proposal to proactively design a special area in the Histon and Impington settlement. The area is adjacent to and surrounds the former railway station, now the Histon and Impington stop on the Cambridge Guided Busway (the Busway). The proposal is to use this key area to make significant use of the Busway in order to encourage sensitive development of this area and to stimulate commercial activity and to encourage local employment which has recently declined.

We call the area for this proposal 'Station'. It is ready for re-development. The wrong type of development will remove the opportunity to underpin the sustainability of the settlement and its rural centre status.

Station is the Histon station area including the Bishop's site, the station building and the Clark Brothers' yard to the west of Station Road and the businesses to its west on both sides of the Guided Busway. It extends northwards along Station Road to include the former EEDA building, eastwards to the boundary of the B1049 to include the businesses behind the Station Stores, the Railway Vue pub and the recently restored Crossing Keeper's Hut and southwards to include the Bishop's site. This is shown on the accompanying map.

Station is the area first seen by persons getting off the guided bus in the settlement and will be a gateway to the combined villages of Histon and Impington. Centred on the Busway stop it will be a destination of choice for bus users and will be a popular interchange for cyclists and bus users. By enhancing one of the intermediate stops on the Busway as a destination (apart from those using the guided bus to commute to employment on the Vision Park) it will enable higher utilisation of the Busway and increase the return on its investment.

Station should be a mixed development of housing, private and public sector space and community amenities. Our vision is that this area will have the following characteristics:

- a vibrant 'gateway' to the community;
- businesses offering goods and services to customers: each business gaining by the footfall for others and in turn attracting its own footfall to benefit the other businesses;
- several businesses will provide catering opportunities from simple cafes and takeaways to more sophisticated restaurants and wine bars;
- businesses should be active at least from eight (morning) to eight (evening) for many days with restaurants open until later;
- not only be a gateway but a destination for some requiring the specialist goods and services (eg craft, organic foods, specialist advice);
- architecturally attractive, retaining the old Victorian buildings in a contemporary context; and
- an open space with street art, the opportunity for community activities and for businesses to extend their operations when weather permits.

Businesses which are based at Station will benefit from a substantial catchment of local residents and from the many businesses on Vision Park and along Station Road.

The Histon and Impington Parish Council, with support from many residents and businesses, believes that Station provides a special opportunity to make a significant

improvement to a rural centre in order to maintain that status and at the same time enhance the its sustainability.

The opportunity in this area for new housing will be limited but will be attractive because of its proximity to the Busway and the convenience other local facilities. It will typically be chosen by residents who choose to live sustainable lifestyles with minimal car usage. The opening of the Chesterton Sidings station with Busway access will increase this attractiveness. The Council notes that considerable new housing has been recently brought forward already within walking distance of the Busway stop.

Private sector space will provide both employment and leisure opportunities. There will be opportunities for craft workshops, professional services and restaurants. It is imagined that there might also be a local government services 'hub' and/or that the County Council might base its new archives centre there. The employment opportunities should be more sustainable if there are sufficient to aid the mutual attractiveness of the area. The Council would hope to see live/work premises included in the scheme, both to provide such an opportunity which is sorely lacking in the village but also to encourage the vibrancy of the area outside normal business hours.

As a result, these facilities will be a specialist and notable development, unmatched in the area; they will attract visitors and encourage inward travel. This will significantly assist the use of the Busway to an intermediate destination out of peak times (and indeed some contra flow at peak commuting times).

Some open space (perhaps the area called 'the Clark Space') should be reserved as a community amenity which will host a regular market and be a focus for evening entertainment and other events. Already the environs of the rebuilt Crossing Keeper's Hut (a very small building located at the south east corner of the Coppice woodland) has been used for community events and demonstrated the need.

Station will add to but be a part of Histon and Impington. It will complement facilities offered elsewhere in the community and it will be easily accessible by local residents. And this will provide the initial users whilst the marketing of the new facilities to a wider catchment is undertaken. The community has good communication mechanisms alerting residents to new developments.

It will be an exemplar of high quality 21st century design of an inclusive space. It will be based on the highest standards of sustainability (with local and bus service access) and will be a visually striking testament to local ambitions.

