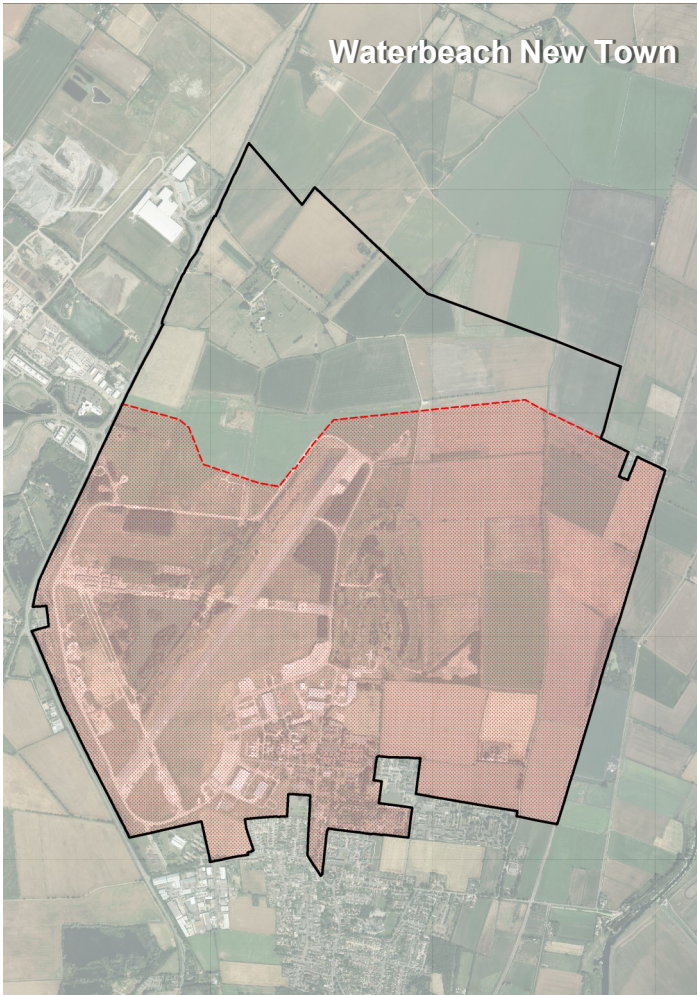


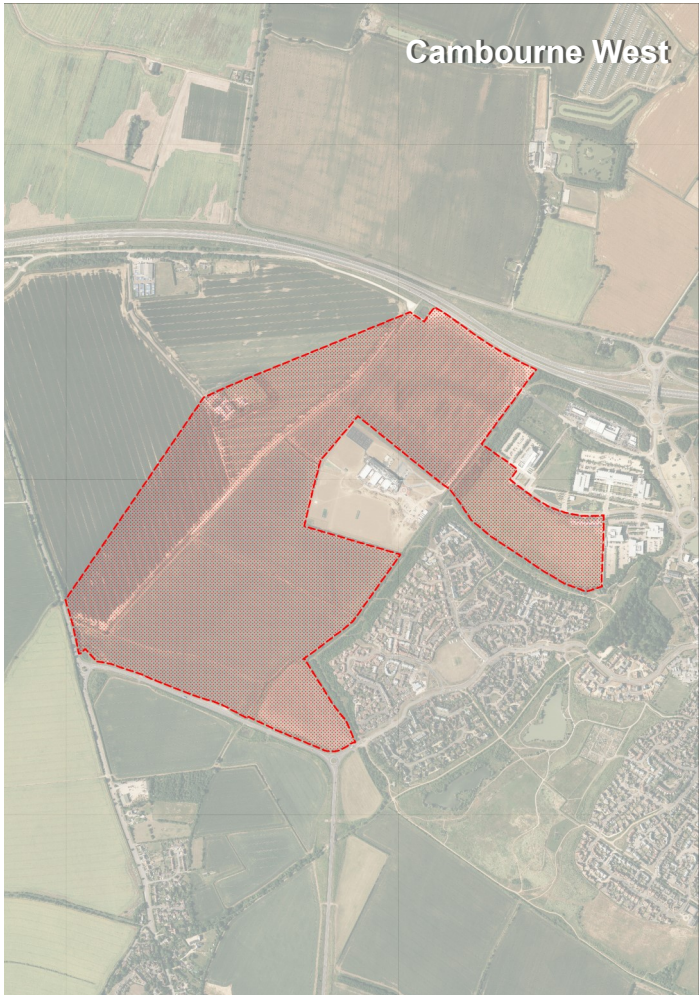
Northstowe



Bourn Airfield New Village



Waterbeach New Town



Cambourne West





## Chapter 3 Strategic Sites

3.1 The Spatial Strategy Chapter identifies the objectively assessed housing requirement for 19,500 new homes in the district over the period 2011-2031 and the strategic sites that form a major part of the development strategy in the Local Plan. These are a combination of sites carried forward from the Local Development Framework (2007-2010) and three new sites. Policy S/6 confirms that the Area Action Plans for the following sites remain part of the development plan for the plan period to 2031 or until such time as the developments are complete:

- Northstowe (except as amended by Policy SS/5 in this chapter);
- North West Cambridge;
- Cambridge Southern Fringe; and
- Cambridge East (except as amended by Policy SS/3 in this chapter).

3.2 This chapter includes policies for the following existing and new strategic allocations for housing, employment and mixed use developments:

### Edge of Cambridge:

- Orchard Park – site carried forward from the Site Specific Policies Development Plan Document (DPD) 2010 with updated policy to provide for the completion of the development;
- Land between Huntingdon Road and Histon Road – the site carried forward from the Site Specific Policies DPD 2010 but extended to the north following the Green Belt review informing the Local Plan. The notional capacity of the site as extended is 1,000 homes (compared with 1,100 homes in the 2010 DPD);
- Cambridge East – safeguarding the Airport site for longer term development beyond 2031, and confirming allocation of land north of Newmarket Road and north of Cherry Hinton (the latter together with land in the City), and confirming that all other policies in the Cambridge East Area Action Plan are retained;
