



Appendix G

South Cambridgeshire Local Development Framework Submission Draft

Site Specific Policies Development Plan Document

Special Council 15 November 2005

CONTENTS – to be updated for submission.

INDEX OF POLICIES – to be updated for submission

GLOSSARY OF TERMS – to be updated for submission

**INTRODUCTION TO THE SOUTH CAMBRIDGESHIRE LDF
- to be updated for submission based upon introduction to
the Core Strategy DPD**

11. SITE SPECIFIC POLICIES

HOUSING ALLOCATIONS

POLICY SP/1 Housing Allocations in Rural Areas

The following sites are allocated for residential development. Development briefs will be required for all sites prior to a planning application.

Site Address	Site Size (hectares)	Notional Allocation	Sites with Planning permission – unimplemented at March 2004/2005	Notional Density (Based on Urban Capacity Study 2005)
Rural Centres				
1. Impington: N of Impington Lane (residue)	1.42 ha.	57		40
2. Sawston: Land at Portobello Road	0.96 ha.	38		40
Minor Rural Centres				
3. Melbourn: Dolphin Lane	0.99 ha.	5		Notional allocation of 5 dwellings in order to secure the allocation of Public Open Space.
42. Waterbeach: N of Bannold Road	2.4 ha.	85		Notional allocation of 85 dwellings as this was shown in the illustrative scheme submitted to Local Plan 2004 Inquiry.
5. Willingham: S of Berrycroft and East of Balland Field	1.03 ha.		31	-
6. Willingham: Land W of High St / N of Over Road	4.82 ha.	72	80	30
Group Villages				
7. Bassingbourn: N of High Street (residue)	0.60 ha.	18		30

Site Address	Site Size (hectares)	Notional Allocation	Sites with Planning permission – unimplemented at March 2004 2005	Notional Density (Based on Urban Capacity Study 2005)
8. Highfields Caldecote (residue)	4.4 ha.	76	49	30
9. Comberton: E of Swaynes Lane	1.21 ha.		25	-
10. Fowlmere: E of Long Lane	0.90 ha.		16	-
11. Girton: N of Thornton Rd	9.45 ha.		277	-
12. Guilden Morden: Land at Church Lane	0.59 ha.	18		30
13. Longstanton: N of Over Road	22.23 ha.		500	-
14. Meldreth: N of Chiswick End	0.95 ha.	29		30
15. Oakington: N of Coles Lane	1.20 ha.		39	-
16. Oakington: S of Water Lane	1.06 ha.	32		30
17. Over: N of Chapman Way (residue)	0.38 ha.		14	
18. Papworth Everard: E of Ermine St S	3.81 ha.		135	-
19. Papworth Everard: W of Ermine St N (residue)	0.38 ha.	11		30
203 Papworth Everard: W of Ermine St S	11.98 ha.	359 259		30 The site includes a net developable area of 10.36 hectares, and was allocated to provide 259 dwellings.
21. Steeple Morden: N of Ashwell Road	0.96 ha.		10	10 dwellings reflects detailed planning applications, following outline permission in order to take regard of site specific requirements.
Infill Villages				
224 Heathfield: West of	1.22 ha.	375 8		30 Permission for

Kingsway & Woburn Place				<u>58 dwellings granted September 2005.</u>
TOTAL		<u>837459</u>	<u>1,179</u>	

~~3. Melbourn, Dolphin Lane: A small residential development of 5 houses on an area of 1.1 hectares near Dolphin Lane, with no occupation of any allocated dwellings prior to adequate secure arrangements for provision and maintenance of an area of 5.5 hectares of riverside public open space. The proposed riverside open space is marked on the map as a special policy area.~~

42. Waterbeach, Bannold Road: Gross area of the site 4.23 hectares, with 2.4 hectares allocated for residential development, and the remaining area utilised for open space and landscaping.

~~11. Girton, North of Thornton Road: Allocated for a mixed development of residential, open space and community facilities.~~

~~13. Longstanton, North of Over Road: Development of this site will be dependent upon:~~

~~a. The provision of a development related bypass secured through a legal agreement. The agreement shall ensure that no more than 250 dwellings will be occupied before the bypass – including all necessary junctions and road links to the existing highway network is complete;~~

~~b. The provision of an extension to the recreation ground at occupation of the 100th dwelling, the provision of a village green at the occupation of the 130th dwelling and a central open space at the occupation of the 250th dwelling;~~

~~c. The provision of community facilities including land for a shop and surgery / health centre.~~

~~18, 19. Papworth Everard: Planning permission for the outstanding & 20. areas will not be granted until appropriate contributions towards the funding of the bypass have been secured.~~

~~21. Steeple Morden, Land at the Mill, Ashwell Road: Planning permission will only be granted for a scheme which:~~

~~a. Results in the relocation of the existing waste transfer station;~~

~~b. Is accompanied by measures to ensure that full internal and external structural repair of the Grade II Listed smock mill is undertaken; and~~

~~c. Provides sufficient open space around the mill to permit a reasonable appreciation of its original setting, including removal of the present brick wall partly surrounding the building.~~

~~Reinforcement of the boundary hedge along the western boundary of the site will also be required.~~

3. Papworth Everard: West of Ermine Street South: Outline planning permission was granted in September 2005 based on the Local Plan 2004. It is included in the LDF due to gaining permission after March 2005, to ensure the housing land supply it creates is acknowledged. The site includes a net developable area of 10.36 hectares, and was allocated to provide 259 dwellings. It forms the last of four quadrants of development, envisaged to provide a better balance to the population structure, reducing the proportion of elderly and people with disabilities. The level of development was also envisaged to provide a bypass for the A1198. This is due to commence construction in 2006.

22.4. Heathfield, West of Kingsway and Woburn Place: Development will include contributions to improve community sustainability. Community improvements will take priority over securing affordable housing. Planning permission was granted in September 2005 for 58 dwellings. It is included in the LDF due to gaining permission after March 2005, to ensure the housing land supply it creates is acknowledged.

11.1 A small number of outstanding village housing allocations from Local Plan 2004 are carried forward into the Local Development Framework. These allocations were tested through the Local Plan in the context of the sustainability criteria in PPG3 ~~and are anticipated to come forward for development by 2006.~~ This interim housing supply is important in securing a continuous supply of land in the early part of the plan period, and to allow an adequate lead in period for the major strategic sites. Taking the new sequential approach to development will take time to deliver. Plan preparation can take at least 3 years and the pre-existing ~~housing, planning permissions and allocations will result in new development to ensure a continuous supply of construction during the period to 2006.~~ Although two of the sites are in group villages, they have the benefit of planning permission, gained after the end of March 2005 monitoring date. In order that their contribution towards housing numbers is acknowledged, they are retained as allocations.

SP/2 Bayer Cropscience, Hauxton

Land at Bayer CropScience Plc, Hauxton, is allocated for a sustainable mixed use development. Development of the 8.7 hectare site will comprise an even balance between jobs in B1 employment development, and numbers of dwellings, as well as open space and community facilities.

