

13. Site Specific Issues

Existing Site Specific Proposals

13.1. The Council's existing plans include a number of policies for development to meet the needs of the district to 2016 and beyond. We think that the following policies from current plans should be included in the new Local Plan. Even where planning permission has already been granted, the policies should remain until the development has actually taken place.

Issue 103: The policies to be carried forward are:

- Cambridge Northern Fringe West (Orchard Park) – this major housing-led development is now largely built. The current plan allows for additional housing in place of other uses, some of which now has planning permission.
- North West Cambridge - Huntingdon Road to Histon Road – this major housing-led development, will adjoin and integrate with development of a new neighbourhood in Cambridge (NIAB) that already has planning permission.
- Former Bayer Cropscience Site, Hauxton – the redevelopment of this brownfield site has planning permission and works to deal with land contamination have been carried out.
- Fulbourn and Ida Darwin Hospitals – the plan provides for redevelopment involving further healthcare uses on the Fulbourn Hospital site and redevelopment of the Ida Darwin Hospital site for housing. Discussions to bring forward development proposals on this major developed site in the Green Belt are progressing well and a planning application is anticipated later this year.
- Conservation Area and Green Separation at Longstanton (Northstowe) - areas of countryside within the conservation area at Longstanton will form part of the green separation between Longstanton and Northstowe. A policy addressing the areas not covered by the Northstowe Area Action Plan will be included in the new Local Plan.
- Lords Bridge Radio Telescope - The Observatory contains radio and optical telescopes that measure signals that are very weak, and hence susceptible to electrical interference. Current policies allow impacts to be avoided or mitigated.

Question 115: Do you agree that the current policies for development of the following sites should be carried forward to the new Local Plan:

- a. Cambridge Northern Fringe West (Orchard Park)
- b. North West Cambridge - Huntingdon Road to Histon Road (NIAB2)
- c. Former Bayer Cropscience Site, Hauxton
- d. Fulbourn and Ida Darwin Hospitals
- e. Conservation Area and Green Separation at Longstanton (Northstowe)

f. Lord's Bridge Radio Telescope

Please provide any additional comments.

Cambridge East

13.2. A key part of the strategy to meet the housing needs of the Cambridge area in current plans was the development of Cambridge East, comprising 10,000-12,000 new homes, along with employment, shops and services. It included land in both Cambridge and South Cambridgeshire and in February 2008, the Councils jointly adopted the Cambridge East Area Action Plan (AAP). The plan envisaged around 7,500 new homes in South Cambridgeshire.

Issue 104: Cambridge Airport

Marshalls announced in April 2010 that they intended to remain at Cambridge Airport. They have confirmed more recently that they now have no plans to move. This means that the Councils need to consider the implications of losing a significant amount of planned new housing and employment as well as how the current allocation should be dealt with through the review process.

If Marshall's intentions were to change and if it were to decide as some point in the future that it wished to relocate, Cambridge East would remain a sustainable option for long term development and there could be merit in retaining the option to bring it forward for development. That needs to be balanced against the statement by Marshall that it now has no plans to move and is consolidating its airport operations.

The following alternative options have been identified for the way the new Local Plan deals with the Cambridge East site:

- Retain the current allocation for development at Cambridge East. – The location could remain live in case the area became available for development. This would provide flexibility, but as it could not be relied upon the Councils could not include the housing numbers in their calculations towards meeting need. It could also create uncertainty and any implications for the delivery of development proposals elsewhere would need to be considered.
- Safeguard it for possible future development after 2031 - Safeguarding the site would mean that it could be brought forward through a future plan review if Marshall's plans were to change, but there is no certainty it will ever become available. This approach is consistent with the NPPF and would provide flexibility for the future whilst also providing certainty to developers of other allocations in the Local Plan that their sites can come forward.
- Return either the whole site to the Green Belt to reflect the original Green Belt boundary, or just the open parts of the site. The land was removed from the Green Belt for the purpose of housing-led development, and as this is no longer anticipated a further option is to return some or all of the land to the Green Belt.

