



Local Development Framework

# Site Specific Policies

Development Plan Document  
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# 1. INTRODUCTION TO THE SOUTH CAMBRIDGESHIRE LDF

## WHAT IS A LOCAL DEVELOPMENT FRAMEWORK?

- 1.1 The Local Development Framework (LDF) for South Cambridgeshire will replace the existing Local Plan which was adopted in February 2004. It is being prepared under the new government legislation for development plans. The LDF comprises a number of Development Plan Documents (DPDs) that set out policies and proposals for the development and use of land in the district, the first DPDs cover the period to 2016. The LDF includes a vision for the future of South Cambridgeshire and objectives and targets, which developments must meet to secure that vision. Once adopted, planning applications and other decisions will be made in accordance with it.
- 1.2 The Local Development Framework:
- Takes account of national, regional and strategic planning policies;
  - Identifies sites for, and requirements of, major development;
  - Provides the framework of policies for assessing all planning applications;
  - Enables infrastructure and service providers to bring forward their services when needed by new development;
  - Enables the public to be fully involved in developing local policies and proposals.
- 1.3 The LDF forms part of the Development Plan for South Cambridgeshire. The Development Plan is made up of those plans which have been statutorily adopted and which cover the district. The composition of the current Development Plan is set out in the Council's Local Development Scheme. This document sets out the programme for the preparation of DPDs over a three-year period.
- 1.4 The East of England Regional Spatial Strategy (generally referred to as the East of England Plan) was published in May 2008 and has replaced the majority of the policies included in the Cambridgeshire and Peterborough Structure Plan 2003 (generally referred to in this document as the Structure Plan). A small number of Structure Plan policies have been 'saved', under the transitional provisions of the Planning and Compulsory Purchase Act 2004, and will remain valid until superseded by the revised East of England Plan (to be determined by the Government). Whilst under the terms of the plan making system the LDF must be in general conformity with the East of England Plan, in the circumstances of the Cambridge area it is also

appropriate and consistent for the LDF be consistent with the 'saved' policy requirements of the Structure Plan.

## **CONTEXT**

- 1.5 South Cambridgeshire is located centrally in the East of England region at the crossroads of the M11 / A14 roads and with direct rail access to London and to Stansted Airport. It is a largely rural district which surrounds the city of Cambridge and comprises over 100 villages, none currently larger than 8,000 persons. It is surrounded by a ring of market towns just beyond its borders, which are generally 10 – 15 miles from Cambridge. Together, Cambridge, South Cambridgeshire and the Market Towns form the Cambridge Sub-Region. South Cambridgeshire has long been a fast growing district and in 2003 had a population of over 130,000 persons (bigger than Cambridge itself) and has become home to many of the clusters of high technology research and development in the Cambridge Sub-Region.
- 1.6 The regional context is set out in the East of England Plan which was published in May 2008. It aims to focus a higher proportion of Cambridgeshire's growth into the Cambridge Sub-Region and proposes a sequential approach to the planning of development, with much of the development concentrated into and on the edge of Cambridge (subject to a review of the Cambridge Green Belt), including development in South Cambridgeshire, and into a new town beyond the outer boundary of the Green Belt.
- 1.7 The LDF will enable the step change in growth required in the East of England Plan and Structure Plan, particularly in the rate of housing development. South Cambridgeshire will be experiencing an almost 40% increase in housing development between 1999 and 2016. In the past much of the housing development in the Cambridge area has been directed to the villages and towns beyond the city. Whilst there has been employment growth elsewhere, Cambridge has remained the dominant centre of employment. As demand has outstripped the supply of housing close to Cambridge, people have located further from Cambridge increasing commuter flows through the district. Most of the new development in the district (on sites not yet committed) will in future take place on the edge of Cambridge and in the new town of Northstowe.
- 1.8 The national context is set out in Planning Policy Statements (the replacement to Planning Policy Guidance Notes), Circulars and other advice from Government. Whilst some of those national policies will require local interpretation, a great number do not. The LDF will not repeat that advice which must also be taken into account in determining planning applications.



## **COMMUNITY STRATEGY**

- 1.9 The LDF will be a key mechanism for delivering the South Cambridgeshire Community Strategy. All local authorities are required by the Local Government Act 2000 to "prepare a community strategy for promoting the economic, environmental and social well-being of their areas and contributing to the achievement of sustainable development in the UK".
- 1.10 The Strategy is the result of a partnership between the District and County Councils, working with the health services, the police, parish councils, the business and voluntary sector. These groups have come together in the South Cambridgeshire Strategic Partnership to produce the Community Strategy. The Local Strategic Partnership will continue to develop a joint approach to the important issues, whenever possible, and will oversee the delivery of the Strategy. The LDF will be important in securing those parts of the Community Strategy which involve the development, or use of land and buildings.
- 1.11 The Council's second Community Strategy (Working Together for a Better South Cambridgeshire: Sustainable Community Strategy 2008-2011) was published in September 2008. The Community Strategy's vision is split into 4 objectives as set out below:
- **ACTIVE, HEALTHY AND INCLUSIVE COMMUNITIES** where residents can play a full part in community life, with a structure of thriving voluntary and community organisations.
  - **SAFE AND CLEAN COMMUNITIES** where residents do not feel vulnerable or isolated and need not fear crime or anti-social behaviour.
  - **BUILDING SUCCESSFUL NEW COMMUNITIES** where developments include affordable homes to meet local needs and form attractive places where people want to live, and which are supported by a full range of quality services and social networks.
  - **A SUSTAINABLE INFRASTRUCTURE AND ENVIRONMENT** with good transport links and access to the countryside of the district, which is itself protected and improved, and with sustainable measures which minimise waste and tackle climate change.
- 1.12 The Community Strategy is reviewed regularly and includes actions for the following 3 year period which focus on meeting key aspects of the vision taking priority at the time and reflecting potential opportunities. Some of these will relate to district wide policies contained in the LDF, including issues such as affordable housing. Others will relate to the major developments in the district, which are addressed in planning terms in Area

Action Plans, and which are a key priority for many of the stakeholders and service providers involved in the Local Strategic Partnership.

## **RELATIONSHIP WITH OTHER PLANS AND STRATEGIES**

- 1.13 The Council has consulted all key stakeholders at three stages in the preparation of the DPDs and it is for them to advise the Council how their own strategies affect the South Cambridgeshire District LDF. Where such information has been received, this has been taken into account in preparing the DPDs. Where organisations did not advise the Council of their delivery plans, it will be for Cambridgeshire Horizons, as the delivery vehicle for the Cambridge Sub-Region, to draw together the delivery plans for all aspects of the major developments as part of the negotiations on the planning obligations agreements.

## **CORNERSTONE OF SUSTAINABILITY**

- 1.14 The LDF aims to improve the overall quality of life for residents of South Cambridgeshire in a way which will also benefit future generations. Taking a sustainable approach to economic, social and environmental issues will be at the heart of the plan and will be closely related to the national strategy for sustainable development which has four objectives:
- Social progress which recognises the needs of everyone;
  - Effective protection and enhancement of the environment;
  - Prudent use of natural resources; and
  - Maintenance of high and stable levels of economic growth and employment.
- 1.15 European Directive 2001/42/EC requires an 'Environmental Assessment' of plans and programmes prepared by public authorities that are likely to have a significant effect upon the environment. This process is commonly known as 'Strategic Environmental Assessment' (SEA), and covers relevant plans and programmes whose formal preparation begins after 21 July 2004. Among the documents to which this requirement will apply are land use plans that cover a wide area, such as the LDF.
- 1.16 The Planning and Compulsory Purchase Act 2004 requires a Sustainability Appraisal (SA) of all emerging DPDs. As the draft guidance explaining this requirement makes clear, SA and SEA are similar processes that involve a comparable series of steps. If there is a difference between them, it lies in the fact that SEA focuses on environmental effects whereas SA is

concerned with the full range of environmental, social and economic matters.

- 1.17 A Sustainability Appraisal Scoping Report has been prepared, and been the subject of public participation. This highlights economic, social and environmental issues relevant to the area, and objectives to test the LDF against. A Sustainability Report, incorporating an 'Environmental Report' has been prepared to accompany each DPD.
- 1.18 A further requirement comes from the Habitats Directive (Council Directive 92/43/EEC) which requires an Assessment of plans or projects affecting Natura 2000 sites. Natura 2000 is a Europe-wide network of sites of international importance for nature conservation. Ramsar sites support internationally important wetland habitats, and are also included in the Assessment in line with Government policy in PPS9. The DPD has been subject to a Screening Assessment which identifies the likely impacts of the DPD on a Natura 2000 site or Ramsar site, either alone or in combination with other projects or plans, and considers whether these impacts are likely to be significant. The sites assessed have been agreed with Natural England and include those within and outside the district where assessment is required because of their proximity to South Cambridgeshire and / or the nature of their conservation interest. The Assessment objectively concluded that the DPD is not likely to have any significant effects on any Natura 2000 or Ramsar sites. There is therefore no requirement to proceed to the next stage of an Appropriate Assessment.

## **COMMUNITY INVOLVEMENT**

- 1.19 The Site Specific Policies DPD has been prepared following a programme of consultation and public participation. Consultation with the community on the future planning of South Cambridgeshire began at the end of 2001 with the publication of an Issues Report. In April 2004 the Council carried out an initial consultation with statutory bodies, as required under the new system of plan making, to ensure that it was aware at an early stage of any programmes and plans that would affect the LDF. This was followed in October 2004 by consultation on Preferred Options, which gave people the opportunity to comment on how the local planning authority should approach the preparation of a particular DPD. The Preferred Options Reports focused on key issues for the DPDs and issues where there were choices to be made on the policy direction. A Pre-Submission Draft of the DPD was published in June 2005 and was subject to a six-week long public participation period, allowing people to make representations to be considered by the Council.
- 1.20 The DPD was then submitted to the Secretary of State in January 2006, and made available for a further six-week consultation period. A number of representations were received that sought the inclusion of additional,

alternative or amended site allocations; these are known as 'objection sites'. The 'objection sites' were subject to two six-week periods of public consultation in June - July 2006 and June - July 2007. All representations received were considered at an independent Examination, conducted by Inspectors appointed by the Secretary of State to consider the "soundness" of the plan.

- 1.21 Following Examination hearings, the Inspectors advised the Council in March 2008 that it had not identified sufficient land to meet its housing requirement of 20,000 new homes between 1999 and 2016. The Inspectors concluded that the Council must identify additional land for 2,200 dwellings for the Site Specific Policies DPD to be found to be 'sound'. The Council's preferred sites to make up the housing shortfall were subject to public consultation for six-weeks in October – December 2008 and additional Examination hearings were held in May and July 2009. The independent Inspectors subsequently produced a report, which was binding on the Council. Further information on the plan preparation process can be found on the Council's website: [www.scambs.gov.uk](http://www.scambs.gov.uk).
- 1.22 A Glossary of Technical and Other Terms is to be found at the back of this document.

## **2. HOUSING**

### **EDGE OF CAMBRIDGE**

#### **POLICY SP/1 Cambridge Northern Fringe West (Orchard Park)**

- 1. 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 Cambridgeshire Guided Busway along the former railway line, up to 18,000m<sup>2</sup> B1 development, a primary school, a local centre, public open space, and the preservation or enhancement of the Arbury Camp site of archaeological interest.**
- 2. Development will take place in accordance with the approved Masterplan for the whole of the site including the land within the City Council boundary, other than where this Policy provides for exceptions. The Masterplan shall provide for:**
  - a. 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;**
  - b. 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;**
  - c. 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.**
  - d. 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;**
  - e. The retention of appropriate existing features of ecological interest and the creation of new features which will enhance the interest of the site.**
- 3. Residential development may be granted planning permission as an addition to, or a change from, the approved development and Masterplan, but only where this would be compatible with the objective for the development as a whole of providing a**

**sustainable housing-led mixed-use development and where it would conform with the terms of this Policy. The following specific assessments must be submitted as part of any planning application:**

- f. A Noise Assessment to demonstrate that the proposed development takes account of, and mitigates as necessary and appropriate, any impacts of noise on achieving a satisfactory external and internal residential noise environment. Where any part of the noise barrier to the A14 would need to be retained as a result of residential development, the impact on the long term setting of Cambridge will be taken into account in determining the planning application. The potential to replace the barrier with higher quality design and materials will be explored and secured through any planning permission if appropriate, subject to ensuring no adverse noise impact on existing communities.**
- g. An Air Quality Assessment, including monitoring, to demonstrate that the proposed development takes account of, and mitigates as necessary and appropriate, any impacts of air quality on achieving a suitable residential environment and also any impacts of development upon the objectives of the designated Air Quality Management Area (AQMA). Account should also be taken of the anticipated effects of the A14 Ellington to Fen Ditton Improvements on the nature and extent of the A14 AQMA.**
- h. A Transport Assessment to demonstrate that there is adequate highway capacity to serve all stages of development on the Orchard Park site as a whole, particularly in the A14 corridor between Girton and Milton, having regard to the traffic forecast to be generated by each phase of development.**

2.1 The Orchard Park site, formerly known as Arbury Park, was allocated for mixed-use development in the South Cambridgeshire Local Plan 2004. The site is in a sustainable location on the edge of Cambridge with good access to local services and facilities in the wider Orchard Park development and employment in the nearby Science Park, as well as by good public transport provision to the rest of Cambridge by a number of routes, including the Cambridgeshire Guided Busway. Outline planning permission was granted in 2005, and included approval of the Orchard Park Development Framework Plan. A number of phases of the site are complete or under construction. However, it is appropriate to provide a policy context for any

planning applications for changes to the approved development during the period of construction.