The development will include:

1. The creation of riverside informal open space linking between the proposed Trumpington Meadows Country Park and Hauxton village, retaining appropriate existing features of ecological interest, and creation of new features that will enhance the site.
2. Establishing pedestrian and cycle links to the Trumpington West Development, and to the Trumpington Park & Ride.
3. Establishing pedestrian and cycle links to the village of Hauxton.
4. Contributions to improved public transport provision along the A10 corridor.
5. Finding uses for the Listed Buildings on the site at the Hauxton Mill complex.
6. The remediation of all land contaminated by the former industrial processes.
7. Redevelopment will secure a reduced visual impact of the site on the openness of the Cambridge Green Belt.

A masterplan will be required for the site.

11.2 The Bayer Cropscience site near Hauxton offers a specific opportunity where a brownfield site is to come available for redevelopment, located near to the edge of Cambridge. The site comprises an intensively developed industrial site, including manufacturing and warehousing. Appropriate redevelopment will comprise a mix of uses, to maximise sustainability. It is anticipated that it will provide around 250 dwellings. It will enable visual improvement of this prominent site, improving a major approach into Cambridge. It will need to be sensitively designed to take account of its position surrounded by the Green Belt. It is capable of being developed with good links to the Trumpington West development, and Trumpington Park & Ride, as well as the village of Hauxton itself. The site also offers opportunities for improved access to the River Cam. Part of the site lies within the medium risk flood zone, and appropriate mitigation measures will

be required. Proposals for redevelopment of the recreation buildings and waste water treatment facility on the western side of the A10 will be considered in the context of proposals for appropriate development within the green belt.

POLICY SP/x North West Cambridge: Huntingdon Road to Histon Road - Countryside Recreation, Access and Landscape Improvements

- 1. The countryside bounded by the City edge, A14 and Girton village will be subject to landscape enhancement, habitat creation and provision for recreation adjoining development within Cambridge City between Huntingdon Road and Histon Road.**
- 2. Planning permission for development within Cambridge City between Huntingdon Road and Histon Road will include a planning obligation requirement for contributions to the implementation of a Countryside Enhancement Strategy comprising an integrated landscape, biodiversity, recreation and public access enhancement strategy, which will complement the existing landscape character of the area and protect and enhance the setting of Cambridge and the countryside edge of Girton village.**

x.x The Cambridge Local Plan allocates land released from the Green Belt for a new housing-led mixed-use development between Huntingdon Road and Histon Road. No change to the Green Belt boundary is proposed within South Cambridgeshire. The revised Green Belt boundary will ensure that the expanded City does not coalesce with Girton or Histon villages and that the quality of the setting of Cambridge is maintained.

x.x This rural area provides an opportunity for improved countryside access and informal recreation to serve both the development proposed in the City and existing development in this sector of Cambridge. There should also be associated landscape and biodiversity enhancements in the area as far north as the A14 trunk road to help enhance the quality of the setting of Cambridge.

x.x Any urban related open uses, such as playing fields, should be carefully located to ensure they do not reduce the effectiveness of the separation in visual terms between these two settlements and therefore should be located away from the area between the new edge of Cambridge and Girton village.

CAMBRIDGE NORTHERN FRINGE

POLICY SP/2 Cambridge Northern Fringe West

Land bounded by the A14, Histon Road, Kings Hedges Road and the former Cambridge-St Ives railway line is allocated for a sustainable housing-led mixed-use development providing a minimum of 900

dwelling, a public transport interchange on the proposed rapid transit system along the former railway line, up to 18,000m² B1 development, car showrooms, a primary school, a local centre, public open space, and the preservation or enhancement of the Arbury Camp site of archaeological interest (if preservation in situ is found to be essential).

Development will take place in accordance with a Master **Plan** for the whole of the site including the land within the City Council boundary. The Master **Plan** shall provide for:

1. **Maximum penetration and service of the site by public transport, including the extension of existing bus routes and full utilisation of the potential of direct connection to any future public transport route along the former railway line;**
2. **The creation of strong internal cycle and footpath links between component parts of the development and the retention and strengthening of such links to neighbouring parts of the urban area and to the rural area to the north of the A14;**
3. **Adequate attenuation measures in relation to noise and emissions generated by traffic on the A14, including the adoption of an appropriate layout and disposition of uses;**
4. **The retention of an attractive urban edge to Cambridge through the use of high standards of design and landscaping and the creation of gateway features;**
5. **The retention of appropriate existing features of ecological interest and the creation of new features which will enhance the interest of the site.**

11.2 This site offers a major opportunity for a sustainable housing-led mixed-use urban extension to Cambridge. Housing provision on this site will contribute towards the edge of Cambridge element of housing land supply. The site was originally allocated in the Local Plan 2004. There is a reasonable prospect that development of the site will be well advanced by 2006, but may go beyond, thus requiring a policy context in the Local Development Framework.

11.3 Development of SP/2 Cambridge Northern Fringe West will have to be in accordance with a Master **Plan** for the whole of the site including the small area within the City boundary. The policy above provides the framework within which the development brief must be prepared.

11.4 The presence of the A14 has a heavy influence on the site. The CHUMMS preferred strategy proposes future widening of the route to

provide dual 3-lane carriageways but this can be accommodated without compromising the strategy in policy SP/3. This road widening is likely to include noise reduction measures such as a quiet road surface but other mitigation measures will still be necessary to ensure that traffic noise and vehicle emissions are reduced to acceptable levels. It will be particularly important to keep a balance between the provision of effective mitigation measures (such as noise barriers and / or buildings designed or orientated to screen noise) and the creation of an attractive urban edge alongside the widened road. B1 buildings, among others, may be used for this purpose.

- 11.5 Arbury Camp (an Iron Age enclosure which was re-occupied during the Roman period, when the main Roman settlement was located to the north of Arbury Camp) lies within the site but below ground level. If in-situ preservation of the enclosure proves to be essential, its site may be used to satisfy part of the open space requirements of the new development insofar as such use is compatible with preservation of the enclosure. Consideration may be given to off-site provision of the active recreational needs of new residents in consultation with Impington Parish Council as the managing agency.

CAMBRIDGE NORTHERN FRINGE EAST (CHESTERTON SIDINGS)

POLICY SP/3 Chesterton Sidings

Land at Chesterton Sidings is allocated for a sustainable mixed-use development, as part of a distinctive new urban neighbourhood for Cambridge covering the whole of the cross-boundary area. A Master Plan will required, which must demonstrate how the Sidings can be developed as both a standalone development and one which can be integrated into the development of this wider area.

A major element of the Master Plan will be a multi-modal interchange including a new railway station on the Cambridge-Ely line, fully exploiting the potential of direct connection to any future public transport route along the former St Ives railway line, extending existing bus routes, creating on-site and off-site cycle and footpath links in as many different directions as possible, and providing convenient interchange between modes. The Masterplan should also consider ways in which SP/3 Cambridge Northern Fringe East can be linked in overall transport terms with existing and future areas of development areas in and around Cambridge.

The remaining area of the sidings will be used primarily for residential development, with supporting community uses and open space. Care must be taken to ensure that the Cambridge-Ely railway line is not a barrier to movement in an easterly direction. Investigation

should therefore be made of the benefits, feasibility and environmental impact of providing a connection(s) to the Cam towpath. The possibility should also be explored of meeting some of the development's open space needs on land within the river valley at Chesterton Fen.

An area of Jersey Cudweed is found at Chesterton Sidings. This is a protected species under Schedule 8 of the Wildlife and Countryside Act. The Masterplan will need to incorporate measures for protecting this species.