- Cambridge Northern Fringe East – updated policy consistent with the Cambridge Local Plan for employment focused development around the new station to be guided by a new joint Area Action Plan.

### New Settlements:

- Waterbeach new town;
- Bourn Airfield new village;
- Extension to Northstowe – allocation of the reserve land identified in the Northstowe Area Action Plan 2007.

### The Most Sustainable Villages:

- Cambourne West.

3.3 Figures 3-6 illustrate the major development sites on the edge of Cambridge within the boundaries of Cambridge City Council and South Cambridgeshire District Council. They are covered by policies in this Local Plan or Area Action Plans or the policies in the Cambridge Local Plan.

**Edge of Cambridge*****Orchard Park*****Policy SS/1: Orchard Park**

1. Land bounded by the A14, Histon Road, Kings Hedges Road and the former Cambridge-St Ives railway line, as defined on the Policies Map, is allocated for a sustainable housing-led mixed-use development providing a minimum of 900 dwellings, a public transport interchange on the Guided Busway along the former railway line, up to 18,000m<sup>2</sup> B1 Business 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 provide for:
  - a. 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;
  - b. 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;
  - c. 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;
  - d. The retention of appropriate existing features of ecological interest and the creation of new features which will enhance the interest of the site.
3. Additional residential development may be granted planning permission 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:
  - e. 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;

(continued)

- f. 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 Improvements on the nature and extent of the A14 AQMA;
- g. 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.

