

PART C – SITE SPECIFIC POLICIES

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	Notional Density (Based on Urban Capacity Study 2005)
Rural Centres				
a) Impington: N of Impington Lane (residue)	1.42 ha.	57		40
b) Sawston: Land at Portobello Road	0.96 ha.	38		40
Minor Rural Centres				
c) Melbourn: Dolphin Lane	0.99 ha.	5		Notional allocation of 5 dwellings in order to secure the allocation of Public Open space
d) 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.
e) Willingham: S of Berrycroft and East of Balland Field	1.03 ha.		31	-
f) Willingham: Land W of High St / N of Over Road	4.82 ha.	72	80	30
Group Villages				
g) Bassingbourn: N of High Street (residue)	0.60 ha.	18		30
h) Highfields Caldecote (residue)	4.4 ha.	76	49	30
i) Comberton: E of Swaynes				-

Site Address	Site Size (hectares)	Notional Allocation	Sites with Planning permission – unimplemented at March 2004	Notional Density (Based on Urban Capacity Study 2005)
Lane	1.21 ha.		25	
j) Fowlmere: E of Long Lane	0.90 ha.		16	-
k) Girton: N of Thornton Rd	9.45 ha.		277	-
l) Guilden Morden: Land at Church Lane	0.59 ha.	18		30
m) Longstanton: N of Over Road	22.23 ha.		500	-
n) Meldreth: N of Chiswick End	0.95 ha.	29		30
o) Oakington: N of Coles Lane	1.20 ha.		39	-
p) Oakington: S of Water Lane	1.06 ha.	32		30
q) Over: N of Chapman Way (residue)	0.38 ha.		14	
r) Papworth Everard: E of Ermine St S	3.81 ha.		135	-
s) Papworth Everard: W of Ermine St N (residue)	0.38 ha.	11		30
t) Papworth Everard: W of Ermine St S	11.98 ha.	359		30
u) 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				
v) Heathfield: West of Kingsway & Woburn Place	1.22 ha.	37		30
TOTAL		837	1179	

- c) 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.

- d) 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.**
 - k) Girton, North of Thornton Road: Allocated for a mixed development of residential, open space and community facilities.**
 - m) 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.**
 - r, s & t) Papworth Everard: Planning permission for the outstanding areas will not be granted until appropriate contributions towards the funding of the bypass have been secured.**
 - u) 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.**
- v) Heathfield, West of Kingsway and Woburn Place: Development will include contributions to improve community sustainability. Community improvements will take priority over securing affordable housing.**

- 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 planning permissions and allocations will result in new development to ensure a continuous supply of construction during the period to 2006.

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 dwellings, 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 masterplan for the whole of the site including the land within the City Council boundary. The masterplan shall provide for:

- 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;**
- 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;**
- 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;**
- 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;**

- **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 masterplan 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 masterplan will required for the whole site.

A major element of the masterplan 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
a) Longstanton, north of Hattons Road up to the proposed bypass	4.8 ha.	4.8 ha.	-
b) Pampisford, west of Eastern Counties Leather, London Road	2.3 ha.	0.9 ha.	1.35 ha.

- a) Longstanton Hattons Road: Site is allocated for 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 floorspace 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 of the Town and Country (Uses Classes Amendment) Order 2005 (offices; research and development; light industry and general industry):

Site	Total Site Size	Area with Planning Permission Unimplemented at March 2004	Residue of Allocation at March 2004
a) Gamlingay, south of Station Road	4.05 ha.	3.51 ha.	-
b) Over, Norman Way (residue)	1.09 ha.	1.09 ha.	-
c) Papworth Everard, Ermine Street South	6.55 ha.	-	6.55 ha.

- b) 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.

- c) 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 them 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 graveyard.

- 11.10 A need for additional land has been identified 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:

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

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

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

- 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 playingfields, and the allocation offers the opportunity to remodel the site.

CHARACTER OF VILLAGES 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:

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

- 11.12 These village centres have a number of shops with associated uses and officers, 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, 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.

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:

- **Maintain the vitality and viability of Papworth Everard village centre;**
- **Maintain the housing and employment balance of the village;**
- **Maintain the setting of Papworth Hall;**
- **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.

Any scheme for redevelopment must:

- **Be well related to, and respect the character of, Papworth Everard village centre;**
- **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.
- 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:

- **Any proposal must be associated with the continued use of the site as a museum of aviation and twentieth century conflict;**
 - **The District Council will require additional details concerning the scale, form and design to accompany any outline application;**
 - **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. A bypass for Longstanton.**

The Council will use its powers under Section 46 of the Town and Country Planning Act 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 of the Town and Country Planning Act 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 of the Town and Country Planning Act 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 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. This policy will apply to areas that have yet to gain reserved matter consent or full planning permission. Consequently, around 700 additional dwellings can be accommodated within

the village framework. 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 a 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.