- 11.6 The large area of land straddling the City and District boundaries at Cambridge Northern Fringe East (comprising Chesterton Sidings, Cambridge Sewage Treatment Works and the Cowley Road Golf Driving Range) offers a major, almost entirely brownfield, development opportunity.
- 11.7 The Chesterton Sidings site lies within South Cambridgeshire. It is likely a major part of this will be needed for a multi-modal interchange. This will transform the area's accessibility, turning it into a major public transport hub within the City and Sub-Region. A major element of residential development will need to be included within the Masterplan, with the emphasis very much on higher densities and smaller units of lower cost accommodation.
- 11.8 The relocation of the sewage works is desirable, but is not essential for development of the parts of the site in South Cambridgeshire.

EMPLOYMENT ALLOCATIONS

POLICY SP/4 Allocations for Class B1 Employment Uses

The following sites are allocated for employment development for uses within Class B1 of the Town and Country Planning (Use Classes Amendment) Order 2005 (Offices; Research and Development; and Light Industry):

Site	Total Site Size	Area with Planning Permission Unimplemented at March 2004	Residue of Allocation at March 2004
1. Longstanton: N of Hattons Road up to the proposed bypass	4.8 3.0 ha.	4.8 3.0 ha.	-
2. Pampisford: West of	2.3 ha.	0.9 ha.	1.35 ha.

Eastern Counties Leather, London Road			
3. <u>The former Bayer CropScience site at Hauxton as part of a mixed-use redevelopment.</u>	<u>Total Site Size to be specified following the preparation of a master plan or development brief.</u>		

1. Longstanton, Hattons Road: Site is allocated for **12,500 sq.m of gross internal floor area of** Research & Development use. **The development will need to be of a low density and well-landscaped nature because of its location. Development shall not exceed 12,500 m² of gross internal floor area.** Development of the site will be dependent upon the provision of a development related bypass secured through a legal agreement. The agreement ensures that no floor area will be occupied before the bypass, including all necessary junctions and road links to the existing road network are complete.

POLICY SP/5 Allocations for Class B1 and B2 Employment Uses

The following sites are allocated for employment development for uses within Classes B1, ~~and B2~~ **and B8** of the Town and Country (Uses Classes Amendment) Order 2005 (Offices; Research and Development; Light Industry, ~~and~~ **General Industry and Storage uses**):

Site	Total Site Size	Area with Planning Permission Unimplemented at March 2004	Residue of Allocation at March 2004
1. Gamlingay: South of Station Road	3.9 ha.	3.9 ha.	-
2. Over: Norman Way (residue)	1.09 ha.	1.09 ha.	-
3. Papworth Everard: Ermine Street South	6.55 ha.	-	6.55 ha.

1. Over, Norman Way: No additional access will be allowed from Longstanton Road, and development of the site will therefore be dependent on an extension to the existing service road being achieved.

2. A landscape and screening buffer between the commercial use and residential development will be required. Also a 10 metre wide strip of landscaping will need to be carried out round the southern and eastern boundaries in advance of the development.

11.9 A number of employment allocations have been established through previous local plans. They offer opportunities to provide local employment opportunities, contributing to reducing commuting into Cambridge and making areas of the District less dormitory. Where there is a realistic prospect of their coming forward they are rolled forward in the Local Development Framework to complete the Local Plan 2004 employment strategy.

COMMUNITY FACILITIES

POLICY SP/6 West of St. Mary's Church, Gamlingay

A site of 1 hectare West of St. Mary's Church, Gamlingay is allocated ~~to provide a site for an additional~~ for use as a graveyard. Planning permission will be subject to landscaping conditions ensuring that the use of the land does not have an adverse impact on nearby listed buildings.

11.10 A need for additional land has been identified through public participation. The site offers an appropriate location for the facility, close to the church and existing graveyard. There are known archaeological remains on the site, which will require investigation and preservation in accordance with archaeology policies in the plan.

POLICY SP/7 Allocations for Open Space

The following sites are allocated as extension to Recreation Grounds:

1. Site east of recreation ground, Over 2.19 ha.
2. East of Bar Lane, Stapleford and west of the access road to Green Hedge Farm 1.42 ha.
3. Site north of Hatton's Road, Longstanton 1.93 ha.
4. Site north of recreation ground, Swavesey 2.16 ha.

**5. West of Recreation Ground, New Road, Impington 5.7ha.
(development must provide appropriate protection for the
Memorial Stone).**

The following site is allocated for an extension to the School Playing Field:

- a. Site at Primary School, Long Furlong, Over 0.56 ha.

The following areas of land are allocated for recreation use:

- x. East of Mill Lane, Histon.**
- x. "Chivers Barrell Field" (Manor Park), Histon.**
- x. Land at Barrowcroft (Gunns Lane), Histon**

- 11.11 These sites were allocated in the Local Plan 2004. The Recreation Study 2004 indicates that the villages are below the Council's minimum standard for open space, and need exists for additional facilities. Their continued allocation to meet this shortfall is therefore justified. In addition, the Primary School at Over occupies a cramped site without playing fields, and the allocation offers the opportunity to remodel the site.

~~CHARACTER OF VILLAGE CENTRES~~

~~POLICY SP/8 Character of Village Centres~~

~~In the following areas, change of use, conversion, or redevelopment for additional shopping or commercial development will only be permitted if the proposal would not result in the further loss of residential character in the centre of the village, or in the expansion of commercial uses into adjacent areas where the existing character is residential:~~

- ~~1. Great Shelford, area of High Street and Woollards Lane.~~**
- ~~2. Histon, High Street and School Hill.~~**

- ~~11.12 These village centres have a number of shops with associated uses and offices, which can cause problems of car parking and congestion. In these particular areas the Council will endeavour to preserve the existing character, which is a mixture of commercial and residential uses.~~

LINTON SPECIAL POLICY AREA

POLICY SP/9 Linton Special Policy Area

South of the A1307 bypass at Linton in the area defined on the Proposals Map, further residential development will not be permitted other than improvements to existing properties.

- 11.13 The southern part of the village, severed by the A1307 by-pass, is characterised by three distinct uses; employment, a sensitive residential area much of which lies within the Conservation Area, and the site of Linton Zoo. It is isolated from the main village, and further residential development is not appropriate.

FORMER LAND SETTLEMENT ASSOCIATION ESTATES

POLICY SP/10 Former Land Settlement Association Estates

Within the former Land Settlement Association Sites at ~~Great Abington and Fen Drayton~~, as defined on the Proposals Map, where it can be demonstrated that buildings are no longer needed for agricultural purposes, planning permission for change of use or redevelopment of existing buildings will be permitted for on site experimental or other ground-breaking forms of sustainable living provided that development would not occupy a larger footprint than existing buildings. planning permission will not be granted for housing or commercial development unless it is directly related to the effective operation of local agriculture, horticulture, forestry or other uses appropriate to a rural area.