- 3.4 The Orchard Park site was originally allocated for mixed-use development including 900 dwellings in the South Cambridgeshire Local Plan 2004 and the Site Specific Policies DPD (adopted January 2010) carried forward the allocation. Outline planning permission was granted in 2005 and has lapsed. The majority of the development has been completed. Parcel K1 is the last remaining housing parcel from the original Development Framework Plan.
- 3.5 There is potential for additional dwellings by using parcels originally envisaged for commercial development adjacent to the A14 and for mixed use development and a Heritage Resource & Conservation Centre (HRCC) in the south west corner of the site. The south west corner 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.
- 3.6 All the remaining land parcels have planning permission or are under construction.
- 3.7 The presence of the A14 has a heavy influence on the site and the original strategy envisaged that commercial uses on the northern edge of the site would act as noise attenuation for the A14. Any development proposal for residential development adjacent to the A14 would need to demonstrate that necessary mitigation measures have been included to ensure that traffic noise and vehicle emissions are reduced to acceptable levels. This includes creating a satisfactory internal and external residential noise environment through 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).

- 3.8 An Air Quality Assessment will be required to be submitted as part of any planning application. 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. The Air Quality Management Area (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 must also have regard to any impacts of development on the national air quality objectives, the designated AQMA along the A14 and the requirement to produce a site based Low Emission Strategy (see Policy SC/12). Account must also be taken of the anticipated effects of the A14 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.
- 3.9 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 outline 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 Improvements.
- 3.10 Arbury Camp (an Iron Age enclosure which was reoccupied 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 Policy SC/7, 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.

***Land between Huntingdon Road and Histon Road*****Policy SS/2: Land between Huntingdon Road and Histon Road**

1. Land at North West Cambridge between Huntingdon Road and Histon Road, as defined on the Policies Map, will be developed as part of a sustainable housing-led urban extension of Cambridge. The Cambridge Green Belt is revised to provide the northern boundary of this development. The Green Belt will continue to ensure separation from Girton and Histon & Impington villages.

***Spatial Masterplan:***

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 of the whole site 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 Codes for each phase of development will be required to be submitted and approved before the granting of the first reserved matters consent, to ensure a high quality development.

***Landscape Strategy:***

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. Any development shall retain hedges and woodland and provide a set back of the development from Cambridge Road and the A14 to provide effective visual separation between Cambridge and Impington.

***Provision of Housing, Services and Facilities:***

4. Approximately 1,000 dwellings will be provided in South Cambridgeshire. The final number of homes may be higher or lower than the indicative capacity, and will be informed by a design-led assessment 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.

(continued)

5. 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. Some provision has already been planned within the local centre of the adjoining development in Cambridge including a health centre and supermarket. Provision of other facilities to meet the needs of development in South Cambridgeshire will either need to be made on-site or via contributions for off-site provision. Provision for outdoor sports facilities, provision for teenagers and children, and informal open space, and allotments will be made in accordance with Policy SC/7.

*Transport, Access and Parking:*

6. 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 employee travel plans, residential travel planning, and other similar measures which could include car clubs.
7. 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.
8. Vehicular access shall be from Cambridge Road, through the development, and then via Darwin Green 1 (Cambridge City Council's area) to connect onto Huntingdon Road. There shall be no vehicular access direct to the A14 or to Girton.
9. Car parking and secure cycle parking will be provided in accordance with Policy TI/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.

(continued)



10. The development will be highly accessible and permeable to all its residents on foot, by cycle and High Quality Public Transport (HQPT), to support non car modes of travel, recreation and health. HQPT will be provided to serve the development, including bus priority through the development, which will include segregation if required, 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 pedestrian links to neighbouring parts of the urban and rural areas.

*Countryside Enhancement Strategy:*

11. A Countryside Enhancement Strategy for the land between Huntingdon Road, Cambridge Road / Histon Road and the A14 retained in the Green Belt will be prepared and implemented to protect existing and provide new 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 existing A14 overbridge to connect to the wider public rights of way. Developers will be required to retain appropriate existing features of ecological interest.

*Drainage:*

12. 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. Balancing ponds serving the site shall be located south of the A14. 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.