- 2.2 The presence of the A14 has a heavy influence on the site. The A14 Ellington to Fen Ditton Improvements will provide dual 3-lane carriageways but this can be accommodated without compromising the strategy in Policy SP/1. 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. The original strategy envisaged that commercial uses may be used for this purpose.
- 2.3 The outline planning consent allowed a mixed development including 900 homes. There is potential for additional residential development beyond this figure, by using parcels shown in the Development Framework Plan for other uses, including two areas for commercial development adjacent to the A14 and also the south west part of the site where the masterplan approved as part of the 2005 planning permission envisaged there would be mixed use development and a Heritage Resource & Conservation Centre, which is now intended to be located elsewhere in Cambridge. These known parcels could provide in the order of 220 additional dwellings, although the final number will be determined through detailed planning applications and could be higher, although regard must be had to the constraints on these parcels. This will result in a corresponding reduction in the level of commercial development on the Orchard Park site. The south west part of the site fronts onto both Histon Road and Kings Hedges Road and will provide an important gateway building for those entering the historic City of Cambridge from the north. A high quality landmark building will therefore be required, which provides an appropriate frontage to Histon Road and reflects its edge of City location and the need to respect the separation with Histon and Impington village to the north of the A14.
- 2.4 In the development of the original planning policy for residential-led development at the Orchard Park site, the primary purpose of allocating a mixed use development was in order for the proposed employment development on the northern edge of the Orchard Park site to act as noise attenuation for the A14 in order to bring forward residential development and local services and facilities on the remainder of the site. The noise barrier along the A14 was originally envisaged as a temporary measure pending development.
- 2.5 However, the nature of some of the development built on the north eastern part of the site adjacent to the A14 (which includes residential uses) already requires the retention of the eastern part of the noise barrier permanently. Any development proposal for additional residential development as an

alternative to commercial uses adjacent to the A14 would need to demonstrate that a satisfactory internal and external residential noise environment can be created, including careful acoustic design and layout of any residential buildings (such as single aspect, limited height, sealed non-opening windows on the façade facing A14, passive and or forced mechanical acoustically treated ventilation, no external private amenity spaces such as balconies / gardens on any façade with direct line of sight to road noise source). Any proposals must also demonstrate that there would not be an unacceptable adverse impact on the setting of Cambridge if a greater length of the noise barrier needs to be retained permanently as a result of the development. The local planning authority will seek to secure through development the replacement of any parts of the noise barrier that need to be retained permanently with an more aesthetically appropriate design and materials for this sensitive location on the edge of Cambridge at the time when the barrier is moved to accommodate the A14 Ellington to Fen Ditton Improvements, subject to ensuring that there is no adverse impact on existing communities, particularly on the north side of the A14 through for example reflected noise.

- 2.6 Where the noise barrier is not required to be retained to protect the additional development, it is important that the development proposals demonstrate that the form of development would provide adequate protection from noise for residential development elsewhere on the Orchard Park site.
- 2.7 An Air Quality Assessment will be required to be submitted as part of any planning application for additional or alternative forms of development depending on the nature and size of the proposal. This must include monitoring of the actual location where residential development is proposed or an agreed equivalent, if appropriate monitoring data is not available from the Council. The assessment should be based on total emissions from the site and be in accordance with current national best practice guidance. An Air Quality Management Area (AQMA) was originally designated to address problems with Nitrogen Dioxide levels in the A14 corridor in 2007, after the granting of outline planning permission for the development. The AQMA was re-designated in 2008 to also include particulate matter (PM10). The AQMA must be taken into account in any development proposals to ensure that a satisfactory residential environment can be provided in order to protect the health of future residents by minimising exposure to poor air quality and appropriate mitigation measures must be included if necessary. Any proposals for additional or alternative forms of development must also have regard to any impacts of development on the national air quality objectives, the designated AQMA along the A14 and the Council's Low Emission Strategy. Account must also be taken of the anticipated effects of the A14 Ellington to Fen Ditton Improvements on the nature and extent of the AQMA. Development will not be permitted on any part of the site where this issue cannot be adequately addressed.



- 2.8 A Transport Assessment will be required to consider the implications of additional or alternative forms of development on highway capacity. This will include a detailed assessment of the net impact of replacing parcels assumed for commercial development in the Transport Assessment accompanying the original planning permission with residential development. The assessment must also consider the cumulative impact alongside other allocations in this part of Cambridge, on both the A14 Histon Interchange and surrounding local highways junctions and have regard to the effect of the A14 Ellington to Fen Ditton Improvements.
- 2.9 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. As in-situ preservation of the enclosure has proven 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. Any additional residential development will need to make provision for its recreational needs in accordance with the Council's Open Space and Recreation Standards, as well as any enhanced or additional community services and facilities to serve the additional homes. Consideration may be given to off-site provision of the active recreational needs of new residents in consultation with Orchard Park Community Council as the managing agency.

#### **POLICY SP/2 North West Cambridge Huntingdon Road to Histon Road**

- 1. Land at North West Cambridge between Huntingdon Road and Histon Road, as shown on the Proposals Map, will be developed as part of a sustainable housing-led urban extension of Cambridge. The Cambridge Green Belt is revised as shown on the Proposals Map to provide for development, but it will ensure separation from Girton and Histon & Impington villages.**
- 2. A Spatial Masterplan will be submitted for approval by the local planning authorities as part of the first application for planning permission to demonstrate that the development will integrate effectively with the development of the wider north-west Cambridge area, including development in Cambridge City:**
  - a. The Masterplan will set out the principles of good design and be supplemented by a Design and Access Statement;**
  - b. Design Guides / Design Codes for each phase of development will be prepared as part of applications for the grant of approval for reserved matters.**

- 3. A Landscape Strategy must be submitted and approved as part of or before the granting of the first planning permission, and must include appropriate edge treatments that respect the Green Belt setting of Cambridge and views of key features of the City.**
- 4. Approximately 1,100 dwellings will be provided in South Cambridgeshire, 630 by 2016, with a good mix of house types, sizes and tenures (including affordable housing) attractive to, and meeting the needs of, all ages and sectors of society including those with disabilities.**
- 5. The starting point for negotiations concerning the provision of affordable housing at North West Cambridge will be Policy HG/3 of the Development Control Policies DPD. However, this is a major development, and a balance may need to be struck between competing requirements, in the light of economic viability.**
- 6. The development will provide for an appropriate level and type of services, facilities and infrastructure to meet the day to day needs of the development either on site or elsewhere in North West Cambridge (within or outside the district), including a secondary school, primary school, local shopping and community facilities. Provision will be through innovative means, including opportunities for joint provision and co-location to provide services which best meet people's needs, are accessible to all and which are cost efficient to service and facility providers. Provision for outdoor sports facilities, provision for teenagers and children, and informal open space and allotments will be made in accordance with the Open Space and Recreation Standards for Cambridge set out in Appendix 1. If the most appropriate locations for provision in accordance with the Masterplan for the site are found to lie within the adjoining development in Cambridge City, e.g. in the proposed local centre, the planning obligation will include a requirement for contributions to the provision of off-site services and facilities.**
- 7. Development and transport systems will be planned in order to integrate with adjoining development in Cambridge City, to reduce the need to travel and to maximise the use of sustainable transport modes, so as to achieve a modal share of no more than 40% of trips by car (excluding passengers). This will include the provision of car clubs, employee travel plans, residential travel planning, and other similar measures.**
- 8. Adequate highway capacity will be required to serve all stages of development. Planning permission will be subject to conditions requiring that sufficient highway capacity is available in the A14**

**corridor between Girton and Milton throughout the development for the traffic forecast to be generated by each phase of development.**

- 9. Vehicular access shall be made available from both Histon Road and Huntingdon Road. There shall be no vehicular access to the A14.**
- 10. Car parking will be provided in accordance with the maximum standards for Cambridge as set out in Appendix 2 and secure cycle parking in accordance with the cycle standards for Cambridge as set out in Appendix 3. Car clubs will be encouraged in order to minimise the amount of land given over to car parking. This must be explored through the Transport Assessment and Travel Plan.**
- 11. The development will be highly accessible and permeable to all its residents on foot, by cycle and High Quality Public Transport, to support sustainable transport, recreation and health. High Quality Public Transport will be provided to serve the development, including segregated bus priority through the development linking effectively with the route through the adjoining development in Cambridge City and into the wider bus network. There will be a network of strong internal and external cycle and footpath links to neighbouring parts of the urban and rural areas.**
- 12. A Countryside Enhancement Strategy for the land between Huntingdon Road, Histon Road and the A14 retained in the Green Belt will be prepared and implemented to provide landscape, biodiversity and public access enhancements, including hedgerow management and enhancement, measures to protect and enhance wildlife habitats, and new footpaths, cycleways and bridleways including access via the A14 overbridge to planned routes alongside the A14. Developers will be required to retain appropriate existing features of ecological interest.**
- 13. Surface water drainage will be controlled by means of a sustainable drainage system which will only release surface water run-off into surrounding water courses at least at a rate no greater than if the site was undeveloped. The development will not result in harm in the form of untreated sewage discharge or increased flood risk from treated waste water. Planning conditions (which may include 'Grampian' style conditions<sup>1</sup>) will link the start (and phased development of the site, if necessary) to the availability of waste water treatment capacity and the capacity of receiving watercourses. All flood mitigation**

measures should make allowance for the forecast effects of climate change.

- 14. Noise and air quality assessments will be required as part of any planning application. If necessary, development will be subject to measures, which may include planning conditions and / or planning obligations, a landscaped buffer, and layout and design measures, to mitigate the effects of air pollution and noise caused by traffic using the A14 north of the site and Histon Road east of the site. The impacts of development on air quality objectives, the designated Air Quality Management Area (AQMA) and the Council's Low Emission Strategy, will also be taken into account, as will the anticipated effects of the A14 Ellington to Fen Ditton Improvements on the nature and extent of the AQMA.**
- 15. Management strategies for services, facilities, landscape and infrastructure will be submitted to the local planning authority for approval prior to the granting of outline planning permission to ensure high quality, robust and effective implementation, adoption and maintenance.**
- 16. A comprehensive construction strategy will be required for all phases of development and planning conditions will be imposed to minimise the adverse effects of construction activity on residential amenity and the environment. A scheme will be introduced to avoid construction vehicles travelling through existing residential areas of Cambridge and villages in the locality and to avoid unacceptable adverse impacts on traffic flows on the A14 and the surrounding road network. Conditions on timing of construction traffic movements on the network will be imposed if necessary, taking account also of the need to minimise adverse impacts on residential amenity.**

NOTE:

- 1 Grampian Regional Council v. Aberdeen DC (1984) JPL 590 H.L.: conditions restricting development unless and until an event had occurred which was not within the power of the applicant to bring about may be valid if reasonable and not otherwise ultra vires.

- 2.10 Land is released from the Green Belt at North West Cambridge for a sustainable housing-led urban extension of Cambridge. The urban extension crosses the South Cambridgeshire / Cambridge City boundary. Built development within Cambridge City is addressed in the Cambridge Local Plan, which should be read alongside this DPD to give a full understanding of all inter-related proposals in the area. The policy should also be read in conjunction with the South Cambridgeshire Development

Control Policies DPD and the requirements it places on the development must be complied with.