- 11.14 ~~This policy clarifies that the Former LSA estates will be subject to the countryside policies of the Local Development Framework, despite the fact that the linear pattern of development along the estate roads gives the impression of a density not normally associated with a rural area. Whilst a number of dwellings and commercial uses in these areas are not related to countryside uses, the District Council will resist continuation of this trend. This policy will be reviewed for the Fen Drayton LSA regarding re-use the area as a test-bed for future patterns of sustainable living, as recommended by the Inspector at the Inquiry into the Local Plan 2004. The Land Settlement Association's activities at Fen Drayton are an earlier example of an attempt to achieve a more sustainable form of living but with the passage of time this has not proved to be an enduring model. The current legacy of the experiment is a network of small land holdings, a wide variety of land uses including some disuse, and a patchwork of buildings of variable quality. It is difficult to see how this area can be returned to a~~

pattern of land use or a landscape character in any way akin to the surrounding fenland countryside. In view of the area's history and its current appearance, form and character this policy will allow it to evolve as a positive experimental test-bed for new forms of sustainable living. A requirement of sustainable living at Fen Drayton will be a development which is carbon neutral. Prospective developers will be required to submit a 'carbon neutral energy statement' with their planning applications which will demonstrate how the construction and use of the development will ensure that its occupants will not cause any net increase in carbon emissions when compared to a greenfield site. Required measures will include: ensuring the development is highly energy efficiency in terms of design, construction and subsequent use; utilises locally generated renewable energy; has high levels of recycling and has a long-term goal of ensuring no waste is sent to landfill by providing facilities to recycle, compost and convert waste to energy; introduces measures to restrict car use and promote sustainable forms of travel and commuting.

PAPWORTH EVERARD VILLAGE DEVELOPMENT

POLICY SP/11 Papworth Everard Village Development

Exceptionally, if the re-use or redevelopment of the Papworth Hospital or the area to be known as Papworth Everard West Central is required, development above the scale permitted in a Group Village will be permitted.

Site 1 – Papworth Hospital Site

Redevelopment will provide a mixed-use scheme, based primarily on employment, but potentially incorporating housing development. It could also continue to incorporate health services.

Any scheme for redevelopment must:

- 1. Maintain the vitality and viability of Papworth Everard village centre;**
- 2. Maintain the housing and employment balance of the village;**
- 3. Maintain the setting of Papworth Hall;**
- 4. Preserve buildings on the site that contribute to the setting of the village and the history of the site.**

Site 2 – Papworth Everard West Central

~~Redevelopment will provide a mixed-use development, primarily based on housing, but incorporating some employment and community uses.~~

Redevelopment will be based on a mixed-use development aimed at the continued invigoration of the village centre with community uses, employment and housing development.

Any scheme for redevelopment must:

- a. Be well related to, and respect the character of, Papworth Everard village centre;
- b. Integrate with the housing allocation to the south.

Further guidance will be detailed in a Supplementary Planning Document.

- 11.15 Whilst it remains the Council's preference for the Cardio Thoracic Unit to remain in Papworth Everard, a policy is required to deal with the eventuality that it is moved to the Addenbrooke's Hospital site.
- 11.16 Papworth Everard is a Group Village, but the unique nature of the hospital site warrants a unique policy response. A mixed-use site, predominantly based on employment, but incorporating some housing, is the most appropriate alternative, in order to maintain the vitality of the village centre, and maintain the housing and employment balance of the village. This may also continue to include health services.
- 11.17 ~~An additional site, known as Papworth Everard West Central, may also provide opportunities for redevelopment of previously developed land. The site currently includes mainly accommodation relating to the hospital, and any redevelopment would be primarily based on residential development.~~ Further redevelopment at what has become known as Papworth West Central Area which may also provide opportunities for redevelopment of previously developed land. The area comprises two churches which are approaching the end of their structural life, office and commercial accommodation, and residential property that includes sheltered housing for the disabled and two nurses homes. Located at the heart of the expanded village any redevelopment will be based on a mixed-use development aimed at the continued invigoration of the village centre with community uses, employment and housing development.
- 11.18 A Development Brief would be required for the site, and be subject to full public participation.

DUXFORD

POLICY SP/12 Duxford Imperial War Museum

The Imperial War Museum site at Duxford Airfield will be treated as a special case as a major tourist / recreation facility. Proposals will be considered with regard to the particular needs and opportunities of the site, other policies in the plan, and the following specific criteria:

1. Any proposal must be associated with the continued use of the site as a museum of aviation and twentieth century conflict;
2. The District Council will require additional details concerning the scale, form and design to accompany any outline application;
3. Details of projected increases in aircraft noise will be required with all proposals which would lead to increased flying activity.

- 11.19 The Imperial War Museum is a major tourist attraction based upon a long established airfield. Given its national significance, the District Council will give it special consideration within the context of protecting the quality of the surrounding landscape in this sensitive site on the edge of the Cambridge Green Belt.

ROADS

POLICY SP/13 New Road Infrastructure

Land will be safeguarded for the provision of:

1. A bypass for Papworth Everard;
- ~~2. The replacement of Foxton level crossing with a bridge;~~
- ~~3.2. A bypass for Longstanton.~~

The Council will use its powers under Section ~~410~~6 to secure financial contributions at an appropriate level towards their development.

- 11.20 Policy P8/10 of the Cambridgeshire Structure Plan and the Local Transport Plan identifies a number of transport investment priorities for local and trunk roads. For South Cambridgeshire this includes a bypass for Papworth Everard (A1198), ~~and replacement of Foxton level crossing with a bridge (A10).~~

- 11.21 The construction of the Longstanton bypass is dependent upon developer contributions. The details of the bypass, its alignment and land-take are set out in a Masterplan which was submitted to the District Council in conjunction with the outline planning application for the Home Farm Development.

RAPID TRANSIT

POLICY SP/14 Rapid Transit

Land is safeguarded for a proposed Rapid Transit System (RTS).

Land, including the Cambridge to St Ives railway track-bed, is safeguarded for the development of a RTS. Additional land is also safeguarded for associated infrastructure, including a new Park and Ride site in the vicinity of the new town of Northstowe and other infrastructure such as RTS stops and improved visibility splays at crossings.

The Council will use its powers under ~~S46-S106~~ to secure financial contributions at an appropriate level towards the development of relevant parts of the RTS.

- 11.22 Structure Plan Policy P8/10 and the Local Transport Plan propose the re-use of the Cambridge-St Ives line as part of a guided bus Rapid Transit System (RTS) linking Trumpington to Addenbrooke's, Cambridge City Centre, Chesterton Interchange, Histon, Oakington, the new town of Northstowe, Swavesey and St Ives, with on-road links to Godmanchester and Huntingdon. An RTS of this kind would be a key element in planning for sustainable growth in the Cambridge Sub-Region.
- 11.23 A Supplementary Planning Document will be prepared to assist in the calculation of contributions, having regard to the nature and scale of the development, its location and the level of associated transport demands.

RAIL

POLICY SP/15 Rail Infrastructure

Land at Chesterton Sidings is safeguarded for the development of a railway station and interchange facility.

The Council will use its powers under Section ~~46-106~~ of the Planning and Compulsory Purchase Act 2004-Town and Country Planning Act 1990

to secure financial contributions at an appropriate level towards the development of the railway station and interchange facility.

- 11.24 Structure Plan Policy P8/10 and the Local Transport Plan propose the development of a rail station and interchange facility at Chesterton Sidings to provide a high quality interchange between all modes, including Rapid Transit. This forms part of a wider redevelopment area with land in Cambridge City.

POLICY SP/16 Rail Freight

Existing rail freight facilities and sidings at Chesterton Junction, Foxton, Duxford, Fulbourn and Whittlesford will be safeguarded.