*Noise and Air Quality:*

13. 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

(continued)

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. Noise attenuation fencing will only be permitted exceptionally where it is demonstrated that landscape bunds are impractical or inappropriate. The length of such fencing will be minimised. Where noise attenuation fencing is permitted, any potential for reflected noise shall be minimised through the use of noise absorptive materials or other surface finishes to the fencing, to ensure no unacceptable adverse impact on nearby communities. The impacts of development on air quality objectives and the designated Air Quality Management Area (AQMA), and the anticipated effects of the A14 Improvements on the nature and extent of the AQMA should also be taken into account. A site based Low Emission Strategy will also be required (see Policy SC/12). Residential development must be outside AQMA. Land within the AQMA can be used to provide noise bunds, water management facilities and open space uses for the wider development.

*Management Strategies:*

14. 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.
15. A comprehensive environmental management and 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.

<sup>1</sup> *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.*

- 3.11 Land between Huntingdon Road and Cambridge Road / Histon Road, known as Darwin Green 2 and formerly known as NIAB 2, was released from the Green Belt for a sustainable housing-led urban extension of Cambridge in the Site Specific Policies DPD. Plans for the adjoining built development within Cambridge City are to be found in the Cambridge Local Plan, which should be read alongside this policy to give a full understanding of all inter-related proposals in the area. The northern boundary of the site has been extended to provide a small additional area of residential development on land removed from the Green Belt and outside the Air Quality Management Area (AQMA).
- 3.12 The site is identified for approximately 1,000 dwellings and associated development, which lies in the Parish of Impington (with the adjoining countryside to the west lying in the Parish of Girton). The site and adjoining land will provide the infrastructure needed to deliver and serve the urban extension as a whole. The notional capacity of 1,000 dwellings is a robust estimate of capacity for the purposes of plan making. The number of dwellings will be determined by a design led approach to deliver a high quality development on this edge of Cambridge. The additional part of the site added through this Local Plan is outside of the AQMA, and is subject to ensuring sufficient space between the development and the A14 for a noise bund, preserving important landscape features and all water management features necessary to serve all parts of the Darwin Green development.
- 3.13 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 can continue to be protected.
- 3.14 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. There is a public footpath along the administrative boundary between Darwin Green 1 and Darwin Green 2. This route will be incorporated into the development. New routes for Non-Motorised Users will be delivered in the countryside between the site and the A14, as well as pedestrian / cycle use of the A14 overbridge.
- 3.15 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 (see Policy NH/8).

- 3.16 The development will help meet the high level of housing need in the district. This requires balancing the need to make best use of land with creating 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 Codes, and the capacity of approximately 1,000 is a notional capacity to be finalised through the planning application process. A range of house types, sizes and mix will also be important in ensuring a balanced community.
- 3.17 The strategic developments are the key to addressing the affordable housing requirements of the area.
- 3.18 All necessary community services and facilities will be provided by the development, either onsite or through contributions to off-site provision secured through a planning obligation, for example through provision of new facilities or enhancement of existing facilities in the wider North West Cambridge Quadrant. Open space provision will also provide opportunities for enhanced nature conservation value, and will enable quiet enjoyment of the natural environment.
- 3.19 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. 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.
- 3.20 A fundamental requirement for this site is that it will be highly accessible and permeable to all its residents on foot, by cycle and High Quality Public Transport (HQPT), to support sustainable transport, recreation and health. Therefore all development will be within 400m easy walking distance of a HQPT bus stop via direct, safe and convenient routes. The route must be fully and effectively integrated with the route through the adjoining City development.
- 3.21 Vehicular access to the development will be provided through the City development and it is important that there is adequate capacity in the wider highway network at all times during the development. Any proposal will need to demonstrate that there is sufficient capacity in the A14 to accommodate the traffic generated by the development.
- 3.22 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 proposed large scale development 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 AQMA on the A14.