- 2.11 The policy establishes the requirements for the part of this new urban extension that lies within South Cambridgeshire and addresses its relationship with Cambridge and its surrounding countryside setting. It identifies the site within South Cambridgeshire for approximately 1,100 dwellings and associated development, which lies in the Parish of Impington (with the adjoining countryside to the west lying in the Parish of Girton), as well as the off-site infrastructure needed to deliver and serve the urban extension as a whole.
- 2.12 The Structure Plan sets a context for the review of the Green Belt (saved Policy P9/2b). It sets out a number of criteria to guide this process, including the need to retain within it any areas required to maintain the purposes of the Green Belt and to provide separation between existing settlements and any urban expansion.
- 2.13 There has been a Green Belt around Cambridge since the 1960's. The purpose of the Cambridge Green Belt as a whole is to:
- Preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;
  - Maintain and enhance the quality of its setting;
  - Prevent communities in the environs of Cambridge from merging into one another and with the city.
- 2.14 The revised Green Belt boundary will maintain an open green foreground setting to Cambridge and ensure that the expanded City remains physically separate from surrounding villages especially the closest villages of Girton and Histon & Impington. In this way the character of Cambridge as a city surrounded by a necklace of villages will be protected.
- 2.15 This rural area provides an opportunity for Green Belt enhancement and a Countryside Enhancement Strategy will be required to demonstrate how landscape and biodiversity enhancements will be achieved in the area as far north as the A14 trunk road to help enhance the quality of the setting of Cambridge and mitigate the impact of development. It will also set out improved countryside access to provide for informal recreation to serve both the development proposed in the City and existing development in this sector of Cambridge. This should include a replacement facility for the current public footpath through open countryside that will be incorporated into the development as well as pedestrian use of the A14 overbridge. The District Council will ask Cambridge City Council in its determination of applications for development on the adjoining allocation, to secure

contributions to the preparation of the Countryside Enhancement Strategy referred to in the policy and its implementation.

- 2.16 There are long distance views of Cambridge across much of this area from the A14. These views should be maintained in any noise mitigation measures.
- 2.17 It is important that any urban related open uses, such as playing fields, that are proposed in the Green Belt are carefully located and designed to ensure they do not reduce the effectiveness of the Green Belt separation between Cambridge and Girton in visual terms, particularly having regard to matters such as fencing and floodlighting.
- 2.18 The development will help meet the high level of housing need in the district. As such it must balance the need to make best use of land whilst providing a high quality urban extension to Cambridge. The final number of dwellings will be determined through a design-led approach and the required Masterplan and Design Guides / Codes. A range of house types, sizes and mix will also be important in ensuring a balanced community.
- 2.19 Providing substantially more affordable housing in and close to Cambridge is fundamental to the growth area strategy for the Cambridge Sub-Region. This is necessary to sustain the growth of the local economy and to ensure that local people are not priced out of the housing market by economic success. The strategic developments are the key to addressing the affordable housing requirements of the area.
- 2.20 All necessary community services and facilities will be provided by the development, either on site or through contributions to off site provision secured through a planning obligation, for example in the local centre proposed in the adjoining development in Cambridge City if masterplanning determines this is most appropriate and deliverable. Open space provision will also provide opportunities for enhanced nature conservation value, and will enable quiet enjoyment of the natural environment.
- 2.21 A secondary school is proposed on the site to serve the needs of all proposed new development in the north west part of Cambridge both north and south of Huntingdon Road. As such, the secondary school must be provided according to a trigger point relating to development in the whole quadrant, which may be ahead of development on the site in South Cambridgeshire. An appropriate mechanism will be included in the planning obligation for the site to ensure timely provision of this key community facility.
- 2.22 A fundamental requirement for North West Cambridge is that it will be highly accessible and permeable to all its residents on foot, by cycle and High Quality Public Transport, to support sustainable transport, recreation and health. Therefore all development will be within 400m easy walking

distance of a High Quality Public Transport bus stop via direct, safe and convenient routes. The route must be fully and effectively integrated with the route through the adjoining City development.

- 2.23 Vehicular access to the development will be achieved through the City development and it is important that there is adequate capacity in the wider highway network at all times during the development. Capacity in the A14 is a crucial issue ahead of the proposed A14 Ellington to Fen Ditton Improvements being implemented and advice from the Highways Agency is that development should not be occupied until the section of the A14 between Girton and Milton has been upgraded and opened. Timing of development in relation to A14 improvements is therefore directly relevant to the housing trajectory for the development. The Highways Agency has advised that the part of the scheme most relevant to this site is anticipated to be open in summer 2014. As such, it is anticipated that the site can deliver 630 dwellings by 2016.
- 2.24 The impact of development on a number of natural resources will also be important. This includes surface water drainage and sewage discharge and the need to take account of the impact of the development on the wider catchment, particularly in view of known problems downstream, especially at Histon, Impington and Oakington, and other large scale development proposed that drains into that area. The impact on the wider catchment must therefore be addressed and the potential for a catchment wide assessment should be considered. Air quality is also an important consideration in view of the Air Quality Management Area on the A14.
- 2.25 It is important that the services, facilities, landscape and infrastructure needed by the development in North West Cambridge are not only provided to a high quality, but that they are properly and effectively implemented, managed and maintained if they are to meet the needs of the community in the long term. There would be advantages in a single organisation taking responsibility for maintenance to avoid fragmentation and ensure continuity in approach. The policy is not specific about the number of management strategies. However, there should be a single agreed management strategy covering recreation, landscape and biodiversity. The inclusion of water and drainage features within open spaces would have significant advantages to ensuring a holistic approach to the management of open spaces where the respective needs of the various land uses and functions within those spaces can be addressed and should therefore be investigated.

## **RURAL SETTLEMENTS**

### **POLICY SP/3 Cambourne**

**Development of the remainder of Cambourne will be at residential densities such that the overall net density of Cambourne as a whole is approximately 30 dwellings per hectare. Revision of the approved Masterplan and Design Guide will be required to reflect higher densities. A Section 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.**

- 2.26 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.
- 2.27 Changes to government policy, now require higher minimum densities from new development, in order to make more efficient use of land. At Cambourne the remaining areas within the village frameworks should be developed at higher densities than the earlier parts of the development to reflect changes in national policy towards higher residential densities, such that the average net density of Cambourne as a whole is raised to 30 dwellings per hectare. Consequently, around 950 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/4 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/4 Cambourne Approved Masterplan and Design Guide**

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

- 2.28 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.

- 2.29 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/5 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.**

- 2.30 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.

#### **POLICY SP/6 North of Impington Lane, Impington**

**An area of 1.42 hectares north of Impington Lane, Impington is allocated for residential development. A Development Brief will be required prior to a planning application. Any scheme must demonstrate that suitable access and flood mitigation measures can be achieved. As such, no notional capacity is included since it would be dependent on detailed scheme design.**

- 2.31 A small number of outstanding village housing allocations from the Local Plan 2004 were carried forward into the submission draft plan where these were within the village framework of more sustainable villages. These allocations were tested through the Local Plan in the context of the sustainability criteria in PPG3. Other allocations in less sustainable villages were not carried forward. Only one outstanding village housing allocation from the Local Plan 2004 remains without planning permission. A number of other allocations were included in the submission draft plan, but these have subsequently gained planning permission or been completed. This

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. It also provides a limited amount of additional housing in the rural area consistent with the Structure Plan strategy.

**POLICY SP/7 Powell's Garage, Woollards Lane, Great Shelford**

- 1. An area of 0.44 hectares on Woollards Lane, Great Shelford, as shown on the Proposals Map, is allocated for residential development.**
- 2. Development must preserve the character and appearance of the Conservation Area. The Old British School building should be retained and restored as part of any scheme. Any proposals for demolition of the building must demonstrate that it is not viable to retain the building and that there are substantial benefits for the community that decisively outweigh the loss resulting from demolition, particularly in terms of the architectural merits of the replacement building, which must provide a high quality landmark design in this sensitive location.**
- 3. Due to the historical use as a commercial garage, an investigation into land contamination will be required prior to the granting of any planning permission. Should this indicate that remediation should be undertaken, this must be done to a standard agreed with the Council and conditions will be imposed on any planning permission to ensure that development does not commence on site until satisfactory remediation has been undertaken and a validation report is provided.**
- 4. A Design Brief is required to be submitted to and approved by the Local Planning Authority prior to granting of planning permission.**

2.32 This brownfield site lies within the village framework of a Rural Centre. It is an existing employment site, comprising a vehicle repairs workshop and car sales area. The site has previously had outline planning consent for warden-controlled retirement flats. Development of the site offers the opportunity to enhance this part of the Conservation Area. The Great Shelford Conservation Area Appraisal identifies the Old British School to be a positive building and a focal point, which forms part of an important view. Any development proposal should retain and restore the former Old British School building and convert it to residential use as part of the wider scheme for this site.

- 2.33 Access to the site is likely to be from Church Street. The site is located close to a good range of existing services and facilities and where there is a good local public transport service. A net density of at least 40 dwellings per hectare should therefore be applied to the site reflecting the requirements of Development Control Policies DPD Policy HG/1. The actual capacity would depend on design taking account of the character and constraints of the site but is anticipated to be in the order of 18 dwellings.

## **MIXED-USE DEVELOPMENT**

### **POLICY SP/8 Bayer CropScience, Hauxton**

- 1. Land at Bayer CropScience Plc, Hauxton, is allocated for a sustainable high density, residential-led mixed-use development. Development of the 8.7 hectare site will comprise housing and B1 employment development as well as open space and community facilities. Development will be required to provide appropriate contributions to local services and facilities and the provision of a high quality bus service and cycle links to Cambridge (including long-term financial support if necessary).**
- 2. The development will include:**
  - a. 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;**
  - b. Establishing pedestrian and cycle links to the Trumpington West Development, and to the Trumpington Park and Ride;**
  - c. Establishing pedestrian and cycle links to the village of Hauxton;**
  - d. Contributions to improved public transport provision along the A10 corridor;**
  - e. Improved community facilities;**
  - f. Finding uses for the Listed Buildings on the site at the Hauxton Mill complex;**
  - g. The remediation of all contamination caused by previous industrial uses of the site;**

**h. Redevelopment that will secure a reduced visual impact of the site on the openness of the Cambridge Green Belt.**

**3. A Masterplan will be required for the site.**

- 2.34 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 380 dwellings. The Council's Planning Committee has resolved to grant planning permission subject to the resolution of a number of issues. A revised application that addresses these issues was submitted in November 2008. 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 and 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 the 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. As a planning objective it would be highly desirable to secure the removal of the incongruous industrial structures on the western part of the site. Particular consideration should be given to proposals that remove these structures and improve the visual appearance of the Green Belt.
- 2.35 A quantitative risk assessment should be undertaken to determine the effect of any contaminants present in land or groundwater upon the proposed development. A conceptual model should be produced for the site to identify the source, pathway and receptor relationships as part of any planning application. Should this indicate that remediation should be undertaken, this must be done to a standard agreed with the Council and conditions will be imposed on any planning permission to ensure that development does not commence on site until satisfactory remediation has been undertaken.

## **POLICY SP/9 Fulbourn and Ida Darwin Hospitals**

- 1. Fulbourn and Ida Darwin Hospitals have been designated as a Major Developed Site in the Green Belt, and development must reflect the principles established by Development Control Policies DPD Policy GB/4.**
- 2. Redevelopment of the existing built footprint of Ida Darwin Hospital into a different configuration, comprising:**
  - a. Residential redevelopment on the eastern part of the Ida Darwin site; and**
  - b. The transfer of part of the building footprint to the Fulbourn Hospital site for new mental health facilities.**
- 3. Redevelopment will create a green wedge on the western part of the Ida Darwin site to provide a compensatory enhancement to the openness of the Green Belt in this location. This green wedge will also provide enhanced public access to the countryside.**
- 4. Developers will be required to undertake ecological surveys and monitoring prior to the commencement of construction, and propose a Biodiversity Strategy for the protection and enhancement of biodiversity that establishes which areas will be protected and enhanced, and appropriate mitigation measures.**
- 5. An investigation into land contamination will be required prior to the granting of any planning permission. Should this indicate that remediation should be undertaken, this must be done to a standard agreed with the Council and conditions will be imposed on any planning permission to ensure that development takes place in accordance with a programme which takes account of remediation work.**
- 6. Appropriate investigation of noise and vibration in relation to the adjoining railway line will be required, and attenuation measures may be secured by condition as necessary.**
- 7. Development Briefs for this sensitive location in the Green Belt between Cambridge and Fulbourn are required to be submitted to and approved by the Local Planning Authority prior to granting of planning permission.**