Specific policies to include:

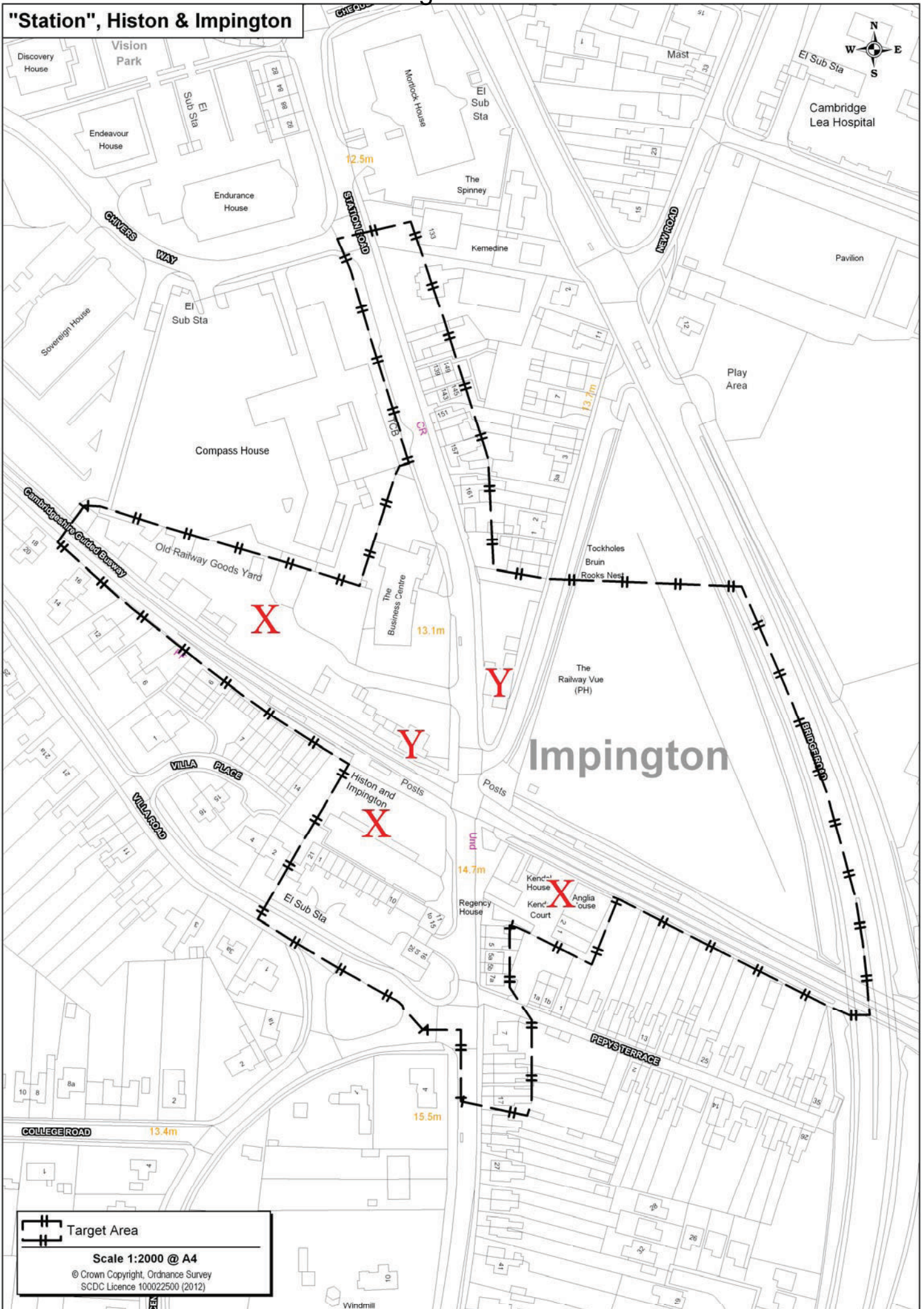
- sites (marked with an 'x' on the plan) to be designated as suitable for development as mixed use (commercial and retail, with some aligned residential use);
- restrictions on the development for purposes other than those envisioned in the vision for sites marked 'y' (The station building and the Railway Vue public house) and in particular the former station building to be retained in its current form and to be used only for purposes consistent with the development of this important area;
- retention of the wall with the Chivers Clock on any development of the former EEDA building;
- inclusion of a significant open space bounded by mixed use (housing and commercial) buildings (the above mentioned Clark Space);
- high quality urban design enabling Victorian and latest 2012 architecture to co-

- exist in harmony and latest available sustainable technologies; and
- current green space will be preserved

We recommend that the above becomes a part of South Cambridgeshire District Council's development plan so that development in this area can be guided to the longer term advantage both of those who invest in and the wider community of Histon and Impington.