- 3.23 It is important that the services, facilities, landscape and infrastructure needed by this development are not only provided to a high quality, but that they are provided when they are needed, 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.

### ***Cambridge East***

#### **Policy SS/3: Cambridge East**

1. Land at Cambridge East is allocated for development as shown on the Policies Map:
  - a. Land north of Newmarket Road will deliver approximately 1,300 dwellings during the plan period.
  - b. Land north of Cherry Hinton will deliver approximately 420 dwellings during the plan period (it adjoins land allocated in Policy 13 of the Cambridge Local Plan for 780 dwellings).
2. Proposals for residential development on sites (a), and (b) as shown on the Policies Map, will only be supported if:
  - c. acceptable mitigation of environmental and health impacts (including noise) from the airport can be provided; and
  - d. a masterplan is submitted for the development of site SS/3 (1b) and adjoining land in Cambridge (site R47) which safeguards the appropriate future development of the wider safeguarded land; and
  - e. the continued authorised use of Cambridge Airport does not pose a safety risk.
3. Residential development on site SS/3 1b) as shown on the Policies Map, together with adjoining land in Cambridge (site R47), will make provision for a primary and secondary school, a local centre with community hub, open space and a spine road connecting Coldham's Lane with Cherry Hinton Road. Vehicular access to the site will only be permitted via the new spine road, unless needed for emergency access.

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4. The rest of the Cambridge East site is safeguarded for longer term development beyond 2031. Development on safeguarded land will only occur once the site becomes available and following a review of both this Plan and the Cambridge East Area Action Plan.
5. This policy replaces Policies CE/3 and CE/35 of the Cambridge East AAP. All other policies in the Cambridge East AAP are retained.

- 3.24 Land at Cambridge East was taken out of the Green Belt through the Cambridge Local Plan 2006 and Cambridge East Area Action Plan (AAP) 2008 for the development of a major new urban extension. This was dependant on the relocation of current activities at the airport. Marshall had been actively looking into relocation options for the airport activities since 2006. In 2010, they announced that they did not have a deliverable relocation option and that they intended to remain at Cambridge Airport for the foreseeable future.
- 3.25 In reviewing the future options for this large site, Cambridge City Council and South Cambridgeshire District Council have concluded that it is appropriate that the site allocated in the AAP remain out of the Green Belt. The corridor of Green Belt running from Coldham's Common to Teversham will remain as Green Belt.
- 3.26 There is an opportunity during the plan period to deliver residential development on parts of Cambridge East while the airport remains on the site. A number of specific sites are allocated in Policy SS/3 (1) and Policy 13 (1) of the Cambridge Local Plan (see Figure 5). These were identified in the AAP as capable of coming forward ahead of the Airport site, and potentially without it. Careful consideration of how the on-going airport activities will interact with any new residential use will be needed at the planning application stage, to ensure that the new homes have a high level of amenity, and that the continued authorised use of the airport would not be compromised. Any development that comes forward in advance of the wider site will have to be carefully planned and demonstrate that it is capable of working both with and without the wider development, so as not to prejudice the potential delivery of development on the safeguarded land at some point in the future if it becomes available. This policy makes it clear that these areas are not part of the wider safeguarded site and are allocated to come forward for development before 2031. A masterplan for site SS/3 (1b) and adjoining land in Cambridge will be required in order to ensure a comprehensive and coordinated approach to bringing these sites forward for development. The masterplan will take into account the context of the surrounding area, including development proposals on site R47 (Land north of Cherry Hinton, in the Cambridge Local Plan). While vehicular access to the site will be from the new spine road off Coldham's Lane and Cherry Hinton Road, access for emergency vehicles only from alternative points will need to be considered at an early stage.