- 2.36 Fulbourn Hospital and Ida Darwin Hospital lie within the Cambridge Green Belt which in this locality separates Cambridge from Fulbourn village and forms part of the setting of the city. Cambridgeshire & Peterborough Mental Health Foundation Trust who own and operate both sites intend to rationalise health care provision on the sites, including relocating some existing uses from the Ida Darwin site to the Fulbourn Hospital site. They will no longer require the majority of buildings on the Ida Darwin site.
- 2.37 The designation of Fulbourn Hospital and Ida Darwin Hospital as a Major Developed Site (MDS) in the Green Belt means there is potential for redevelopment of the Ida Darwin site and infill development at the Fulbourn Hospital site consistent with the principles of Policy GB/4 of the Development Control Policies DPD. Policy GB/4 includes a floorspace limitation not included in national planning policy for Green Belts (PPG2) originally intended to address proposals for redevelopment for employment and to limit the amount of new employment floorspace which could be provided in rural areas. Policy SP/9 for the hospitals is for healthcare and residential development, and does not need to include this provision. This effectively allows the existing footprint of built development on the site to be re-configured across the Fulbourn and Ida Darwin Hospital sites.
- 2.38 In view of its location adjoining the village framework of Fulbourn and the potential for a development compatible with settlement character and Green Belt purposes, the policy provides a suitable context for redevelopment of the Ida Darwin site for residential development and new development at Fulbourn Hospital to respond to the long term mental healthcare needs of the area.
- 2.39 The Ida Darwin Hospital site adjoins the western end of Fulbourn village. As a previously developed site which is developed at a relatively low density in landscaped grounds it has a physical relationship with the village but a significantly different character which justifies its location in the Green Belt. Redevelopment of the built footprint in a different configuration as a residential area would change the character of the site and its relationship with Fulbourn, but there is potential for this to have positive implications for the relationship of the site with Fulbourn village and for the Green Belt by the removal of all buildings from the western part of the site, and the creation of an area of open countryside character which could help increase the openness of the Green Belt.
- 2.40 Reflecting Policy GB/4, the residential development potential would depend on how the existing Ida Darwin site built footprint were redistributed across the whole Major Developed Site. It is anticipated that the Ida Darwin site could deliver 250 to 275 dwellings, although the total would depend on any buildings that would remain on the Ida Darwin site, and the amount of additional healthcare development required on the Fulbourn Hospital site.

- 2.41 Fulbourn Hospital Conservation Area was designated in December 1992 to preserve and enhance the setting of the group of 19th Century former asylum buildings. The boundary of the conservation area includes the important parkland setting which was fundamental to the building's purpose as one of the first "open asylums" in the country. Any additional development will need to consider the historic pattern of development and parkland settlement.
- 2.42 A Biodiversity Strategy will be required to accompany development proposals, which should consider features worthy of retention. The redevelopment of the Ida Darwin site will provide significant opportunities for biodiversity enhancement, particularly on the western part of the site which is proposed to revert to open countryside.
- 2.43 A single railway line runs adjacent to the north of the Ida Darwin site. Although it is not a main line, railway noise will need assessment in accordance with PPG24 and associated guidance. Noise and vibration mitigation and / or attenuation on site and noise insulation measures to buildings may be required to provide external and internal noise levels that are acceptable for future residents.
- 2.44 There appears to have been a landfill area to the north west of the Ida Darwin site, and the site itself has historical use as a hospital. These are potential sources of land contamination. This is a material consideration that will require investigation and remediation as necessary so that land is suitable for use in accordance with PPS23 Planning & Pollution Control and associated British Standards / guidance.
- 2.45 The Ida Darwin site is located immediately to the south of a Roman settlement considered to be of national importance and subject to statutory designation (Scheduled Monument 95). Further evidence of Iron Age and Roman settlement is known to the east of the Scheduled Monument and the settlement area is likely to extend into the Ida Darwin Hospital site. This will require appropriate investigation, although development of the hospital itself may have removed some or all remains.
- 2.46 The Ida Darwin site is within a groundwater protection zone and appropriate measures would therefore need to be provided so as to ensure the water environment is protected from contamination. The area is known to have a high water table, and this will need to be considered in a site-specific Flood Risk Assessment.
- 2.47 Residential development will be designed and landscaped to minimise impact on the character of the Green Belt. Strengthening the existing boundary tree planting, particularly the southern boundary will help mitigate the impact of a denser development on the character of the Green Belt. This will also allow two storey houses to replace those parts of the Ida

Darwin Hospital, which are large single storey without adversely affecting visual amenity.

- 2.48 A comprehensive Construction Strategy will be required for all phases of development and planning conditions will be imposed to minimise the adverse effects of construction activity on residential amenity and the environment, in accordance with Policy DP/6 of the Development Control Policies DPD.

## **PAPWORTH EVERARD VILLAGE DEVELOPMENT**

### **POLICY SP/10 Papworth Everard Village Development**

- 1. 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 Minor Rural Centre will be permitted.**

#### **Site 1 – Papworth Hospital Site:**

- 2. Re-use and / or re-development will provide for the continuation of employment uses on the Papworth Hospital site.**
- 3. A sequential approach will be taken to finding replacement uses beginning with healthcare. Only if a suitable healthcare use or uses cannot be found after the site has been marketed for healthcare for a period beginning no later than mid 2006 and ending no earlier than 2 years before the final closure and vacation of Papworth Hospital would other employment uses within the B1 use classes that would be compatible with this location in the centre of Papworth Everard be permitted.**
- 4. Any scheme must:**
  - a. Maintain the vitality and viability of Papworth Everard village;**
  - b. Maintain the housing and employment balance of the village;**
  - c. Maintain the present setting of Papworth Hall; and**
  - d. Preserve buildings on the site that contribute to the setting of the village and history of the site.**



- 5. New housing development and / or redevelopment for housing will not be permitted. Conversion of existing buildings of character for residential use may exceptionally be permitted where it would be the most appropriate use of the buildings and re-create the character of the original Papworth Hospital buildings fronting the historic landscaped parkland setting of Papworth Hall.**

#### **Site 2 – Papworth Everard West Central**

- 6. 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.**
- 7. Any scheme for redevelopment must:**
  - e. Be well related to, and respect the character of, Papworth Everard village centre;**
  - f. Integrate with the housing allocation to the south.**
- 8. Further guidance for both sites 1 and 2 will be detailed in Supplementary Planning Documents.**

2.49 Papworth Everard is a unique village within South Cambridgeshire where a unique policy approach has been developed and applied in recent years. The presence of medical facilities in Papworth for nearly a century has seen a focus of healthcare provision in the village ranging from the treatment and convalescence of tuberculosis sufferers to the current provision of residential rehabilitation facilities for the disabled by the independent Papworth Trust, and the treatment of people with life threatening cardio-vascular problems by the Papworth Hospital NHS Trust. By the late 1980's, with an ageing population (many of them ex-TB patients) and a relatively high proportion of younger residents with physical disabilities, the village was in decline. To meet this challenge and to make Papworth Everard a more sustainable settlement, a planned development / redevelopment was begun in the 1990's to provide a bypass, 1,000 additional dwellings, the redevelopment of the village centre and the re-location of some employment uses from the village centre to an edge of village location.

2.50 Papworth Hospital is a major employment site and some 300 local residents work at the hospital either directly or as sub-contractors. The Hospital provides a range of employment opportunities from the unskilled to highly specialised doctors. The NHS Trust's decision to transfer Papworth Hospital to Cambridge is a major threat to the future viability of Papworth Everard and the maintenance of a sustainable and balanced community.

The whole 1990's planning strategy is in danger of being undone at a stroke.

- 2.51 Papworth Everard is synonymous with healthcare provision which provides a breadth of employment opportunities. Healthcare provision is therefore the preferred use. This could include a continued role within the NHS or trading on the world renowned Papworth Hospital name could include private healthcare facilities. A long-term approach will need to be taken to securing a healthcare future, and now that the NHS Trust has made the decision to re-locate to Addenbrookes, this should begin immediately.
- 2.52 If it is necessary to consider other forms of employment for the Papworth Hospital site, then a mix of uses within the B1 Business Class would be the most appropriate in this historic parkland setting.
- 2.53 Residential development would not be acceptable other than for the conversion of any existing buildings which would not be suitable for healthcare / employment uses or which would make the most appropriate contribution to enhancing the historic setting of Papworth Hall. Residential redevelopment as an alternative to healthcare / employment uses is not compatible with the long term strategy to make Papworth Everard a sustainable village and would make the village a dormitory settlement unrelated to the main focus of jobs growth in and on the edge of Cambridge.
- 2.54 Further redevelopment at what has become known as Papworth West Central Area 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.
- 2.55 A Development Brief Supplementary Planning Document will be required for the Papworth Everard West Central site, and one is likely to be required for the Papworth Hospital site. Both documents will be subject to public participation.

## FORMER LAND SETTLEMENT ASSOCIATION ESTATES

### POLICY SP/11 Fen Drayton Former Land Settlement Association Estate

**Within the former Land Settlement Association Site at Fen Drayton, as defined on the Proposals Map, where it can be demonstrated that buildings (excluding glass houses) 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.**

- 2.56 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.
- 2.57 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.
- 2.58 Required measures will include: ensuring the development is highly energy efficient in terms of design, construction and subsequent use; utilising locally generated renewable energy; high levels of recycling and a long-term goal of ensuring no waste is sent to landfill by providing facilities to recycle, compost and convert waste to energy; introducing measures to restrict car use and promote sustainable forms of travel and commuting.



## APPENDIX 1: POLICY SP/2 OPEN SPACE AND RECREATION STANDARDS FOR CAMBRIDGE

<b>Type of Open Space</b>	<b>Definition</b>	<b>Standard</b>
Outdoor Sports Facilities	Playing pitches, courts and greens.	1.2 ha per 1,000 people.
Provision for Children and Teenagers	Equipped children's play areas and outdoor youth provision.	0.3 ha per 1,000 people.
Informal Open Space	Recreation grounds, parks and common land excluding equipped play areas and pitches and nature conservation sites.	1.8 ha per 1,000 people.
Allotments	Allotments	0.4 ha per 1,000 people.



## **APPENDIX 2: POLICY SP/2 CAR PARKING STANDARDS FOR CAMBRIDGE**

### **INTRODUCTION**

1. The standards set out in this document define the appropriate levels of car parking for various types of development. These levels should not be exceeded but may be reduced where lower car use can reasonably be expected.
2. Car parking standards are defined for most land uses, however for some land use types whose transport patterns are difficult to generalise (for instance training centres and museums), it is not possible to establish general parking standards. For these very specific uses, car parking provision will be approved on merit, on the basis of a Transport Assessment and negotiation.

### **Application of the Standards**

3. Parking for disabled people will be required for their exclusive use at all sites in accordance with paragraphs 12-15. It should be noted that under the Disability Discrimination Act, it is the responsibility of site occupiers to ensure that adequate provision is made for the needs of disabled people.
4. Levels of car parking below the stated levels, including car-free developments, will be supported where:
  - The site has good access to HQPT bus services, pedestrian and cycle routes; and
  - For residential developments, the site is within close proximity to shops and other local services; and
  - Reduced car ownership / use can be encouraged by provision of car pooling / car share clubs; and
  - Reduced car ownership / use can be enforced by means of a planning condition or obligation, on-street controls, or other methods to ensure that increased on-street parking pressure will not occur.
5. Some developments may have an exceptional need for vehicle parking in addition to that specified in the standards. Where this can be shown to be necessary, either by the applicant or the local planning authority, such parking should be provided in addition to that stated in the following sections. Such additional parking may be necessary where there will be shift-working staff and non-car travel options are not viable, for example. Preliminary discussions and Transport Assessments will play a key role in demonstrating the need for any such additional parking.

6. Where reference is made to staff numbers, this relates to the typical number of staff working at the same time.

## RESIDENTIAL USES

### Residential Dwellings

**Table 1: Residential Development**

Dwelling Size	Standard
Up to 2 bedrooms	1 car parking space.
3 or more bedrooms	2 car parking spaces.

Note: Garages are counted as parking spaces.

7. Table 1 gives the car parking standards for residential uses. In addition to these ratios provision should be made for visitors at the ratio of 1 space for every 4 units, provided that off-street car parking spaces resulting from the development would not be above the district-wide average of 1.5 car parking spaces per dwelling. Visitor parking should be marked appropriately.

### Other Residential Developments

**Table 2: Other Residential Developments**

Type of Development	Standard
<b>Guest houses and hotels</b>	2 spaces for every 3 bedrooms and 1 space per resident staff.
	Off-street coach parking to be conveniently located in relation to developments of 40 or more bedrooms.  Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each room so designed should be provided.
<b>Nursing homes</b>	1 space for every 8 residents, 1 space for every 2 members of staff.
	Provision must be made for ambulance parking.