- 11.25 Rail has an important role in the movement of freight. There is a general acceptance that the transfer of freight from road to rail will provide significant environmental improvement and will help to develop sustainable distribution. Whilst only two of the rail freight sites in the District are in operation, the remaining three are maintained. As with bus services, new and upgraded existing facilities can help make the railway more attractive to potential users. It is therefore important to retain and safeguard existing rail freight facilities within the District.

CAMBRIDGE AIRPORT

- 11.26 The Structure Plan proposes redevelopment of Cambridge Airport for housing if the existing occupier, Marshall's, were to relocate. Until such development opportunities may arise, the following policy applies. Detailed proposals for this area are in Cambridge East Area Action Plan.

POLICY SP/17 Cambridge Airport Safety Zone

Within the Cambridge Airport Public Safety Zone identified on the Proposals Map, there is a general presumption against new development or changes of use except for a change of use which could not reasonably be expected to increase the numbers of people living, working or congregating on the land.

- 11.27 The Annex to Department for Transport (DfT) Circular 1/2002, Control of Development in Airport Public Safety Zones requires such zones to be safeguarded and identified in Development Plans. DfT has now advised that Public Safety Zones have been established for Cambridge Airport. One

of these falls within South Cambridgeshire. The Circular advises that within this Zone development should be restricted in order to minimise the number of people on the ground at risk of death or injury in the event of an aircraft crash on take-off or landing. There are safety benefits from preventing any new development or change of use which would result in a significant increase in the numbers of people within such zones except for uses such as long stay surface car parking, allotments and public open space which is of low intensity use.

CAMBOURNE

POLICY SP/18 Cambourne

Development of the remainder of Cambourne will be at residential densities required by Policy HG/1. Revision of the Approved Masterplan and Design Guide will be required to reflect higher densities. A Section 46-106 agreement will be required prior to the granting of planning permission to secure additional facilities and developer contributions required as a result of the development. Development will remain within the village framework.

- 11.28 A Masterplan and design guide for Cambourne were approved in 1996, setting out the guiding principles for development. The original outline planning permission for the village permitted 3,000 dwellings with a 10% reserve.
- 11.29 Changes to government policy, through PPG3, now require higher minimum densities from new development, in order to make more efficient use of land. This is reflected in Policy HG/1 of this plan the Development Control Policies DPD. This policy will apply to areas that have yet to gain reserved matters consent or full planning permission. Consequently, around 700 additional dwellings can be accommodated within the village framework. It is however not the role of the DPD to determine precisely the number of additional dwellings. Rather the masterplan exercise to be undertaken in response to Policy SP/18 and Policy HG/1 will determine the opportunity to increase housing provision. Additional infrastructure, services and facilities will also be required to meet the needs of the higher number of dwellings.

POLICY SP/19 Cambourne Approved Masterplan and Design Guide

Development at Cambourne will accord with the Approved Masterplan and Design Guide (and approved revisions thereof).

- 11.30 The guiding principles contained within the current Masterplan and Design Guide remain sound. It will be important to maintain these in future revisions of the Masterplan and Design Guide to ensure that the vision of Cambourne remains, namely a new settlement taking the form of three villages (Lower, Great and Upper Cambourne) separated by two green shallow valleys which remain largely open, with a settlement centre located in the middle, on a spine road which links all three villages. The objectives of the Masterplan to conserve village character, community, rural character, ecology and energy remain relevant. The Design Guide ensures a variety of design approaches throughout the settlement while advocating a vernacular or traditional approach for many of the public, residential and commercial buildings, achieving variety and character through changing scale, density, height, space, materials and architectural expression, with each of the of the three villages having an individual character.
- 11.31 The District Council has also approved a separate Highways Design Guide, and design briefs. Additional guidance has been and will continue to be prepared and agreed with the District Council covering matters including shop front design, materials, boundary treatment, tree protection measures, and play areas. These will be used to consider reserve matters of the outline planning permission. They are necessary to ensure achievement of variety and character in the three areas of the village.

Policy SP/20 Cambourne School Lane Special Policy Area

Residential development within the Cambourne School Lane Special Policy Area shall not exceed a density of 12 dwellings per hectare.

- 11.32 This site forms part of a green wedge between Great and Lower Cambourne, incorporating the Eco-Park to the north and the Country Park to the south. Development on the site must remain at very low density in order to maintain the separation and “three villages” character of Cambourne.

GREEN SEPARATION

POLICY SP/21 ~~Green Separation from Longstanton Conservation Areas and Green Separation at Longstanton~~

~~A minimum of 200m of Green Separation will be provided between the village frameworks of Longstanton and the built up area of Northstowe. Additional separation will be provided to protect Conservation Areas which extend beyond the village frameworks. The Green Separation will have a high degree of public access where appropriate to character and amenity, having particular regard to the character of Conservation Areas. It will not contain any urban uses such as playing fields, allotments or cemeteries to ensure effective~~

~~separation between these communities. The landscape character of a series of hedged paddocks and small copses will be maintained and enhanced adjoining St Michael's Mount.~~

Countryside within the 2 Conservation Areas at Longstanton St Michaels will be included in its entirety within the Green Separation between Longstanton and Northstowe. Public access to these areas of countryside will be controlled to protect the setting of the village. Urban uses, including open space uses such as playing fields, allotments or cemeteries will not be permitted. The open aspect of the fields affording views of All Saints Church will be maintained, elsewhere the landscape character of a series of hedged paddocks, small copses and tree belts will be maintained and enhanced.

- 11.33 Land within the Conservation Area at Long Lane, Longstanton St Michaels is included within the green separation between Longstanton and Northstowe. In order to provide an appropriate landscaped setting for the new town where it is closest to existing villages and to ensure the maintenance of the village character of Longstanton and Oakington as required by the Structure Plan, there will be suitably landscaped Green Separation between them which will continue to form part of the rural setting of these two villages.
- 11.34 The village character of Longstanton and Oakington and the individual landscape character in the areas adjoining them has been taken into account in determining the minimum extent and landscape treatment of the Green Separation'. An absolute minimum of 200m between the edge of the built up area of the town and the village frameworks of the two villages is required to allow for either woodland copses which are deep enough to close off views through an area, or a series of paddocks and tree lined hedgerows that provides sufficient depth to filter views. The Green Belt will be extended to cover these areas to provide the certainty that they will be kept free from development.
- 11.35 The predominant historic character of land adjoining Longstanton comprises a series of paddocks with hedgerows and small copses. This landscape character will be used as an appropriate treatment to enhance most of the landscape areas adjoining Longstanton, in particular the golf course and land adjoining Magdalene Close. The paddocks bounded by Mills Lane and St Michael's Lane already exhibit that character.
- 11.36 The Conservation Area at St Michael's includes fields and paddocks adjoining the village, and bounded by the tree lined bridleway of Long Lane which lies further than 200m from the village framework. Historically this is an important area and includes fields which still demonstrate remnants of the early ridge and furrow field system. Long Lane is a long established right of way and its sylvan character is a key part of the setting of Longstanton.

- 11.37 The Conservation Area also includes St Michael's Mount, a substantial property in its own landscaped grounds which although it lies immediately adjacent to the Village Framework is perceived locally as being an integral part of the villages. That part of the Green Separation which lies within Oakington Airfield at this point will be landscaped as a series of paddocks with hedgerows as is typical of much of the remaining setting of Longstanton St Michaels.
- 11.38 Toad Acres adjoins Long Lane and will therefore benefit from the proposed 50m strip supplemental planting to the north-east of this historic bridleway which will provide an adequate buffer from the new town.