Question 116: What approach should the Local Plan take to Cambridge Airport?

- a. Retain the current allocation for development at Cambridge East.
- b. Safeguard the site for development after 2031 or through a review of the Local Plan.
- c. Return the whole site to the Green Belt or just the parts of the site which are open?

Please provide any additional comments.

Land North of Newmarket Road, Cambridge East

13.3. Land north of Newmarket Road and north and west of the Park and Ride was identified in the Cambridge East Area Action Plan for development for 1,500 to 2,000 homes. It is not constrained by the Airport relocation and could come forward for development on its own. Most of it is in South Cambridgeshire. It had been expected that the site would be developed by 2016, but no significant progress has yet been made and we need to know what to do with the site in the Local Plan.

Issue 105: North of Newmarket Road

The housing targets do not currently take any account of development North of Newmarket Road given the uncertainty that it can be relied on to deliver new housing. The future of the site needs to be established in the new Plan. The Council could:

- Conclude that development cannot be relied on and the site be treated in the same way as Cambridge Airport.
- Rely on the existing Cambridge East Area Action Plan policies to guide any development that might come forward north of Newmarket Road.
- Include a new specific policy for the site in the Local Plan allocating the land for a housing-led development.

Question 117: What approach should the Council take to the potential for housing development on land North of Newmarket Road at Cambridge East? Should the Council:

Conclude that development cannot be relied on and the site be treated in the same way as Cambridge Airport?

- a. Rely upon the policies of the Cambridge East Area Action Plan to determine planning applications for development?
- b. Include a new policy for the site in the Local Plan allocating the land for a housing-led development?

Please provide any additional comments.

13.4. Subject to the outcomes of the above options, the City Council and South Cambridgeshire District Council will also need to consider the status of the

Cambridge East Area Action Plan and whether it should be retained in order to provide a framework for future development proposals or whether it should be withdrawn and superseded by policies in the new Local Plans. This would not prevent the Councils from developing a new Area Action Plan should the situation change and the airport come forward in the future.

Cambridge Northern Fringe East - Chesterton Sidings

- 13.5. The Council's current plan safeguards Chesterton Sidings for the development of a railway station and interchange facility. The Secretary of State for Transport recently confirmed that the Government is minded to include the proposed Chesterton Station, to be known as Cambridge Science Park Station, in the forthcoming train operating franchises. The final decision will be made by the end of 2012 and will depend upon a positive business case. The proposed railway station will be served by the guided busway.
- 13.6. The area offers an opportunity for a high density employment led development to create a successful new employment centre easily accessible by many South Cambridgeshire residents. The opportunity reflects issues identified in the Building a Strong and Competitive Economy chapter, to deliver additional employment on the edge of Cambridge. It is expected that the creation of a new station will provide a catalyst to redevelop this wider area and strengthen the success of the Science Park. We will work closely with the County Council who are delivering the new Station, and with Cambridge City Council to create a development strategy for this area in our respective local plans.
- 13.7. A further issue raised in previous consultations is whether the station development could provide an opportunity for alternative road access to Chesterton Fen Road. This will be explored through the new Cambridgeshire Transport Strategy, and the County Council is carrying out consultation on Issues and Options for the strategy alongside the Local Plan consultation (see Chapter 12: Transport and Infrastructure).

Issue 106: Cambridge Northern Fringe East

To the north of the city, a new railway station at Chesterton sidings in South Cambridgeshire will provide a new gateway to the northern part of the city and to South Cambridgeshire and enhance the existing development opportunities in the area. We envisage the development of Northern Fringe East as a high density mixed employment led development. The area includes Chesterton sidings in South Cambridgeshire, and in the City of Cambridge, the former Cowley Road Park and Ride site and the undeveloped parts of the Waste Water Treatment Works (WWTW).