<b>Retirement homes / sheltered houses</b>	1 space per 4 units, 1 space for every 2 members of staff.
	Provision must be made for ambulance parking. A secure, covered, enclosed area with electricity sockets needs to be provided for electric buggies.
<b>Student residential accommodation where proctorial control or alternative control on car parking exist</b>	1 space per 10 bed spaces or an area for both pick-up / drop-off at the end of term time and visitor parking.
	1 space per resident warden / staff.
	Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each room so designed should be provided.
<b>Student residential accommodation where proctorial control does not exist or where control exists but the development will house conference delegates</b>	1 space per 3 bed spaces.
	1 space per resident warden / staff.
	Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each room so designed should be provided. Controls will be necessary to limit use of car parking outside conference times.
<b>Residential schools, college or training centre</b>	On merit.
	Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each room so designed should be provided.
<b>Hospitals</b>	On merit.

8. Table 2 sets out the car parking standards for residents, visitors and staff. In addition, developers will need to demonstrate that their proposal provides for any particular exceptional needs, such as service vehicles.

## RETAIL, CULTURE, LEISURE AND SPORTS USES

**Table 3: Retail, Culture, Leisure and Sports Uses**

Use	Standard
<b>Food retail</b>	1 space per 50 m <sup>2</sup> GFA <sup>1</sup> up to 1,400 m <sup>2</sup> and 1 per 18 m <sup>2</sup> thereafter, including disabled.
<b>Non-food retail</b>	1 space per 50 m <sup>2</sup> GFA, including disabled.
<b>Financial and professional services</b>	1 space per 40 m <sup>2</sup> GFA, including disabled car parking.
<b>Food and drink takeaways</b>	1 space per 20 m <sup>2</sup> drinking / dining area, including disabled. 1 space for proprietor when resident.

**Table 4: Assembly, Culture, Leisure And Sports Uses**

Use	Standards
<b>Museums, Exhibition venues</b>	On merit.
<b>Sports &amp; recreational facilities, swimming baths</b>	2 spaces for every 3 staff, plus 1 space for every 4 seats, including disabled.
<b>Cinema</b>	1 space for every 5 seats, including disabled.
<b>Stadia</b>	1 space for every 15 seats, including disabled.
<b>Places of assembly including, theatre, auditoria and concert hall</b>	1 space for every 4 seats, including disabled and staff car parking.
<b>Place of worship</b>	1 space for every 8 seats, including disabled.
<b>Public halls / community centres</b>	1 space per 20 m <sup>2</sup> of public space, including disabled.

9. Transport Assessments will play a key role in determining the optimal level of car parking, particularly for mixed-use developments and retail parks where linked trips might lead to a level of parking below the standards.
10. A picking up and dropping off point for taxis and mini-buses will need to be provided for uses in Table 4.

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<sup>1</sup> Gross Floor Area

## OFFICE USE

**Table 5: Business And Industrial Uses**

Use	Standards
<b>Offices, General Industry</b>	1 space per 40 m <sup>2</sup> GFA, including disabled.
<b>Storage</b>	1 space per 100 m <sup>2</sup> GFA, including disabled.

11. Access will primarily rely on public transport, cycling and walking.

## NON-RESIDENTIAL INSTITUTIONS

**Table 6: Non-Residential Institutions**

Use	Standards
<b>Clinics and Surgeries</b>	1 space for every professional member of staff plus 2 spaces per consulting room.
<b>Non-residential schools</b>	2 spaces for every 3 staff.
<b>Non-residential higher and further education</b>	2 spaces for every 3 staff.
<b>Crèches</b>	2 spaces for every 3 staff.

## PROVISION FOR PEOPLE WITH DISABILITIES

12. At least 5% of the total number of car parking spaces should be reserved for disabled people, rounded up to the nearest whole space. Where parking provision is below the standards the required proportion of spaces reserved for disabled people will therefore be higher than 5%.
13. Higher ratios than the 5% given above may be required in some cases by the local planning authority, for example at medical facilities, residential care homes, community facilities and any other uses where a higher proportion of disabled users / visitors will be expected. It should be noted that provision at the above levels or any required by the local planning authority does not guarantee that the requirements of the Disability Discrimination Act will be met, which is the responsibility of the building occupier or service provider.
14. Spaces for disabled people should be located adjacent to entrances, be convenient to use and have dimensions that conform to Part M of the Building Regulations. If it is impossible to accommodate car parking spaces

within the site, disabled car parking spaces should not be located at a distance more than 100 metres from the site.

15. Disabled car parking spaces should be marked either 'disabled' or with a wheelchair marking.

## **APPENDIX 3: POLICY SP/2 CYCLE PARKING STANDARDS FOR CAMBRIDGE**

### **INTRODUCTION**

1. The standards in the tables below set out minimum requirements in terms of cycle parking for new developments and changes in use.
2. In addition to the application of these standards, new developments will have to comply with the following principles:
  - Cycle racks or stands should conform to the design and dimensions as set out at the end of these standards.
  - For residential purposes cycle parking should be within a covered, lockable enclosure. For individual houses this could be in the form of a shed or garage. For flats or student accommodation either individual lockers or cycle stands within a lockable, covered enclosure are required. The cycle parking should be easily accessible and convenient to use.
  - Cycle parking for employees should be, in a convenient, secure location and where practical covered.
  - Short stay cycle parking, e.g. for visitors or shoppers, should be located as near as possible to the main entrance of buildings and covered by natural surveillance or CCTV. For large developments the cycle parking facility should be covered.
  - Reference to staff should be taken to mean the peak number of staff expected to be on site at any one time.
  - All cycle parking should be located to minimise conflicts between cycles and motor vehicles.
  - Some flexibility will be applied to applications where it can be demonstrated that strict adherence to the standards, for a multi-purpose site is likely to result in a duplication of provision.

**Table 1: Residential Use**

Type of Development	Number of Spaces
<b>Residential dwellings</b>	1 space per bedroom up to 3 bedroom dwellings. Then 3 spaces for 4 bedroom dwellings, 4 spaces for 5 bedroom dwellings etc. Some level of visitor cycle parking, in particular for large housing developments.
<b>Guest houses and hotels</b>	1 space for every 2 members of staff and 2 spaces for every 10 bedrooms.
<b>Nursing homes</b>	1 visitor space for every 10 residents and 1 space for every 2 members of staff.
<b>Retirement homes / sheltered houses</b>	1 space for every 6 residents and 1 space for every 2 members of staff.
<b>Student residential accommodation</b>	2 spaces per 3 bedspaces. 1 visitor space per 5 bedspaces.
<b>Residential schools, college or training centre</b>	(as above)
<b>Hospitals</b>	On merit.

**Table 2: Retail, Culture, Leisure And Sports Uses**

Type of Development	Number of Spaces
<b>Food retail</b>	1 space per 25 m <sup>2</sup> GFA <sup>1</sup> up to 1,500 m <sup>2</sup> thereafter 1 per 75 m <sup>2</sup>
<b>Non-food retail</b>	1 space per 25 m <sup>2</sup> GFA up to 1,500 m <sup>2</sup> thereafter 1 per 75 m <sup>2</sup>
<b>Financial and professional services</b>	1 space per 30 m <sup>2</sup> GFA to include some visitor parking.
<b>Food and drinks</b>	1 space for every 10 m <sup>2</sup> of dining area.
<b>Museums, exhibition venues</b>	1 for every 2 members of staff Visitors: on merit.
<b>Sports and recreational facilities and swimming baths</b>	1 space for every 25 m <sup>2</sup> net floor area or 1 space for every 10 m <sup>2</sup> of pool area and 1 for every 15 seats provided for spectators.
<b>Places of assembly including cinema, theatre, stadia, auditoria and concert halls</b>	1 space for every 3 seats.
<b>Place of worship,</b>	1 space per 15 m <sup>2</sup> of public floor area.

<sup>1</sup> Gross Floor Area

<b>public halls and community centres</b>	
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**Table 3: Office Uses**

<b>Type of Development</b>	<b>Number of Spaces</b>
<b>Offices</b>	1 space for every 30 m <sup>2</sup> GFA to include some visitor parking.
<b>General Industry</b>	1 space for every 40 m <sup>2</sup> GFA to include some visitor parking.
<b>Storage and other B use classes</b>	On merit.

**Table 4: Non-Residential Institutions**

<b>Type of Development</b>	<b>Number of Spaces</b>
<b>Clinics and surgeries</b>	2 spaces per consulting room and 1 space for every 3 professional members of staff.
<b>Non-residential schools</b>	Cycle spaces to be provided for 50% of children between 5 and 12 and 75% of children over 12 years.
<b>Non-residential higher and further education</b>	Cycle parking for all students using the site and 1 for every 2 members of staff.
<b>Crèches and Nurseries</b>	1 space for every 2 members of staff. 1 visitor space per 5 children.

## **CYCLE PARKING DESIGN AND LAYOUT**

### **Design Of Rack**

3. A Sheffield Stand is acceptable but a rounded 'A' design is recommended as it provides additional support, particularly for smaller bicycles.

#### **Sheffield Stand:**

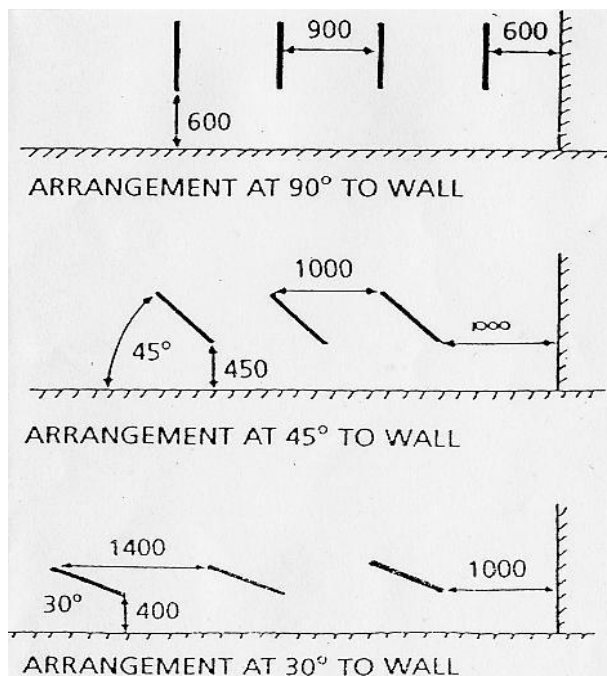


#### **Rounded A Stand:**



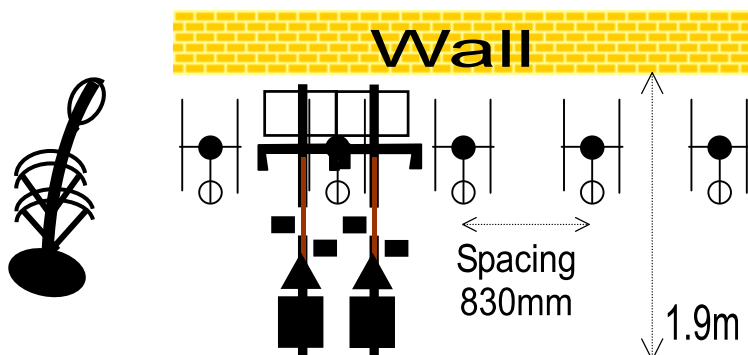
## Layout

4. This diagram shows the spacing required for cycle stands. There should be a 1,200 mm space between a double row of stands. All measurements shown are in millimetres.



## High Capacity

5. For increased capacity racks can be arranged at alternative heights with the type of rack that holds the front wheel in place. These racks are only acceptable if a support post is provided between each rack to which the frame for the bicycle can easily be locked. This type of rack also ensures a straight row of bicycles which is useful where space is a premium.





### 3. EMPLOYMENT

#### EMPLOYMENT ALLOCATIONS

##### POLICY SP/12 Allocations for Class B1 Employment Uses

1. 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 2009	Residue of Allocation at March 2009
a. Longstanton: N of Hattons Road up to the proposed bypass	6.7 ha.	6.7 ha.	-
b. Pampisford: West of Eastern Counties Leather, London Road (residue)	1.9 ha.	0.9 ha.	1.0 ha.
c. The former Bayer CropScience site at Hauxton as part of a mixed-use redevelopment.	Total Site Size to be specified following the preparation of a Masterplan or Development Brief.	-	-

- a. Longstanton, Hattons Road: Site is allocated for 12,500m<sup>2</sup> of gross internal floor area of Research & Development use.

##### POLICY SP/13 Allocations for Class B1, B2 and B8 Employment Uses

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

Site		Total Site Size	Area with Planning Permission Unimplemented at March 2009	Residue of Allocation at March 2009
a.	Over: Norman Way (residue)	1.7 ha.	1.7 ha.	-
b.	Papworth Everard: Ermine Street South (residue)	2.5 ha.	2.5 ha.	-

- a. 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.**
- b. Papworth Everard, Ermine Street South: 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.**

3.1 These two policies carry forward employment allocations to complete the strategy set out in the Local Plan 2004, where there is a realistic prospect of their coming forward in the current plan period. They offer opportunities to provide local employment, contributing to reducing commuting into Cambridge and redressing the balance in places within the district which are otherwise predominantly dormitory areas.