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X. PHASING AND DELIVERY

OBJECTIVES

P/a To ensure appropriate mechanisms are in place to secure the efficient and timely delivery of the site specific policies.

P/b To consider the rate and timing of delivery of housing and associated development in the district.

DELIVERY MECHANISMS

- 3.1 The new plan making system has an increased emphasis on demonstrating how the policies of the plan will be delivered, particularly housing. The Site Specific Policies DPD has been prepared in consultation with stakeholders at three stages of consultation. The Council is also involved in the preparation of other key strategies and plans such as its Community Strategy and strategies being prepared by others such as the Cambridgeshire Long Term Transport Strategy and Local Transport Plan. Cambridgeshire Horizons is leading on a number of sub regional strategies in which the Council is involved, looking at issues such as formal sports, and green infrastructure.
- 3.2 Cambridgeshire Horizons key focus is on the delivery of the development strategy for the Cambridge area. As such, it is assisting the local authority with mechanisms to ensure prompt and efficient delivery of the major developments. There is a recognised urgency to ensure that plans are in place to increase the rate of housing development and in particular to bring forward the major developments to meet the needs of the Cambridge Area. Various partnership working arrangements have been in place for the major developments since around the time of the adoption of the Structure Plan for the majority of the major developments. These include Member Reference Groups, officer Steering Groups and topic groups to facilitate further partnership working with the main stakeholders on key issues such as community facilities and drainage. This approach will help the landowners/developers to develop the plans and strategies required by the various policies of the Local Development Framework, with full and early input from the local authorities and key stakeholders to seek to ensure they are capable of being approved and delivered.
- 3.3 Cambridgeshire Horizons will have a key role in helping to draw together the identified requirements of the major developments as work on planning applications progress and in facilitating discussions on planning obligation agreements. This independent input will assist partnership working between the local authority and the landowners/developers and ensure a realistic approach to negotiations.

PHASING OF HOUSING LAND

3.4 It is important to ensure that there is a continuous supply of housing land over the plan period. Policies in the Core Strategy address the issue of phasing. Developments on allocations carried forward from Local Plan 2004 and windfalls in the rural area should come forward at an early date to meet needs for the early part of the plan period. This interim housing supply is important in securing a continuous supply of land in the early part of the plan period, and to allow an adequate lead in period for the major strategic sites.

DELIVERING THE DEVELOPMENT STRATEGY

3.7 As part of the increased emphasis on demonstrating how the policies of plans will be delivered, particularly housing, Planning Policy Statement 12 requires that all plans involving housing include a housing trajectory. This attempts to estimate the start date for housing being delivered on the ground and the build rate per year to test how reasonable it is to rely on polices to deliver the identified housing requirement.

3.8 In the case of this plan, the 'saved' policies of the Cambridgeshire Structure Plan 2003 provide the detailed housing guidelines for South Cambridgeshire. The statutory requirement is for the district's plans to be in general conformity with RSS6 rather than the Structure Plan. Under the new plan making system it is the RSS and the district LDFs that form the development plan. In practice for South Cambridgeshire District Council, the Structure Plan is still a key material consideration for plan making. The policies of the Structure Plan are 'saved' under transitional arrangements and the plan is in general conformity with the current Regional Spatial Strategy in RSS6. Draft RSS14 broadly carries forward the approach of RSS6 and the Structure Plan as they apply to the Cambridge Sub Region. At the time of writing, there is no evidence that the draft RSS14 is proposing divergent emerging policies on the development strategy for the sub region relative to those set out in the current RSS and the 2003 Structure Plan. It is therefore entirely appropriate and consistent for the Core Strategy to meet the policy requirements of the Structure Plan, whilst being in general conformity with RSS6.

3.9 In preparing the housing trajectory for South Cambridgeshire, the Council has had regard to a number of factors:

- The anticipated date of adoption of the Site Specific Policies DPD, before which no planning permissions could be granted for development for new allocations

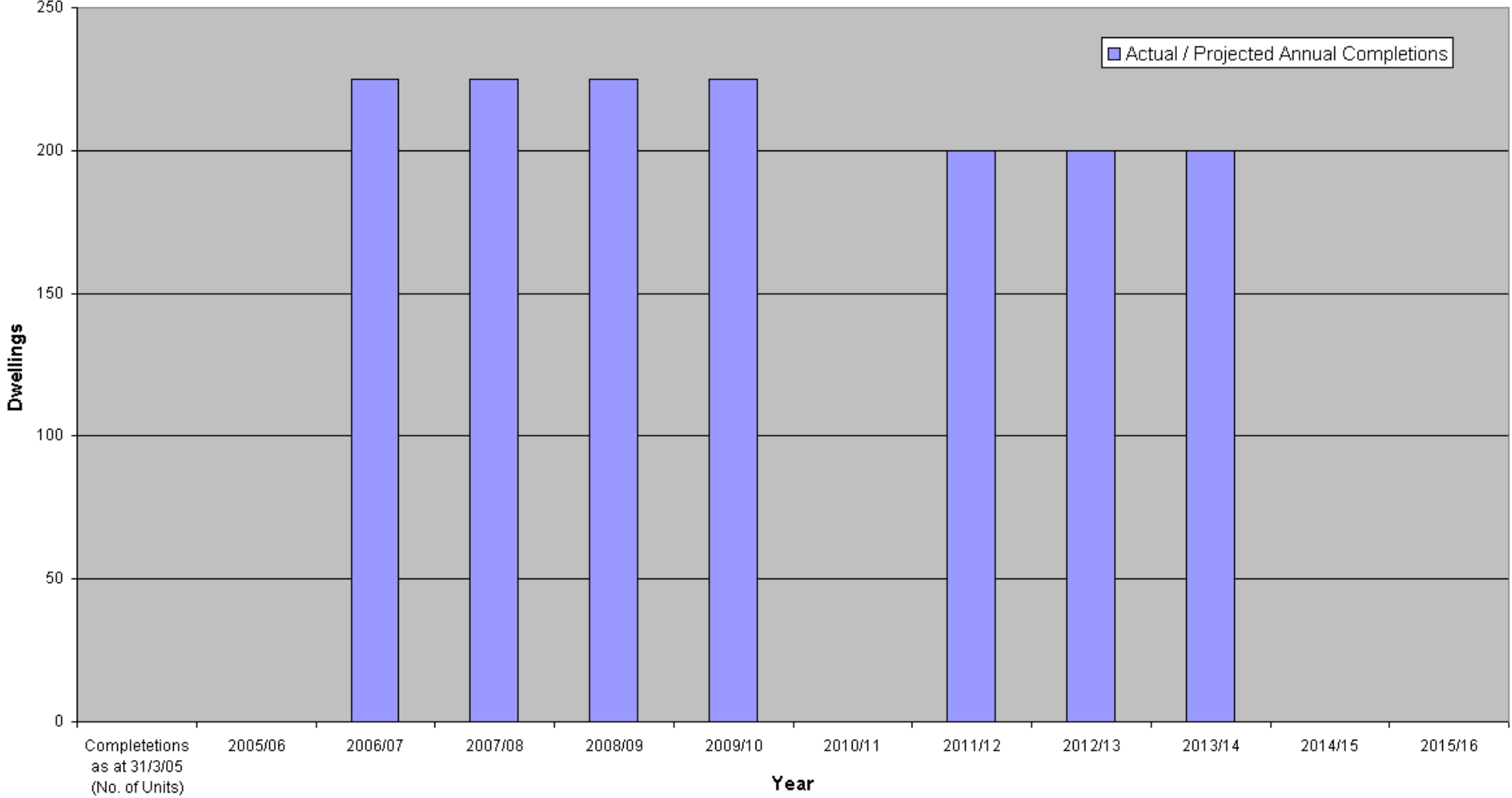
- Landowners stated intentions in terms of submitting planning applications
- Reasonable build rates for development, agreed with landowners / developers, based on current expectations of the housing market and the capacity and intensions of the house building industry.