Key principles for development could include:

- Regeneration of the wider area in a coherent and comprehensive manner;
- Provision of high density mixed employment led development including associated supporting uses to create a successful new employment centre;
- Development to achieve excellent standards of sustainability and design quality;

- To secure delivery of a major new transport interchange to service Cambridge and the Sub-region based on high quality access for all modes;
- Improvements to existing public transport access to and from Northern Fringe East, with extended and re-routed local bus routes as well as an interchange facility with the Guided Bus.
- Improved access for cyclist and pedestrians.
- Delivery of high quality, landmark buildings and architecture; and
- To minimise the environmental impacts of the WWTW and to support greater environmental sustainability in the operation of the site.

Question 118: What do you think are the key principles for the development of Cambridge Northern Fringe East?

Do you agree with our vision for the area?

Have we identified the right key development principles?

What sites should be included in the boundary of the area?

Please provide any additional comments.

Papworth Everard – Hospital Site

- 13.8. Papworth Hospital, located in Papworth Everard, is the UK's largest specialist cardiothoracic hospital and the country's main heart and lung transplant centre. In 2005 Papworth Hospital decided to move to the Biomedical Campus at Addenbrooke's. This will provide new facilities with the benefit of immediate access to the range of services, facilities and research that takes place there. The construction of the new building is anticipated by 2016.
- 13.9. As part of preparing the Local Development Framework, the Council consulted on options for what should happen to the site once the hospital is relocated. It was determined that the site should remain in employment uses, seeking a health care user as a preference. Residential use of the site was rejected, in order to maintain the employment balance in the village.
- 13.10. The Local Plan review provides an opportunity to consider whether that approach remains appropriate. The site has been suggested for residential led development through the call for sites for the Strategic Housing Land Availability Assessment. It performs well as a housing site against many criteria, being within a larger village and a previously used site. It is therefore included in Chapter 5: Development Options as a possible housing site. The main disadvantage of the site for housing is the loss of the employment use. The conclusions reached on this issue will help us decide whether it should be included as a housing site in the new Plan.

Issue 107: Papworth Everard Hospital site

The following options have been identified for the Papworth Hospital site:

- A preference for continuation of healthcare on the site, and only if a suitable

user cannot be found, other employment uses compatible with adjoining residential;

- Employment uses that would be compatible with adjoining residential;
- Housing led development, including mixed uses.

Question 119: What should the Papworth Hospital site be used for when the hospital relocates to Addenbrooke's?

- a. A preference for continuation of healthcare on the site, and only if a suitable user cannot be found, other employment uses compatible with adjoining residential;
- b. Employment uses that would be compatible with adjoining residential;
- c. Housing led development, including mixed uses.

Please provide any additional comments.

Papworth Everard – West Central

13.11. Papworth West Central contains a number of buildings that have reached the end of their life, or that are currently unused. There is an opportunity for considerable environmental improvement, and benefit to the functioning of the village, if such buildings can be redeveloped or brought back into use. A policy is included in the current Local Development Framework to secure community and employment uses as well as more residential development.

Issue 108: Papworth West Central

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

Question 120: How can we best invigorate Papworth Everard?

- a. Should the Local Plan include a specific policy to seek mixed-use development with community uses, employment and housing development?
- b. Or should we not include a policy and deal with individual site proposals on their merits?

Please provide any additional comments.

Fen Drayton Former Land Settlement Association Estate

13.12. The Land Settlement Association's activities at Fen Drayton are an earlier example from the 1930's of an attempt to achieve a more sustainable form of living but with the passage of time this has not proved to be an enduring model. The current legacy of the experiment is a network of small land holdings, a wide variety of land uses including some disuse, and a patchwork of buildings.

In view of the area's history and its current appearance, form and character, a policy was developed in the Local Development Framework to allow it to evolve as a positive experimental test-bed for new forms of sustainable living.