## **4. SERVICES AND FACILITIES**

### **RECREATION**

#### **POLICY SP/14 Allocations for Open Space**

- 1. The following sites are allocated as extensions to recreation grounds:**
  - a. Land east of recreation ground, Over 2.19 ha.**
  - b. Land east of Bar Lane, Stapleford and west of the access road to Green Hedge Farm 1.42 ha.**
  - c. Land north of Hatton's Road, Longstanton 2.65 ha.**
  - d. Land north of recreation ground, Swavesey 2.16 ha.**
  - e. Land east of recreation ground, New Road, Impington 5.7 ha. (development must provide appropriate protection for the Memorial Stone).**
- 2. The following site is allocated for an extension to the School Playing Field:**
  - f. Land at primary school, Long Furlong, Over 0.56 ha.**
- 3. The following areas of land are allocated for recreation use:**
  - g. Land east of Mill Lane, Impington.**
  - h. Land to the south of Manor Park, Histon.**
  - i. Land at Barrowcroft (Gunns Lane), Histon**

- 4.1 The Recreation Study 2005 indicates specific villages that are below the Council's minimum standard for open space, and where a need exists for additional facilities. A number of these sites were allocated in the Local Plan 2004 which will help address those needs. Their continued allocation to meet this shortfall is therefore justified. They include the Primary School at Over that occupies a cramped site without playing fields, and the allocation offers the opportunity to remodel the site. A number of additional sites were added as a result of public participation which will help meet needs in other villages identified with a shortfall.



## 5. CULTURAL HERITAGE

### GREEN SEPARATION

#### **POLICY SP/15 Conservation Area and Green Separation at Longstanton**

**Areas of countryside within the conservation area at Longstanton will form part of the green separation between Longstanton and Northstowe. Public access to this area of countryside will be controlled to protect the conservation area. The area will contain only open land uses, such as playing fields, allotments and cemeteries, which will contribute towards effective separation between these communities. 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.**

- 5.1 The green separation between Longstanton village and the new town of Northstowe is designed to ensure the maintenance of the village character of Longstanton. The land within the conservation area has itself a valuable character which should be preserved or enhanced. The predominant historic character of the open land comprises a series of paddocks with hedgerows and small copses, bounded by the tree-lined bridleway of Long Lane. 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.



## 6. TRANSPORT

### RAPID TRANSIT

#### POLICY SP/16 Cambridgeshire Guided Busway

1. Land is safeguarded for a proposed Cambridgeshire Guided Busway (CGB).
2. Land, including the Cambridge to St Ives railway track-bed, is safeguarded for the development of a CGB. 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 CGB stops and improved visibility splays at crossings.
3. The Council will use its powers under S106 to secure financial contributions at an appropriate level towards the development of relevant parts of the CGB.

6.1 Structure Plan 'saved' 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 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. This is now called the Cambridgeshire Guided Busway (CGB). A guided busway of this kind would be a key element in planning for sustainable growth in the Cambridge Sub-Region.

6.2 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/17 Rail Infrastructure

1. Land at Chesterton Sidings is safeguarded for the development of a railway station and interchange facility.
2. The Council will use its powers under Section 106 of the Town and Country Planning Act 1990 to secure financial contributions at an appropriate level towards the development of the railway station and interchange facility.

- 6.3 Structure Plan 'saved' 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 with the Cambridgeshire Guided Busway. Planning obligation contributions towards the cost of the railway station and interchange will be sought at a level proportional to the benefit of the mitigation of road traffic for developments which would be served by a new railway station at Chesterton Sidings.
- 6.4 Not all the land at Chesterton Sidings will be required for the railway station and public transport interchange. Some of the remaining land will be used by Network Rail for train stabling and at least until the completion of the planned upgrade to the A14 trunk road for the delivery of aggregates and the manufacture of coated roadstone. Even with these uses present at the Sidings there will be land to the rear of the Cambridge Business Park available for redevelopment in the short term.
- 6.5 Chesterton Sidings forms part of a larger area of land with development potential which includes land north of Cowley Road within Cambridge City. The redevelopment potential of this and other land has been investigated on a number of occasions but found to be unviable or undeliverable. Now that the future of much of Chesterton Sidings has been determined by Network Rail's decision to retain land for train stabling a new planning framework for the development of this area will be required. This will be produced jointly with Cambridge City Council and Cambridgeshire County Council, and agreed through the Joint Section 29 Committee. Central to the policy will remain a multimodal transport interchange.
- 6.6 Chesterton Sidings includes an area of Jersey Cudweed. This is a protected species under Schedule 8 of the Wildlife and Countryside Act. Development will need to incorporate measures for protecting this species.

### **POLICY SP/18 Rail Freight**

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

- 6.7 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**

- 6.8 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/19 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.**

- 6.9 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 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.



## **7. 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**

- 7.1 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 through a number of 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.
- 7.2 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 LDF, with full and early input from the local authorities and key stakeholders to seek to ensure they are capable of being approved and delivered.
- 7.3 Cambridgeshire Horizons will have a key role in helping to draw together the identified requirements of the major developments as work on planning applications progresses 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**

- 7.4 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**

- 7.5 As part of the increased emphasis on demonstrating how the policies of plans will be delivered, particularly housing, PPS 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 policies to deliver the identified housing requirement.
- 7.6 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.
- 7.7 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 8.

### Housing Trajectory for South Cambridgeshire, Allocations 2009-2016

Site Name / Address	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	Total up to 2016
Cambridge Northern Fringe West (Orchard Park, SP/1) – original outline consent	57	72	150	82	0	0	0	<b>361</b>
Cambridge Northern Fringe West (Orchard Park, SP/1) – Additional Parcels	0	0	72	48	0	0	100	<b>220</b>
North West Cambridge Huntingdon Road to Histon Road (SP/2)	0	0	0	0	0	270	360	<b>630</b>
Cambourne (Increased Density)	0	50	250	420	230	0	0	<b>950</b>
North of Impington Lane, Impington (SP/6)	0	0	0	0	0	0	0	<b>0</b>
Powell's Garage, Woollards Lane, Great Shelford (SP/7)	0	18	0	0	0	0	0	<b>18</b>
Bayer CropScience (SP/8)	0	50	100	100	100	30	0	<b>380</b>
Fulbourn & Ida Darwin Hospitals (SP/9)	0	51	51	41	41	16	15	<b>215</b>
Papworth Everard West Central (SP/10 – site 2)	0	30	30	27	0	0	0	<b>87</b>
<b>Total</b>	<b>57</b>	<b>271</b>	<b>653</b>	<b>718</b>	<b>371</b>	<b>316</b>	<b>475</b>	<b>2,861</b>

**Note** – this trajectory is based on the housing trajectory included in the 2007-2008 Annual Monitoring Report, published in December 2008, except where the figures were revised during the examination of the DPD in 'Responding to a Housing Shortfall: the Council's Preferred Sites' (RD/SSPEXAM/270).



## **8. MONITORING**

### **OBJECTIVES**

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

### **MONITORING**

- 8.1 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 plan objectives. The presence of clear mechanisms for implementation and monitoring forms part of the test of soundness (effective) of the LDF. The Core Strategy DPD includes a policy on Plan Monitor Manage (ST/11).

### **MONITORING INDICATORS**

- 8.2 Every local planning authority has to produce an Annual Monitoring Report for submission to the Secretary of State. This forms part of the overall package of documents making up the LDF for each district.
- 8.3 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. The District-wide indicators for South Cambridgeshire are contained in the Core Strategy and Development Control Policies DPDs. For example, the Council will identify the number of houses completed annually in the District.

### **Table 1: Site Specific Monitoring Indicators**

- 8.4 The indicators listed in Table 1 are the Site Specific Local Output Indicators (SSLO) which will be monitored through the LDF Annual Monitoring Reports that will be prepared by the Council.

**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 number	Indicator	Type of Indicator	Related Draft LDF Policies	Targets
SSLO 1	Residential densities at Cambourne	Local	SP/3, SP/4, SP/5	Residential densities at Cambourne meet those required by Policy HG/1 - 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.
SSLO 2	Dwelling completions at North of Impington Lane, Impington	Local	SP/6	Development of the site in accordance with the provisions of Policy SP/6.
SSLO 3	Dwelling completions at Powell's Garage, Woollards Lane, Great Shelford	Local	SP/7	Development of the site in accordance with the provisions of Policy SP/7.
SSLO 4	Dwellings completions at Fulbourn and Ida Darwin Hospitals	Local	SP/9	Development of the site in accordance with the provisions of Policy SP/9.

Employment				
Indicator number	Indicator	Type of Indicator	Related Draft LDF Policies	Targets
SSLO 5	Development at sites allocated for B1 Employment Use	Local	SP/12	<i>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.</i>

<b>SSLO 6</b>	Development at sites allocated for B1 / B2 / B8 Employment Use	<b>Local</b>	SP/13	<i>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.</i>
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<b>Mixed Use Development</b>				
<b>Indicator number</b>	<b>Indicator</b>	<b>Type of Indicator</b>	<b>Related Draft LDF Policies</b>	<b>Targets</b>
<b>SSLO 7</b>	Development at Cambridge Northern Fringe West (Orchard Park)	<b>Local</b>	SP/1	<b>Completion of development that accords with the CNF West Masterplan and Policy SP/1.</b>
<b>SSLO 8</b>	Development at North West Cambridge Huntingdon Road to Histon Road	<b>Local</b>	SP/2	<b>Completion of development in accordance with the forthcoming masterplan for the site.</b>
<b>SSLO 9</b>	Development at Bayer CropScience, Hauxton	<b>Local</b>	SP/8	<b>Development of site in accordance with the provisions of Policy SP/8 and the approved Masterplan for the site.</b>
<b>SSLO 10</b>	Papworth Everard Village Development	<b>Local</b>	SP/10	<p><b>In the eventuality of Papworth Hospital relocating to the Addenbrooke's Hospital site,</b></p> <p><b>a) Site 1 – the Papworth Hospital site; and,</b></p> <p><b>b) Site 2 – Papworth Everard West Central</b></p> <p><b>to be developed in such a way as to meet the requirements of Policy SP/10 and of the Development Briefs that would be prepared for the sites.</b></p>

Recreation				
Indicator number	Indicator	Type of Indicator	Related Draft LDF Policies	Targets
SSLO 11	Progress of open space allocations	Local	SP/14	Completion of extension to recreation grounds at the sites listed in SP/14.

Environment				
Indicator number	Indicator	Type of Indicator	Related Draft LDF Policies	Targets
SSLO 12	Green Separation at Northstowe	Local	SP/15	<p><b>Green Separation at Northstowe to:</b></p> <ul style="list-style-type: none"> <li>a) extend to protect Conservation Areas which extend beyond the village frameworks</li> <li>b) have a high degree of public access where appropriate to character and amenity, having particular regard to the character of Conservation Areas</li> <li>c) contain only open land uses such as allotments, playing fields or cemeteries</li> <li>d) include enhancement of series of hedged paddocks and small copses adjoining St Michael's Mount.</li> </ul>



**Table 2: Superseded Policies**

In accordance with Regulation 13(5) in the Town and Country Planning (Local Development) (England) Regulations 2004, the following table lists each policy in the Site Specific Policies DPD and indicates whether it will supersede a policy from the Local Plan 2004.