3.10 However, all these assumptions must be heavily caveated that in the event of any changes, the housing trajectory will not reflect actual delivery. Many of these factors are beyond the control of the local planning authority or the development industry. The role of monitoring will be important in assessing the actual performance in terms of delivery of this and other parts of the development strategy. A monitoring strategy is set out in Chapter x.

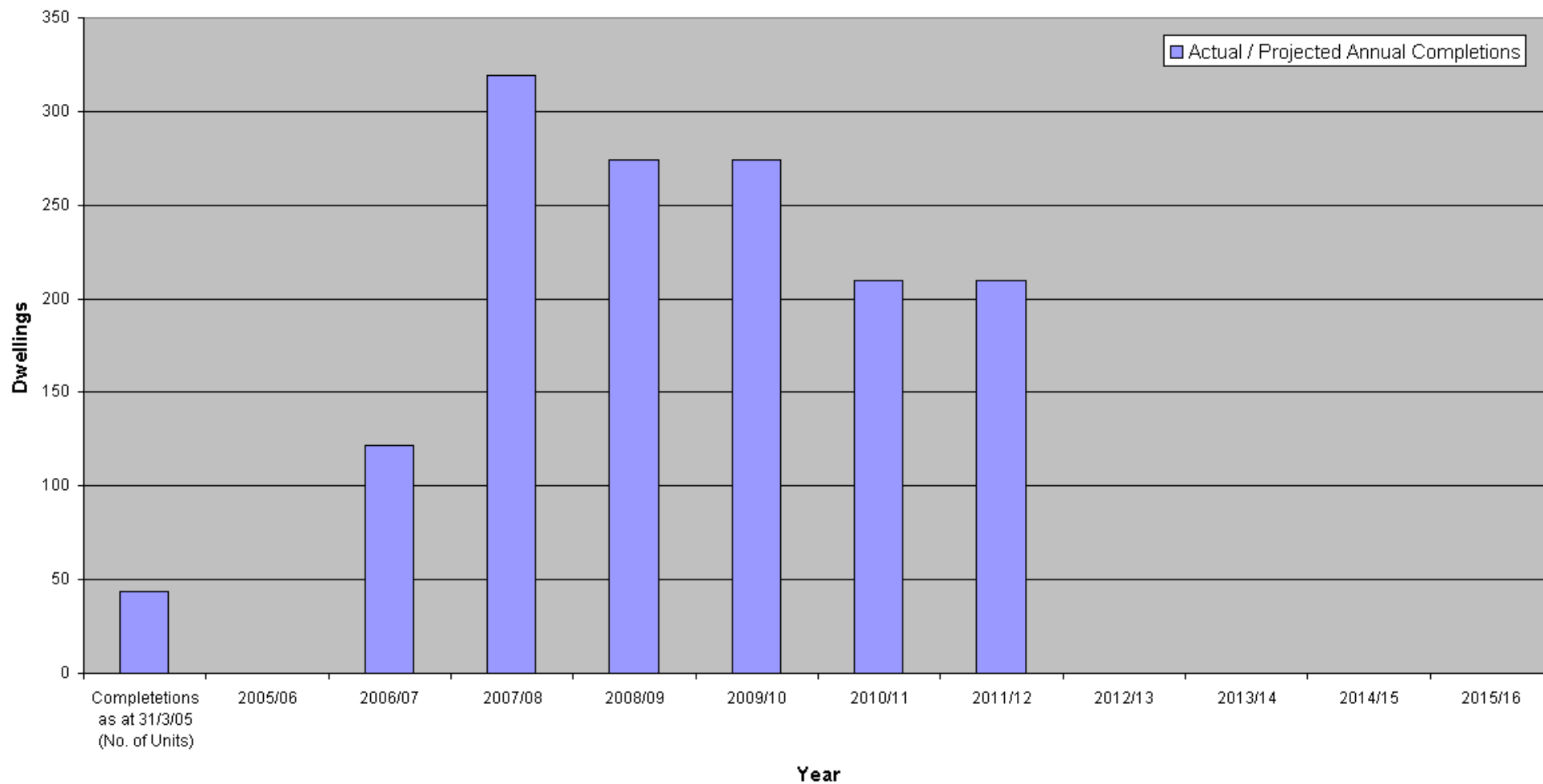
Housing Trajectory for South Cambridgeshire, Allocations: 1999-2016

Site Name / Address	Site Area (hectares)	Site in adopted Local Plan (A) or unadopted plan review (B) or not allocated (N)	Estimated Total Units to be Built 1999 - 2016 (No. of units)	Completions as at 31/3/05 (No. of Units)	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	Total up to 2016
Cambridge Northern Fringe West (SP/2)	32.61	A	900	0	0	225	225	225	225	0	0	0	0	0	0	900
Cambridge Northern Fringe East (SP/3)	19.71	A	600	0	0	0	0	0	0	0	200	200	200	0	0	600
Cambourne (Increased Densities)		B	700	0	0	0	140	140	140	140	140	0	0	0	0	700
Bayer Cropscience		B	250	0	0	0	0	40	70	70	70	0	0	0	0	250
Impington 1 (SP/1a)	1.42	A	57	0	0	0	57	0	0	0	0	0	0	0	0	57
Waterbeach 1 (SP/1d)	2.40	A	85	0	0	28	28	29	0	0	0	0	0	0	0	85
Papworth Everard 3C (SP/1t)	11.98	A	259	0	0	65	65	65	64	0	0	0	0	0	0	259
Heathfield SP/1v	2.50	A	102	44	0	29	29	0	0	0	0	0	0	0	0	102
Total			2953	44	0	122	319	274	274	210	210	0	0	0	0	2953

Edge of Cambridge Housing Allocation Trajectory



Rural Area Housing Allocation Trajectory



X. MONITORING

OBJECTIVES

M/a To ensure appropriate mechanisms are in place to monitor the efficient and timely delivery of the site specific policies.

PLAN MONITOR MANAGE

POLICY ST/8 Plan Monitor Manage

Compliance with policies and allocations in the Local Development Framework (LDF) will be continuously monitored throughout the plan period. If, through monitoring, it appears that policies and allocations are not being met, the following mechanisms will be triggered:

1. Review of housing and employment land supply and allocations;
2. Action to bring forward sites for development, wherever possible in partnership with landowners and developers;
3. Action to bring forward development on previously developed land;
4. Action to secure the timely provision of infrastructure;
5. Review of relevant parts of the LDF.