Histon and Impington Parish Council will welcome early approaches from developers wishing to engage in the above development so that appropriate schemes can be developed before plans are submitted.

"Station", Histon & Impington



Target Area

Scale 1:2000 @ A4

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8. The Annual Monitoring Report being submitted for agreement is only partially complete. Officers have been unable to complete the full Annual Monitoring Report, as resources have been focussed on inputting the representations received through the public consultation on the Local Plan Issues & Options and preparing the Local Plan Issues & Options 2 documents (see the separate report to this Portfolio Holder Meeting). Part 1 of the Annual Monitoring Report (included as Appendix 2) outlines the Council's progress against its adopted Local Development Scheme and reports on the housing indicators. It also includes the Council's housing trajectory setting out predicted housing supply to 2031 and its five year housing land supply. The remainder of the Annual Monitoring Report will be completed and then submitted to the Planning Policy & Localism Portfolio Holder in early 2013 for agreement to publish it.

### **Considerations**

#### *Progress against the Local Development Scheme*

9. The Local Development Scheme (LDS) applying during the monitoring period was adopted by the Council in March 2011. The LDS set out the Council's intention to prepare a new South Cambridgeshire Local Plan that would incorporate a review of the Core Strategy, Development Control Policies DPD and Site Specific Policies DPD. Preparation of the new Local Plan has progressed largely in accordance with the timetable and public consultation on issues and options for the district took place between July and September 2012.
10. A second round of public consultation on issues and options, being undertaken jointly with Cambridge City Council, is now planned for January – February 2013. This second round of public consultation, and also the need to co-ordinate with Cambridge City Council on producing the draft Local Plan, has had some implications on the timetable for the later stages of preparing the Local Plan.
11. The LDS also set out the intention at that time to continue to separately prepare a Gypsy & Traveller DPD. However, progress on the preparation of this plan has slipped due to delayed progress and agreement on an updated Cambridgeshire Gypsy & Traveller Accommodation Needs Assessment, which is a key evidence base study for this plan. The slippage meant that there was no longer an advantage in progressing this plan separately and therefore a revised LDS was adopted in January 2012 setting out the Council's intention to include any policies and proposals for Gypsy and Travellers within the new Local Plan.

#### *Monitoring the Local Development Framework policies and Sustainability Appraisal objectives*

12. The Executive Summary outlines the headline results from the Annual Monitoring Report (Part 1), and is attached as **Appendix 1**.
13. The Annual Monitoring Report incorporates the housing trajectory and approach to demonstrating a five-year housing land supply. The Council has identified a total of 17,073 new dwellings that could be provided over the next 20 years (and beyond)

based on existing allocations and planning permissions, including 4,531 dwellings that could be provided over the next five years. However, despite being able to identify this level of deliverable housing land, the Council has a shortfall against its five year housing land supply requirement. Against the Core Strategy, the Council has 2.3 years of housing land supply; however against the 'Medium' housing target option included in the Local Plan Issues & Options Report, the Council has 4.1 years of supply. The Council has not made any decision on the appropriate target for the new Local Plan, however, during the plan making process, additional housing allocations will be identified to ensure that the new Local Plan identifies enough housing land supply to meet the chosen target.

14. The analysis from the Annual Monitoring Report is being used to inform the preparation of the new Local Plan. Issues and options relating to planning policies that have been identified for review in recent Annual Monitoring Reports are being explored through the preparation of the new Local Plan. However, the monitoring of the performance of the Council's planning policies has shown that development granted planning permission in the district is generally in accordance, or moving towards accordance, with the adopted planning policies. For some indicators, the data shows a period of transition between the adopted planning policies included in the Local Plan 2004 and those included in the Core Strategy and Development Control Policies DPD, both adopted in 2007.

### Options

15. It is a legal requirement that the Council publish its Annual Monitoring Report, and that it monitors progress on the implementation of its Local Development Scheme and the performance of the planning policies included in its development plan documents.