<b>Site Specific Policy</b>	<b>Local Plan Policy to be superseded</b>
Policy SP/1 – Cambridge Northern Fringe West (Orchard Park)	Policy HG2 – Cambridge Northern Fringe  Policy CNF1 – CNF West (Arbury Camp)
Policy SP/2 – North West Cambridge Huntingdon Road to Histon Road	No saved policies
Policy SP/3 – Cambourne	No saved policies
Policy SP/4 – Cambourne Approved Masterplan and Design Guide	Policy CAMBOURNE 2 – The Design Guide  Policy SE7 – New Settlement of Cambourne
Policy SP/5 – Cambourne School Lane Special Policy Area	No saved policies

Site Specific Policy	Local Plan Policy to be superseded
<p>Policy SP/6 – North of Impington Lane, Impington</p> <p>Policy SP/7 – Powell’s Garage, Woollards Lane, Great Shelford</p>	<p>Policy IMPINGTON 1 Allocation for residential development</p> <p>Policy HG3 Allocations in Rural Growth Settlements</p> <p>Policy HG4 Allocations in Limited Rural Growth Settlements</p> <p>Policy HG5 Allocations in Group Villages</p> <p>Policy MELBOURN 3A &amp; 3B Allocation for residential development</p> <p>Policy WATERBEACH 1 Allocation for residential development</p> <p>Policy PAPWORTH EVERARD 3C Allocation for residential development</p> <p>Policy HEATHFIELD 1 Allocation for residential development</p> <p>Policy BASSINGBOURN 1 Allocation for residential development</p> <p>Policy CALDECOTE 1 Allocation for residential development</p> <p>Policy CALDECOTE 2 Allocation for residential development</p> <p>Policy SAWSTON 1 Allocation for residential development</p> <p>Policy Willingham 1 Allocation for residential development</p>
<p>Policy SP/8 – Bayer CropScience , Hauxton</p>	<p>No saved policies</p>
<p>Policy SP/9 – Fulbourn and Ida Darwin Hospitals</p>	<p>No saved policies</p>
<p>Policy SP/10 – Papworth Everard Village Development</p>	<p>No saved policies</p>

Site Specific Policy	Local Plan Policy to be superseded
Policy SP/11 – Fen Drayton Former Land Settlement Association Estate	Policy FEN DRAYTON 1 Fen Drayton Former Land Settlement Association Estate
Policy SP/12 – Allocations for Class B1 Employment Uses  1a. Longstanton: N of Hatton Road up to the proposed bypass  1b. Pampisford: West of Eastern Counties Leather, London Road (residue)  1c. The Former Bayer CropScience site at Hauxton as part of a mixed-use redevelopment	Policy EM1(1) & (2) Allocation for Class B1 Employment Uses.  Policy HISTON 1 Allocation for industrial development.  Policy LONGSTANTON 2 Allocation for research and development uses  Policy PAMPISFORD 1 Allocation for industrial development.
Policy SP/13 – Allocations for Class B1, B2 and B8 Employment Uses  1a. Over: Norman Way (residue)  1b. Papworth Everard: Ermine Street South (residue)	Policy EM2 Allocation for B1 and B2 employment uses.  Policy GAMLINGAY 2 Allocation for B1 and B2 employment uses.  Policy OVER 2 Allocation for B1 and B2 employment uses.  Policy PAPWORTH EVERARD 4 Allocation for B1 and B2 employment uses.

<b>Site Specific Policy</b>	<b>Local Plan Policy to be superseded</b>
<p>Policy SP/14 – Allocations for Open Space</p> <p>1a. Land East of recreation ground, Over 2.19 ha.</p> <p>1b. Land east of Bar Lane, Stapleford and west of the access road to Green Hedge Farm 1.42 ha.</p> <p>1c. Land north of Hatton's Road, Longstanton 2.65 ha.</p> <p>1d. Land north of recreation ground, Swavesey 2.16 ha.</p> <p>1e. Land east of recreation ground, New Road, Impington 5.7 ha.</p> <p>2f. Land at primary school, Long Furlong, Over 0.56 ha.</p> <p>3g. Land east of Mill Lane, Impington</p> <p>3h. Land to the south of Manor Park, Histon</p> <p>3i. Land at Barrowcroft (Gunns Lane), Histon</p>	<p>Policy OVER 4 Allocation of extension of recreation ground.</p> <p>Policy STAPLEFORD 1 Allocation of extension of recreation ground.</p> <p>Policy LONGSTANTON 3 Allocation of extension of recreation ground.</p> <p>Policy SWAVESEY 1 Allocation of extension of recreation ground.</p> <p>Policy OVER 3 Allocation for extension to school playing field</p>
Policy SP/15 – Conservation Area and Green Separation at Longstanton	No saved policies
Policy SP/16 – Cambridgeshire Guided Busway	Policy TP3 The St Ives Transport Corridor
Policy SP/17 – Rail Infrastructure	No saved policies
Policy SP/18 – Rail Freight	Policy TP4 Railways
Policy SP/19 – Cambridge Airport Safety Zone	Policy TP7 Cambridge Airport: Airport Public Safety Zone



## GLOSSARY OF TERMS

	Above Ordnance Datum	The Ordnance Datum is the mean sea level at Newlyn in Cornwall calculated between 1915 and 1921, taken as a reference point for the height data on Ordnance Survey maps.
	Affordable Housing	A wide variety of types and tenures of housing where the common feature is that it is subsidised in some way to make it affordable to those who cannot afford a home on the open market.
AMR	Annual Monitoring Report	An annual report monitoring the LDF's performance against a number of national and local indicators.
AAP	Area Action Plan	A Development Plan Document setting out policy and proposals for a specific area.
	Biodiversity	Biodiversity is a term used to describe the richness of the living environment around us. It is the variety of life in all its forms, including richness of species, complexity of ecosystems and genetic variation.
BAP	Biodiversity Action Plan	Encouraging a wide range of fauna and flora in a locality.
	Biophysical	Biophysics is an interdisciplinary field which applies techniques from the physical sciences to understanding biological structure and function. The subject lies at the borders of biology, physics, chemistry, mathematics, engineering, genetics, physiology and medicine.
	Biotechnology	The application of science and engineering to the direct or indirect use of living organisms, or parts or products of living organisms, in their natural or modified forms.
	Brownfield land	Previously developed land (PDL) which is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated with fixed surface infrastructure. The definition covers the curtilage of development. Previously developed land can occur in both urban and rural settings. The precise definition can be found in PPS3.

	Building Regulations	Building Regulations ensure the health and safety of people in and around buildings by providing functional requirements for building design and construction. They also promote energy efficiency in buildings and contribute to meeting the needs of disabled people. Builders and developers are required by law to obtain building control approval - an independent check that the Building Regulations have been complied with. There are two types of building control providers - the Local Authority and Approved Inspectors.
BIS	Bus Information Strategy	Part of the Local Transport Plan.
	Cambridge Area	The area covered by Cambridge City Council and South Cambridgeshire District Council.
	Cambridgeshire and Peterborough Structure Plan	Statutory plan that sets out broad development requirements in the County to 2016 (Prepared by the County Council).
CGB	Cambridgeshire Guided Busway	Proposed bus-based Rapid Transit System to operate along the former St. Ives railway line. See Rapid Transit System.
	Cambridgeshire Horizons	Cambridgeshire Horizons is the local delivery vehicle established by the Cambridgeshire local authorities to drive forward the development of new communities and infrastructure in the Cambridge Sub-Region in a sustainable way, in accordance with the approved planning policies.
	Cambridge Sub-Region	Comprises Cambridge, South Cambridgeshire and the Market Towns.
	Car Pooling	Shared use of a car(s) by a group of people.
CiWS	City Wildlife Site	Sites designated of particular local importance for nature conservation by Cambridge City Council and the Wildlife Trust.
	Climate Proofing	Climate proofing aims to ensure buildings and associated infrastructure are capable of enduring the future impacts of climate change, for example minimising risk of flooding, minimising risk of subsidence, installing water saving measures and devices, and using materials that have low / zero CO <sub>2</sub> and green house gas emissions.

	Cluster	Clusters are defined as concentrations of companies in related activities, specialised suppliers, service providers and institutions, which are co-operating, collaborating and competing to build competitive advantage often across sector boundaries (EEDA Regional Economic Strategy 2001). Clusters may be concentrated in a particular location or linked locations.
CPZ	Controlled Parking Zone	An area in which special parking controls are applied.
	Community facilities	Facilities, which help meet the varied needs of the residents for health, educational and public services as well as social, cultural and religious activities.
	Community Strategy	Strategy for promoting the economic, environmental and social well-being of the area and contributing to the achievement of District Wide sustainable development.
	Comparison shopping	Goods that are purchased occasionally and for longer term use, such as electrical goods, clothing, household goods, books, jewellery, furniture etc. which consumers will compare before making a choice.
	Concept Plan	Shows in diagrammatic form the structure and the distribution of the main land uses and their inter-relationships within the new development.
	Conservation Area	Areas identified by the Council, which have 'special architectural or historic interest', which makes them worth protecting and improving.
	Conservation Area Appraisals	Produced by the Council covering various Conservation Areas within the district. The appraisals define the special character and evolve guidelines for development and enhancement schemes.
	Considerate Contractors Scheme	Requires that all contractors, sub contractors, suppliers and others working on a project minimise disturbance on neighbouring uses.
	Convenience shopping	Goods that are purchased regularly and for immediate consumption, such as foods, drink, groceries, confectionary, tobacco, newspapers for which convenience is a prime consideration.
	Core Strategy	An element of planning policy within the LDF.
	Countryside Enhancement Areas	Areas that have potential for undisturbed enjoyment of the countryside and for their landscapes and habitats to be significantly enhanced.

	Country Park	An area of countryside which is landscaped and managed for informal recreation and includes some visitor facilities such as car parking, toilets and an interpretation centre.
CWS	County Wildlife Site	Sites identified as being of particular local importance for nature conservation at county, rather than at national level
	Definitive Map	A legal record of the public's rights of way. The maps are produced by the Local Authority (Cambridgeshire County Council). Note there may be additional rights over land, which have not yet been recorded on the map or there may be rights, which are incorrectly recorded on the map.
	Design and Access Statement	A statement submitted alongside a planning application by the applicant to demonstrate that: proper consideration has been given to the impact of the proposal and account taken of all relevant factors in the design and landscaping of the scheme development will be accessible to everybody regardless of age, gender or disability.
	Design Code	Will guide the nature, scale and form of new development.
	Design Guide	Identifies the particular character of an area and sets out the general principles for good design.
	Development Brief	Describes how proposals for a site will be implemented.
	Development Framework	Line on the Proposals Map defining where policies for the built-up areas of settlements give way to policies for the countryside.
DPD	Development Plan Document	Statutory document having been through Independent Examination.
dph	Dwellings per hectare	30 dph is the national minimum, as set out in PPS3: Housing.
EEDA	East of England Development Agency	
EERA	East of England Regional Assembly	
EA	Environment Agency	
EIA	Environmental Impact Assessment	Considers the potential environmental effects of land use change, enabling decisions on land use change to be taken with full knowledge of the likely environmental consequences.
EiP	Examination in Public	Inquiry led by an independent Planning Inspector into proposals for and objections to LDDs.
	Farm diversification	Where a farm diversifies into non-agricultural activities.

FRA	Flood Risk Assessment	An assessment of impact of development on flooding, including the run-off implications of proposals.
	Flood Zones	Zones identified by the Environment Agency to indicate the risk of flooding.
GPDO	General Permitted Development Order	Provides permitted development rights which allow certain types of development to proceed without the need for a planning application.
	Good local public transport service	Minimum service frequencies of every 30 minutes during the day, hourly in the evenings and on Saturdays. Every 2 hours or better on Sundays.
GO-East	Government Office for the Eastern Region	
	Grampian condition	Planning condition restricting development unless and until an event had occurred which was not within the power of the applicant to bring about. (Grampian Regional Council v. Aberdeen DC (1984) JPL 590 H.L).
	Green Corridor	Areas of open land which penetrate into an urban area for amenity and recreation.
	Green Belt	A statutory designation made for the purposes of: checking the unrestricted sprawl of large built-up areas, preventing neighbouring towns from merging into each other, assisting in safeguarding the countryside from encroachment, preserving the setting and special character of historic towns and assisting in urban regeneration by encouraging the recycling of derelict and other urban land.
	Green Fingers	As Green Corridors, but on a smaller scale.
	Green Separation	An area of open land required to keep apart two separate communities and maintain their individual identities.
	Greenfield land	Land which has not previously been developed or which has returned to greenfield status over time.
	Greenhouse Gases	Carbon Dioxide and other emissions, causing global warming.
	Greywater	The mildly polluted wastewater from shower / bath, washbasin and washing machine.
HIA	Health Impact Assessment	An assessment of the impact of the proposed development on health and identifies actions that can enhance positive effects and reduce or eliminate negative effects.
HSA	Health and Safety Executive	The Health and Safety Executive is responsible for health and safety regulation in Great Britain.