13.13. Following extensive stakeholder and public consultation, a supplementary planning document (SPD) was adopted in May 2011 to guide how the policy should be implemented. It identified eligible buildings, and provided design guidance for new development. However the SPD is proving challenging to implement and we want to ensure our approach to the area remains effective and practical.

Issue 109: Fen Drayton Former Land Settlement Association Estate

The choice to be made is whether to continue to support the redevelopment of existing buildings to support on-site experimental or other forms of sustainable living where it can be demonstrated that buildings (excluding glass houses) are no longer needed for agricultural purposes.

Question 121: Should the Local Plan continue to support the redevelopment of existing buildings on the former Fen Drayton LSA site to support on-site experimental or other forms of sustainable living?

Please provide any additional comments.

Great Abington Former Land Settlement Association Estate

13.14. A second former Land Settlement Associate site in the district at Great Abington also has a different character to the open countryside around it. It includes a range of houses set along a pattern of narrow private roads, ranging from very small cottages that remain below the standards normally expected in modern life, to larger properties that have previously been extended. They generally sit in very large plots. Great Abington Parish Council has considered this issue locally with its community and there is support for an approach in the plan that reflects the specific local circumstances in the former LSA to help local residents.

Issue 110: Great Abington Former Land Settlement Association Estate

The former Great Abington LSA is currently subject to the same controls over extensions and the redevelopment of rural houses as the rest of the District. However, experience suggests that this area requires more flexibility to deal with the range of properties and the substandard nature of some homes. If the new plan retains the existing approach to extensions and redevelopment, there would be a case to take a different approach in the former Great Abington LSA area, providing greater flexibility. If however, the new plan includes a more flexible District wide policy; there would not be a need to include a specific policy for this area.

Question 122: Do you consider that if the Plan retains limits on the scale of extensions to existing dwellings or the size of replacement dwellings in the countryside, a different approach should be taken in the former Great Abington Land Settlement Association area to provide greater flexibility?

Please provide any additional comments.

Linton Special Policy Area

13.15. The southern part of Linton is divided by the A1307 bypass from the rest of the village, which provides a barrier to easy movement. The area is characterised by three distinct uses; employment, a sensitive residential area much of which lies within the Conservation Area, and the site of Linton Zoo. Its location means that it has poor access to the village facilities and services, although there is a pelican crossing providing a safe crossing point to a bus stop on the Cambridge facing side of the main road.

13.16. Part of the existing employment area has been suggested to the Council as a possible housing site and been tested as part of the plan making process. It performs well as a housing site against many criteria, being within a larger village and a previously used site. It is therefore included in Chapter 5: Development Options as a possible housing site. The main disadvantage of the site for housing is the loss of the employment use and its location in the southern part of Linton. The conclusions reached on this issue will help us decide whether it should be included as a housing site in the new Plan.

Issue 111: Linton special Policy Area

Due to the poor access, the existing Local Development Framework includes a policy restricting further residential development south of the A1307 at Linton. The Local Plan could continue this approach.

Question 123: Should the Local Plan continue to restrict residential development south of the A1307 at Linton?

Please provide any additional comments.

Duxford Imperial War Museum

13.17. The Imperial War Museum is a major tourist attraction. Given its national significance, the District Council gives it special consideration, within the context of protecting the quality of the surrounding landscape in this sensitive site on the edge of the Cambridge Green Belt.

Issue 112: The Imperial War Museum site at Duxford Airfield

Existing plans treat the Imperial War Museum as a special case as a major tourist / recreation facility. Proposals for development will be considered with regard to the particular needs and opportunities of the site, but must be associated with the continued use of the site as a museum of aviation and modern conflict. Details of

projected increases in aircraft noise will be required with all proposals which would lead to increased flying activity.

Question 124: Should the Local Plan maintain the approach to development at the Imperial War Museum at Duxford, that it must be associated with the continued use of the site as a museum of aviation and modern conflict?

Please provide any additional comments.