### Implications

16. Financial	None arising from the Annual Monitoring Report.
Legal	Local planning authorities are required to publish information monitoring progress on the implementation of their Local Development Scheme and planning policies included in their development plan documents, and to do this at least on an annual basis.
Staffing	The Annual Monitoring Report has been prepared within existing staff resources.
Risk Management	It is a legal requirement to publish an Annual Monitoring Report.
Equality and Diversity	The Annual Monitoring Report does not identify any implications for equality and diversity.
Equality Impact Assessment completed	No. The Annual Monitoring Report is used to monitor the implementation of the Council's planning policies and provide information on their impact, it is not a policy or project that can be assessed.
Climate Change	The effects of the Council's planning policies on climate change are assessed in the Annual Monitoring Report.

### Consultations

17. The housing trajectory included in the Annual Monitoring Report has been produced in consultation with the various landowners, developers and agents responsible for the sites included in it. Council officers and external organisations have provided information and data for the indicators included in the Annual Monitoring Report (Part 1).

### Consultation with Children and Young People

18. None, the Annual Monitoring Report is a technical assessment of the Council's progress on preparing its planning policy documents and the performance of the Council's adopted planning policies.

### Effect on Strategic Aims

19. **We will listen to and engage with residents, parishes and businesses to ensure we deliver first class services and value for money.** The Annual Monitoring Report provides information on the Council's performance against its planning policies; these policies aim to provide successful, vibrant, healthy and sustainable communities.
20. **We will work with partners to create and sustain opportunities for employment, enterprise, and world-leading innovation.** The Annual Monitoring Report provides detailed analysis on how the Council's adopted planning policies have performed, and includes a number of indicators related to the Council's planning policies on employment and the wider effects of the LDF on the district including its economy.
21. **We will make sure that South Cambridgeshire continues to offer outstanding and sustainable quality of life for our residents.** The LDF aims to satisfy the development needs of the Cambridge Sub Region while preserving and enhancing its rich built and natural heritage and distinctive character and providing quality places where people are happy to live, work and play. The Annual Monitoring Report provides detailed analysis on how the Council's adopted planning policies have performed.

### Conclusions / Summary

22. Preparation of the new Local Plan has progressed largely in accordance with the timetable and public consultation on issues and options for the district took place between July and September 2012. Due to slippage in preparing and agreeing the evidence base for the Gypsy & Traveller DPD, a revised Local Development Scheme was adopted in January 2012 setting out the Council's intention to include any policies and proposals for Gypsy and Travellers within the new Local Plan.
23. The monitoring of the performance of the Council's planning policies has shown that development granted planning permission in the district is generally in accordance, or moving towards accordance, with the adopted planning policies. Issues and options

relating to planning policies that have been identified for review in recent Annual Monitoring Reports are being explored through the preparation of the new Local Plan.

**Background Papers:** the following background papers were used in the preparation of this report:

South Cambridgeshire Local Development Framework: [www.scambs.gov.uk/ldf](http://www.scambs.gov.uk/ldf)

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## 1. Executive Summary

(Note: Partial summary. Complete version to follow in Part 2.)

1.1. The Annual Monitoring Report (AMR) provides information on the progress the Council is making in preparing its planning policy documents and how well it is doing in terms of delivering the overall development strategy and implementing the policies included in the Local Development Framework (LDF). The Executive Summary highlights the headline results of this year's AMR.

### a. Progress against the Local Development Scheme

1.2. The Local Development Scheme (LDS) adopted by the Council in March 2011 set out the timetable that the Council was progressing during the monitoring year, and the commentary set out in Chapter 3 (and summarised below) shows progress against this timetable.

1.3. The LDS included the Council's intention to prepare a new **South Cambridgeshire Local Plan**, which would incorporate a review and update of the Core Strategy, Development Control Policies DPD and Site Specific Policies DPD. Preparation of the new **Local Plan** has progressed largely in accordance with the timetable and public consultation on issues and options for the district took place between July and September 2012.

1.4. Given the close functional relationship between Cambridge and South Cambridgeshire, the Council is working collaboratively with Cambridge City Council as part of the duty to co-operate. The need to coordinate with the City Council on cross boundary issues has led to the Council revising its intended plan making process to include a second public consultation on issues and options in January – February 2013. This consultation will include two parts:

- Part 1 – joint consultation on the development strategy for the wider Cambridge area, site options for development on the edge of Cambridge on land currently in the Green Belt, and site options for a community stadium; and
- Part 2 – consultation on matters specific to each local authority, for South Cambridgeshire this includes possible new site options for development and possible changes to village frameworks and designations to protect village character.