If land supply significantly exceeds estimated take-up rates, applications may be refused, until the plan is reviewed.

4.1 Monitoring provides information on the performance of policy, the delivery of development and impacts on the environment. Monitoring will help the local planning authority assess whether its plans remain sound or whether adjustments need to be made to continue to meet the plan's objectives. The presence of clear mechanisms for implementation and monitoring forms part of the test of soundness of the Local Development Framework.

4.2 In order to assess the effectiveness of the policies in the delivery of development and protection of the environment, it is important that continuous monitoring and review of policies in the LDF is undertaken. Monitoring and review will take place on an annual basis. If, as a result of monitoring and review, it appears that development is not coming forward in a sustainable or timely manner, the District Council will be proactive in using its powers to respond to changing circumstances, for example, through the

use of Compulsory Purchase Orders to unlock sites, or through the review of land allocations or policies in the LDF.

- 4.3 Policy P5/2 of the Structure Plan requires a minimum of 37% of new dwellings in South Cambridgeshire to be built on previously developed land between 1999 and 2016. Achieving this will depend particularly on the rate and phasing of development at Cambridge East and the new town of Northstowe. The Plan Monitor Manage approach will be used to guide the phasing of development and performance against the previously developed land target. Where monitoring shows that sites are not coming forward as anticipated, other sites will be brought forward in the programme, having particular regard to the priority for previously developed land.

MONITORING INDICATORS

- 4.4 Every local planning authority now has to produce an Annual Monitoring Report (AMR) for submission to the Secretary of State. This forms part of the overall package of documents making up the Local Development Framework for each district.
- 4.5 A set of indicators has been developed specifically for monitoring the LDF, building on guidance in the ODPM publication *Annual Monitoring Reports: A Good Practice Guide*. These comprise the following types of indicator:
- **Output Indicators:**
 - **Core Output Indicators:** these are indicators that all local authorities must monitor and they are listed in the Good Practice Guide. The Core Indicators address a number of key planning variables which fall under the topic areas of Business Development, Housing, Transport, Local Services, Minerals, Waste, Flood Protection, Biodiversity and Renewable Energy. The Core Indicators that local authorities are required to monitor are based on the existing regional Core Output Indicators that regional planning bodies are required to monitor. This reflects the need for compatibility to exist between the annual monitoring reports of the regional planning body and the LDF annual monitoring reports of the local authorities within that region.
 - **Local Indicators:** these address the outputs of policies which are not covered by the local development framework Core Indicators. Local Indicators provide scope for addressing issues which are of particular local importance; the Local Indicators therefore reflect local circumstances and issues that prevail in South Cambridgeshire.

- **Significant Effects Indicators:** these measure the significant effects of the plan or programme. Significant Effects Indicators are drawn from the Sustainability Appraisal Scoping Report. Whereas output indicators are intended to measure the direct effect of a policy in terms of the extent to which it has achieved its objective, Significant Effects Indicators provide a more holistic view of the impact of a policy by allowing the examination of any unintended positive and negative effects of the policy.
- **Contextual Indicators:** these describe the wider social, environmental and economic background against which local development framework policy operates.

4.6 Indicators have been developed through the LDF Monitoring Strategy 2005. Indicators relating to the Site Specific Policies DPD are included at Table 1 at the end of this chapter.

Table 1: Site Specific Monitoring Indicators

The indicators listed below are Site Specific Local Output Indicators (SSLO) and will be monitored through the LDF Annual Monitoring Reports that will be prepared by the Council.

Housing		
Indicator #	Indicator	Target
SSLO 1	<u>Dwellings completions at the Housing Allocations set out in SP/1</u>	<u>Development of housing allocations at the notional density figure set out in the Site Specific Policies DPD</u>
SSLO 2	<u>Residential Densities at Cambourne</u>	<u>Residential densities at Cambourne meet those required by Policy HG1 - at least 30 dwellings per ha and 40 dwellings per ha in more sustainable locations close to a good range of existing or potential services and facilities and where there is, or there is potential for, Good Quality Public Transport.</u>

Table 1: Site Specific Monitoring Indicators (continued)

Employment		
Indicator #	Indicator	Target
SSLO 3	Development at sites allocated for B1 Employment Use	No specific targets; development that comes forward on the sites to be compatible with the specific requirements of the sites and to be compatible with the aim of ensuring sufficient provision of a range of suitable employment land, to respond to the Cambridgeshire Structure Plan 2003 guidelines.
SSLO 4	Development at sites allocated for B1/B2 Employment Use	No specific targets; development that comes forward on the sites to be compatible with the specific requirements of the sites and to be compatible with the aim of ensuring sufficient provision of a range of suitable employment land, to respond to the Cambridgeshire Structure Plan 2003 guidelines.
Mixed Use Development		
Indicator #	Indicator	Target
SSLO 5	Development at Bayer Cropsience, Hauxton	Development of site in accordance with the provisions of Policy SP/2 and the approved Masterplan for the site.
SSLO 6	Development at Cambridge Northern Fringe West	Completion of development that accords with the CNF West Masterplan.
SSLO 7	Development at Cambridge Northern Fringe East (Chesterton Sidings)	Completion of CNF East development in accordance with the forthcoming Masterplan for the site.
SSLO 8	Papworth Everard Village Development	In the eventuality of Papworth Hospital relocating to the Addenbrooke's Hospital site, a) Site 1 – the Papworth Hospital site; and b) Site 2 – Papworth Everard West Central to be developed in such a way as to meet the requirements of Policy SP/11 and of the Development Briefs that would be prepared for the sites.
Recreation		
Indicator #	Indicator	Target
SSLO9	Development of additional graveyard west of St Mary's Church, Gamlingay	Provision of additional graveyard at site.
SSLO10	Progress of open space allocations	Completion of extension to recreation grounds at the sites listed in SP/7.

Table 1: Site Specific Monitoring Indicators (continued)

Mixed Use Development		
Indicator #	Indicator	Target
SSLO11	<u>Development at Bayer Cropsceience, Hauxton</u>	<u>Development of site in accordance with the provisions of Policy SP/2 and the approved Masterplan for the site.</u>
SSLO12	<u>Development at Cambridge Northern Fringe West</u>	<u>Completion of development that accords with the CNF West Masterplan.</u>
SSLO13	<u>Development at Cambridge Northern Fringe East (Chesterton Sidings)</u>	<u>Completion of CNF East development in accordance with the forthcoming Masterplan for the site.</u>
SSLO14	<u>Papworth Everard Village Development</u>	<u>In the eventuality of Papworth Hospital relocating to the Addenbrooke's Hospital site, a) Site 1 – the Papworth Hospital site and b) Site 2 – Papworth Everard West Central to be developed in such a way as to meet the requirements of Policy SP/11 and of the development briefs that would be prepared for the sites.</u>

Environment		
Indicator #	Indicator	Target
SSLO15	<u>Green Separation at Northstowe</u>	<u>Green Separation at Northstowe to:</u> <ul style="list-style-type: none"> • <u>extend to protect Conservation areas which extend beyond the village frameworks</u> • <u>have a high degree of public access where appropriate to character and amenity, having particular regard to the character of Conservation Areas</u> • <u>not contain any urban uses such as allotments, playing fields or cemeteries-include enhancement of series of hedged paddocks and small copses adjoining St Michael's Mount.</u>