	High Quality Agricultural Land	Land designated as Grades 1, 2 and 3a on the Agricultural Land Classification maps produced by Department for Environment, Food and Rural Affairs.
HQPT	High Quality Public Transport	Generally service frequencies of at least a 10 minutes peak / 20 minutes inter-peak. Weekday evening frequencies of ½ hourly until 11pm, Saturday ½ hourly 7am - 6pm, then hourly and Sunday hourly 8am - 11pm. Also provides high quality low floor / easy access buses, air conditioning, prepaid / electronic ticketing, Real Time information and branding to encourage patronage.
	Home Zone	Roads / neighbourhoods that are designed not just to allow the passage of motor vehicles, but so that all road users, pedestrians and cyclists as well as drivers can share the road space. Streets will be safer, greener, friendlier and more attractive, encouraging both social interaction and child's play to be part of the normal use of the street.
	Housing Association	Sometimes referred to as a Registered Social Landlord; a non profit making organisation which provides housing for people in need.
HNS	Housing Needs Survey	Assessment of housing needs across the whole district.
	Housing Trajectory	Assessments showing past, and estimating future, housing performance. They should consider past rates of housing completions and conversions and projected completions and conversions.
	Important Countryside Frontages	Land with a strong countryside character that penetrates or sweeps into the villages or separates two parts of the built-up area. Such land enhances the setting, character and appearance of the village by retaining the sense of connection between the village and its rural origins and surroundings.
	Infrastructure	Basic structure of systems such as utilities (gas, electricity, water) drainage, flood defences, transportation, roads, healthcare, education and other community facilities.
	Infrastructure Partnership	Responsible for co-ordination of the delivery of housing and infrastructure across the Cambridge Sub-Region. See: Cambridgeshire Horizons

	Intermediate housing	Housing for those who do not qualify for social rented housing, but whose incomes are such in relation to local housing costs that they are nonetheless not able to access market housing. This includes intermediate rented and low cost home ownership.
	Intermediate rented housing	Rents are not to exceed 30% of net median household incomes in Cambridge and South Cambridgeshire taken as a whole except where provided for specific groups of workers, where they should not exceed 30% of the net median income for the specific group.
	Key Diagram	Illustrates the broad strategy for the area in a diagrammatic format.
	Key Worker Housing	Discounted market housing targeted at specific groups, including teachers, nurses and others whose role relates to the care and comfort of the community or sustaining the local economy, and who are unable to meet their housing needs on the open market.
	Landscape Character Assessment	Assessment of the landscapes, wildlife and natural features into distinct Landscape Character Areas.
	Landscape Statement	A statement submitted alongside a planning application by the applicant to demonstrate that they have properly considered the impact of their proposal on the particular site and surroundings.
	Legible	A legible place is one whose landmarks or pathways are easily identified; a place that can be easily understood and which people can navigate simply and safely.
	Lifetime mobility standard / lifetime homes	Developed by the Joseph Rowntree Foundation to provide dwellings that cater for the needs of residents throughout their lifetime, including the possibility of impaired mobility. These standards exceed the requirements of the Building Regulations.
	Listed Building	A building or structure of special architectural or historic interest and included in a list, approved by the Secretary of State. The owner must get Listed Building Consent to carry out alterations, which would affect its character.
LAP	Local Area for Play	A small area of unsupervised open space specifically designated for young children for play activities close to where they live. The target user is mainly for 4-6 year olds, although they can attract other children in slightly older and younger age groups.

LAPC	Local Authority Pollution Control	
LAPPC	Local Authority Pollution Prevention and Control	
	Local Centre	Smaller scale than a District Centre, and includes a primary school, provides for the day-to day shopping needs of local residents for convenience shopping and service provision, and small-scale local employment.
LDD	Local Development Document	Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs).
LDF	Local Development Framework	A “folder” containing LDDs, LDS, SCI etc.
LDS	Local Development Scheme	Sets out the LDDs to be produced over the next 3 years.
LEAP	Local Equipped Area for Play	Mainly for accompanied children from 4 to 8 although consideration is given to the needs of supervised children from 4 years, and unaccompanied children older than 8.
LNR	Local Nature Reserve	Reserves with wildlife or geological features that are of special interests locally.
LPA	Local Planning Authority	e.g. South Cambridgeshire District Council.
LSP	Local Strategic Partnership	Public service providers, local communities, voluntary, public and private sectors co-ordinate improvements in public services to achieve sustainable economic, social and physical regeneration.
LTP	Local Transport Plan	Sets out transport strategy for Cambridgeshire.
	Long Term Transport Strategy	Sets out the longer term transport strategy for Cambridgeshire to 2021.
	Low cost home ownership	Including shared ownership, equity share, and discounted market housing. Costs (mortgage and any rent) are not to exceed 30% of gross median household incomes in Cambridge and South Cambridgeshire taken as a whole except where provided for specific groups of workers, where they should not exceed 30% of the gross median household income for that specific group.
	Material consideration	Something, which should be taken into account when making planning decisions such as determining planning applications.
MOD	Ministry of Defence	



	Mixed-use development	Development comprising two or more uses as part of the same scheme. This could apply at a variety of scales from individual buildings to an urban extension. Mixed-use development can help create vitality and diversity and can help to reduce the need to travel, which is more sustainable.
	Monitoring Strategy	Sets out how the LDF will be monitored against a number of indicators.
MUGA	Multi-Use Games Area	Used for ball rebound sports such as tennis, netball, basketball, and five-a-side football, hockey, lacrosse and general sports, training and play depending upon the surface material.
NNR	National Nature Reserve	Protect the important areas of wildlife habitat and geological formations.
	Natural Areas	Natural Areas are identified by a unique combination of physical attributes such as geology, plant and animal species, land-use and culture.
NEAP	Neighbourhood Equipped Area for Play	Unsupervised site servicing a substantial residential area, equipped mainly for older children but with opportunities for play for younger children. Equipment will be similar to that of LEAP's but on a larger scale and may well include facilities for teenagers.
	Open Space Standards	The amount of open space required as part of new development.
	Parish Plan	A vision of how a town or village should be, addressing social, economic or environmental issues.
	Park and Ride	A system where private motorists are encouraged to leave their car at an out of centre public car park and travel the rest of the way to their destination by public transport.
	Parking standards	Maximum permissible levels of car parking for various use-classes, along with minimum levels of cycle parking.
	Permeable	A permeable place is one which is based on the idea of linked streets and spaces, and which provides high levels of accessibility without long detours.
	Photovoltaic Energy	Solar energy from photovoltaic cells.
	Planning Condition	Requirement attached to a planning permission. It may control how the development is carried out, or the way it is used in the future. It may require further information to be provided to the Council before or during the construction.

	Planning Obligation	A binding legal agreement requiring a developer or landowner to provide or contribute towards facilities, infrastructure or other measures, in order for planning permission to be granted. Planning Obligations are normally secured under Section 106 of the Town & Country Planning Act 1990.
PPG	Planning Policy Guidance	National planning guidance.
PPS	Planning Policy Statement	New form of national planning guidance replacing PPGs.
PPC	Pollution Prevention Control	
PDL	Previously developed land	See brownfield land.
PENs	Previously Established New Settlements	e.g. Bar Hill.
	Proposals Map	Map, which is part of the LDF showing all designations and site allocations.
PVAA	Protected Village Amenity Area	Open land protected for its contribution to the character of the village.
	Public Art	Publicly sited works of art, which make an important contribution to the character and visual quality of the development and community at large and is accessible to the public.
RWH	Rainwater Harvesting	Using rainwater for flushing toilets, etc.
	Rapid Transit System	Rail or bus transit service operating completely separate from any other modes of transportation (fully or partially) on an exclusive right of way.
RTBI	Real Time Bus Information	A display in the bus shelter showing how long until the next bus arrives.
RPG	Regional Planning Guidance	Planning guidance for the region (See RSS).
RSS	Regional Spatial Strategy	New name for RPG.
RSL	Registered Social Landlord	An organisation registered by the Housing Corporation to provide Affordable Housing.
	Research and development	The investigation, design and development of an idea, concept, material, component, instrument, machine, product or process, up to and including production for testing (not mass production), where the work routine requires daily discussion and action on the part of laboratory and design staff.
	Research establishments / institutes	Provide accommodation for organisations whose primary purpose is to research or investigate ideas, theories and concepts, and / or to design and develop instruments, processes or products, up to and including production for testing, but excluding manufacture.

	Resource Re-use and Recycling Scheme	Promotes waste minimisation, and maximises opportunities for re-use and recycling of materials.
	Right of Way	A route over which the public has a right to pass and re-pass, including; Footpath (for use on foot only), Bridleway (for use by horses, pedal cycle or on foot), Byway (for use by motor vehicles, horses, pedal cycle or on foot). Public footpaths are not to be confused with highway footways, which are pavements to the side of the road. Public right of ways are legally recorded on the Definitive Map.
ROWIP	Rights of Way Improvement Plan	Statutory plan required by the Countryside and Rights of Way Act 2000 which will support improvements to the rights of way network.
	Rural Enterprise	An enterprise where a countryside location is necessary and acceptable, which contributes to the rural economy, and / or promotes recreation in and the enjoyment of the countryside. Examples may include types of farm diversification, recreation and tourism.
	Safeguarded land	Land identified to meet longer-term development needs, beyond the plan period.
	Safer Routes to School	Making the environment safer so that children can walk, cycle or use public transport to and from school as opposed to being carried in the car.
	Scheduled Ancient Monument	Archaeological sites, buried deposits or structures of national importance by virtue of their historic, architectural, traditional or archaeological interest.
S106	Section 106	Planning agreements that secure contributions (in cash or in kind) to the infrastructure and services necessary to facilitate proposed developments.
	Sequential approach	A sequential approach to site selection and the planning of development encouraging a more sustainable pattern of living, with much of the development concentrated into and on the edge of Cambridge and at a new town.
SSSI	Site of Special Scientific Interest	Designated site of national importance to wildlife and / or geology.
	Social rented housing	Housing provided at below market rents at levels controlled by the Housing Corporation, normally provided by Registered Social Landlords (Housing Associations).
SIP	Space for Imaginative Play	

	Spatial Masterplan	Describes how proposals for a site will be implemented. The level of detail required in a spatial masterplan will vary according to the scale at which the masterplan is produced.
SAC	Special Areas of Conservation	Designated site of international importance to wildlife and / or geology.
SPA	Special Protection Areas	Designated site of international importance to wildlife and / or geology.
SAP	Standard Assessment Procedure	Assessment procedure for energy rating of dwellings.
SCI	Statement of Community Involvement	Shows how the wider community and stakeholders are to be involved in the process of producing a LDF.
SEA	Strategic Environmental Assessment	Integration of environmental considerations into the preparation and adoption of plans, promoting sustainable development.
SOS	Strategic Open Space	Public Open Space of more than local significance such as Country Parks.
	Sui-generis	Those uses not allocated to a particular Use Class. See Use Class Order.
SPD	Supplementary Planning Document	Informal policy which has been the subject of public participation (the new name for SPG).
SPG	Supplementary Planning Guidance	See SPD.
	Supported housing	Is a generic term used to include supported housing for all client groups covered by the Supporting People Strategy (including people with physical or other disabilities) who cannot afford to buy or rent on the open market.
SA	Sustainability Appraisal	An appraisal against sustainability criteria of proposals for LDDs by independent consultants.
	Sustainable Development	Development that meets the needs of the present, without compromising the ability of future generations to meet their own needs.
SuDS	Sustainable Drainage Systems	Control surface water run-off by mimicking natural drainage processes and may take the form of swales, lagoons, permeable paving, green roofs and sensitively re-engineered channels or reed beds.
TA	Transport Assessment	Assessment of the potential transport impacts of a proposed development, with an agreed plan to reduce or mitigate any adverse consequences and where appropriate establish how more sustainable modes of travel can be increased.

TP	Travel Plan	Package of measures tailored to a particular site, aimed at promoting more sustainable travel choices (such as walking, cycling, public transport) and reducing car use. It may include initiatives such as car sharing schemes, provision of cycle facilities, improved bus services, and restricting or charging for car parking.
	Traveller & Gypsy	Circular 01/2006 defines this as persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling show people or circus people travelling together as such.
UCS	Urban Capacity Study	Assessment of vacant land within built-up areas which could be developed.
	Urban Design	The complex relationships between all the elements of built and unbuilt space.
	Urban extension	Development built on the edge of an existing town or city which extends the built area of the settlement.
	Use Classes Order	The Town and Country Planning (Use Classes) Order 1987 (as amended) established Use Classes, which is a system of classifying uses of land.
B1(a)	Use Class B1(a)	An office other than within Use Class A2.
B1(b)	Use Class B1(b)	Research and development, studios, laboratories, high technology.
B1(c)	Use Class B1(c)	Light Industry.
B2	Use Class B2	General Industry.
B8	Use Class B8	Wholesale warehouse, distribution centres and repositories.
C2	Use Class C2	Hospitals, nursing homes.
D1	Use Class D1	Places of worship, public halls, health centres, educational uses, libraries.
VDS	Village Design Statement	Produced by communities to show what kind of development they want as part of their settlement.
	Windfall site	A site which becomes unexpectedly available for development (usually for housing) during the Plan period and which is not already identified as a potential development site.