1.5. This additional round of public consultation has had some implications on the timetable for later stages of preparing the **South Cambridgeshire Local Plan**.

1.6. The LDS also set out the intention at that time to continue to separately prepare a **Gypsy & Traveller DPD**. However, progress on the preparation of the **Gypsy & Traveller DPD** slipped due to delayed progress and agreement on an updated Cambridgeshire Gypsy & Traveller Accommodation Needs Assessment, undertaken by Cambridgeshire County Council on behalf of the Cambridgeshire local authorities, which is a key evidence base study for this plan. The slippage meant that there was no longer an advantage in progressing the two plans separately and therefore a

revised LDS was adopted in January 2012. This revised LDS set out the Council's intention to include any policies and proposals for Gypsy and Travellers within the **South Cambridgeshire Local Plan**.

**b. Monitoring the Local Development Framework policies and Sustainability Appraisal objectives**

- 1.7. The Annual Monitoring Report (AMR) includes over 90 core and local output indicators to measure the performance of the Council's adopted planning policies, and almost 50 significant effect indicators to measure change in the district against the objectives set out in the Council's Sustainability Appraisal Scoping Report (January 2006) and to look at the wider effects of the Local Development Framework (LDF) on the district.

**Housing**

- 1.8. **Housing completions and housing supply:** The development strategy for South Cambridgeshire is one of supporting the economic success of the Cambridge area through continued jobs growth, with housing provision at a level, and of a quality, to allow for the economic prospects to be met. To reduce the amount of commuting in the longer term, the aim is also to achieve a better balance between jobs and homes in and close to Cambridge.
- 1.9. In the last monitoring year, 696 net additional dwellings were completed in South Cambridgeshire; this is 4 dwellings more than the number predicted in the housing trajectory included in the Annual Monitoring Report 2010-2011 and is an increase in the number of net additional dwellings completed compared to the previous 3 years (610, 595 and 655 dwellings). It continues a pattern of housebuilders and landowners predicting with some accuracy the number of completions which will be achieved albeit not necessarily from the sites they anticipated. Completions at Cambourne and Orchard Park have fallen in the last year compared to the previous year, but this shortfall has been balanced by an uplift of housing completions on historic rural allocations at Longstanton, Papworth Everard, Girton and Waterbeach, and on rural exceptions sites.
- 1.10. The Council has made provision for a significant supply of housing land: extant planning permissions could provide 3,070 dwellings (as at March 2012); sites where the Council has resolved to grant planning permission could provide a further 221 dwellings; and sites allocated for housing will provide another 13,782 dwellings. Together, land is identified in plans and planning permissions for a total of 17,073 dwellings.
- 1.11. The monitoring period for the AMR precedes the National Planning Policy Framework and so the Planning Policy Statements were still in force. Government policy in **PPS3: Housing** and the **National Planning Policy Statement** for 2011-2012 was that Councils should have a rolling five-year supply of housing land. Despite having sufficient deliverable land supply to provide 4,531 new homes over the next 5 years, the Council has a shortfall in five-year housing land supply against the Core Strategy



target to 2016 (2.3 years supply), primarily because we are now close to the end of the plan period of 2016 which compounds the impact of the shortfall. However, against the 'Medium' target option for the new **Local Plan**, the Council has 4.1 years of housing land supply, based on existing housing allocations and planning permissions. Additional housing allocations will be identified during the plan making process to ensure that the Local Plan meets the chosen target.

- 1.12. **Gypsy & Traveller pitches:** 11 new permanent Gypsy & Traveller pitches were completed in the last monitoring year and 1 new temporary Gypsy & Traveller pitch was granted planning permission. A further 24 permanent pitches were under construction at 31 March 2012 (and are now completed).
- 1.13. **Housing completions on previously developed land (PDL):** In the last monitoring year, 29% of dwellings completed were on PDL and the cumulative percentage is still below the target of at least 37% as required by **Core Strategy Policy ST/3**. It had been anticipated that the percentage would increase when the major developments at Northstowe and Cambridge East, which would involve the reuse of PDL, started delivering towards the end of the plan period, however, this is now unlikely to happen in the near future as progress on the major developments has been delayed. In the last monitoring year, completions at Cambourne, Orchard Park, historic rural allocations at Papworth Everard and Longstanton, and on affordable housing exception sites at Barrington, Hauxton and Willingham, have contributed to the significant proportion of completions on 'greenfield' sites.
- 1.14. **Housing density:** Over the last 13 years, the average net density of dwellings completed on sites of 9 or more dwellings has fluctuated, although there is a general upward trend. It is expected that the average net density of new housing developments will increase in future monitoring years as the major developments on the edge of Cambridge and Northstowe are implemented with higher housing densities reflecting their urban character. Orchard Park has achieved net densities of over 50 dph on a significant number of completed parcels. Over the last 13 years, the completed parcels at Cambourne have achieved an average net density of 30.0 dph. In general, lower densities have been achieved at Lower Cambourne (an early phase in the construction of the settlement), and higher densities have been achieved at Upper Cambourne (a more recent phase that is still being completed). Great Cambourne includes a mixture of densities, with higher densities achieved on parcels located in and around the village centre, where there is good access to services and facilities.
- 1.15. **Affordable housing:** The availability of housing that is affordable to local people is a major issue in the district, especially as median house prices in the district have risen from 4.9 times median earnings to 7.9 times median earnings in the last 12 years. In the last monitoring year, 192 new affordable dwellings were completed; this amounts to 25% of all new dwellings completed. This is a fall compared to the high of 41% achieved in 2009-2010 and is a reflection of the changing housing market conditions and availability of funding for affordable housing developments.
- 1.16. In the last monitoring year social rented affordable housing has been the majority tenure of affordable dwellings completed, although on individual schemes the mix of

affordable tenures is determined by local circumstances. Affordable housing exception sites provided 90 new affordable dwellings in the last monitoring year to meet identified local need in Barrington, Hauxton, Landbeach, Whaddon and Willingham.

- 1.17. In the last two monitoring years, 40% of dwellings permitted on sites of two or more dwellings, where **Development Control Policy HG/3** was applicable, were affordable. This meets the target of 40% set by the policy. The affordable dwellings secured were a mixture of onsite provision and financial contributions that have been converted into notional units that will be provided offsite.
- 1.18. **Housing development by settlement category:** The development strategy for the district was changed by the adoption of the Core Strategy, which focuses the development proposed in a few major developments on the edge of Cambridge and the new town of Northstowe, and provided for more development within the village frameworks of the largest villages. Between 2006 and 2011, this change in development strategy could be seen to be gradually taking effect with an increase in the proportion of completions on the edge of Cambridge and at the Rural Centres, which includes the new settlement of Cambourne, and a decrease in the proportion of completions in the smaller and less sustainable villages. This trend has not continued in the last monitoring year, due to the completion of 76 close care flats at Girton and the completion of the first 62 dwellings on phase 3 of a large development at Longstanton which delivered a bypass for the village. Completions at Orchard Park and Cambourne have also fallen compared to previous years.
- 1.19. **Housing quality:** All new development has an impact on its surroundings and the predominantly rural character of the district makes it particularly important that new development is sensitively located and designed to a high quality. The Council has assessed 42 developments completed in the last three monitoring years against the original Building for Life standard. Of the 18 schemes that were completed in the last monitoring year, three developments have achieved 'Gold' standard by scoring well on a variety of aspects, including their design, character and layout, and integration of public spaces, pedestrian routes and car parking. Five have been assessed at a 'Silver' standard. Nine schemes have been assessed as 'Average' tending to score weakly on aspects such as their character and treatment of streets and parking. One scheme has been reported as 'Poor' due to low levels of connectivity, character, and design. All 42 developments have performed poorly in the use of advanced construction techniques and technologies and environmental performance, and many did not do well in terms of their future adaptability.
- 1.20. The Building for Life scheme is a useful tool for gaining an indication of the quality of new developments. However, it has certain limitations that may not give a true impression of the quality of a scheme. The scoring system is not a sophisticated tool and can potentially score schemes down where evidence is not available at the time of assessment. In the case of a number of the schemes scoring as 'Average' this monitoring year, there has not been documentary evidence available to demonstrate a positive performance against a criteria and therefore they have been scored down. However, the Council is not complacent about development quality and is taking measures to improve performance.