- 3.27 Cambridge City Council and South Cambridgeshire District Council accept that there is an existing need for a new secondary school to serve the eastern part of Cambridge, in response to demographic pressures. A significant shortfall in school capacity across the City is currently forecast from 2018, which coupled with proposed development north of Newmarket Road and north of Cherry Hinton will require the early provision of the secondary school. Residential development on land north of Cherry Hinton should not come forward before there is an agreed approach to the delivery of sufficient school capacity in the area, including land for the provision of a secondary school being made available. As an exception to Policy CE/6 of the Cambridge East AAP, the secondary school need not be included in the local centre. In common with practice elsewhere around Cambridge, and in line with national policy on Green Belt, it will be acceptable for school playing fields to be located in the retained Green Belt.
- 3.28 This policy safeguards the main airport site for longer-term development needs beyond 2031. Were circumstances to change, a review of this Plan and the Cambridge East AAP could examine the consequences of the change. Policies in the existing Cambridge East AAP will remain other than Policies CE/3 and CE/35.

### ***Cambridge Northern Fringe East***

#### **Policy SS/4: Cambridge Northern Fringe East and Cambridge North railway station**

1. The Cambridge Northern Fringe East and Cambridge North railway station will enable the creation of a revitalised, employment focussed area centred on a new transport interchange.
2. The area, shown on the Policies Map, and illustrated in Figure 6, is allocated for high quality mixed-use development, primarily for employment within Use Classes B1, B2 and B8 as well as a range of supporting uses, commercial, retail, leisure and residential uses (subject to acceptable environmental conditions).
3. The amount of development, site capacity, viability, time scales and phasing of development will be established through the preparation of an Area Action Plan (AAP) for the site. The AAP will be developed jointly between South Cambridgeshire District Council and Cambridge City Council, and will involve close collaborative working with Cambridgeshire County Council, Anglian Water and other stakeholders in the area. The final boundaries of land that the joint AAP will consider will be determined by the AAP.

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4. All proposals should:
  - a. Take into account existing site conditions and environmental and safety constraints;
  - b. Demonstrate that environmental and health impacts (including odour) from the Cambridge Water Recycling Centre can be acceptably mitigated for occupants;
  - c. Ensure that appropriate access and linkages, including for pedestrians and cyclists, are planned for in a high quality and comprehensive manner;
  - d. Recognise the existing local nature reserve at Bramblefields, the protected hedgerow on the east side of Cowley Road which is a City Wildlife Site, the First Public Drain, which is a wildlife corridor, and other ecological features, and where development is proposed provide for appropriate ecological mitigation, compensation, and enhancement measures either on- or off-site; and
  - e. Ensure that the development would not compromise opportunities for the redevelopment of the wider area.

3.29 Cambridge Northern Fringe East (CNFE) is located within the Cambridge City Council and South Cambridgeshire District Council authority boundaries. The majority of the area is within Cambridge with Chesterton Sidings and part of the St John's innovation Park within South Cambridgeshire. An early review of the site through a jointly-prepared Area Action Plan (AAP) will ensure a coordinated approach is taken. This will enable the feasibility of development and its viability to be properly investigated and will ensure a comprehensive approach to redevelopment.

3.30 The railway station, on the sidings in South Cambridgeshire, will be served by the Cambridgeshire Guided Busway and will include cycle parking facilities and car parking. The station will significantly improve the accessibility of the site and surrounding area including access to and from the Cambridge Business Park, St John's Innovation Park and Cambridge Science Park making the area a highly attractive business destination.

3.31 Cambridge North railway station will provide a catalyst for regeneration of this area. Early development around Cambridge North station could help create a vibrant area around this key infrastructure to meet the needs of users of the station and bring forward further phased delivery elsewhere within the CNFE area. Planning applications submitted before the adoption of the AAP will be considered on their own merits and subject to ensuring that they would not prejudice the outcome of the AAP process and the achievement of the comprehensive vision for the area as a whole that will be established by the AAP.

3.32 The adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) and Site Specific Proposals Plan (2012) designates a safeguarding area for the existing Cambridge Water Recycling Centre and

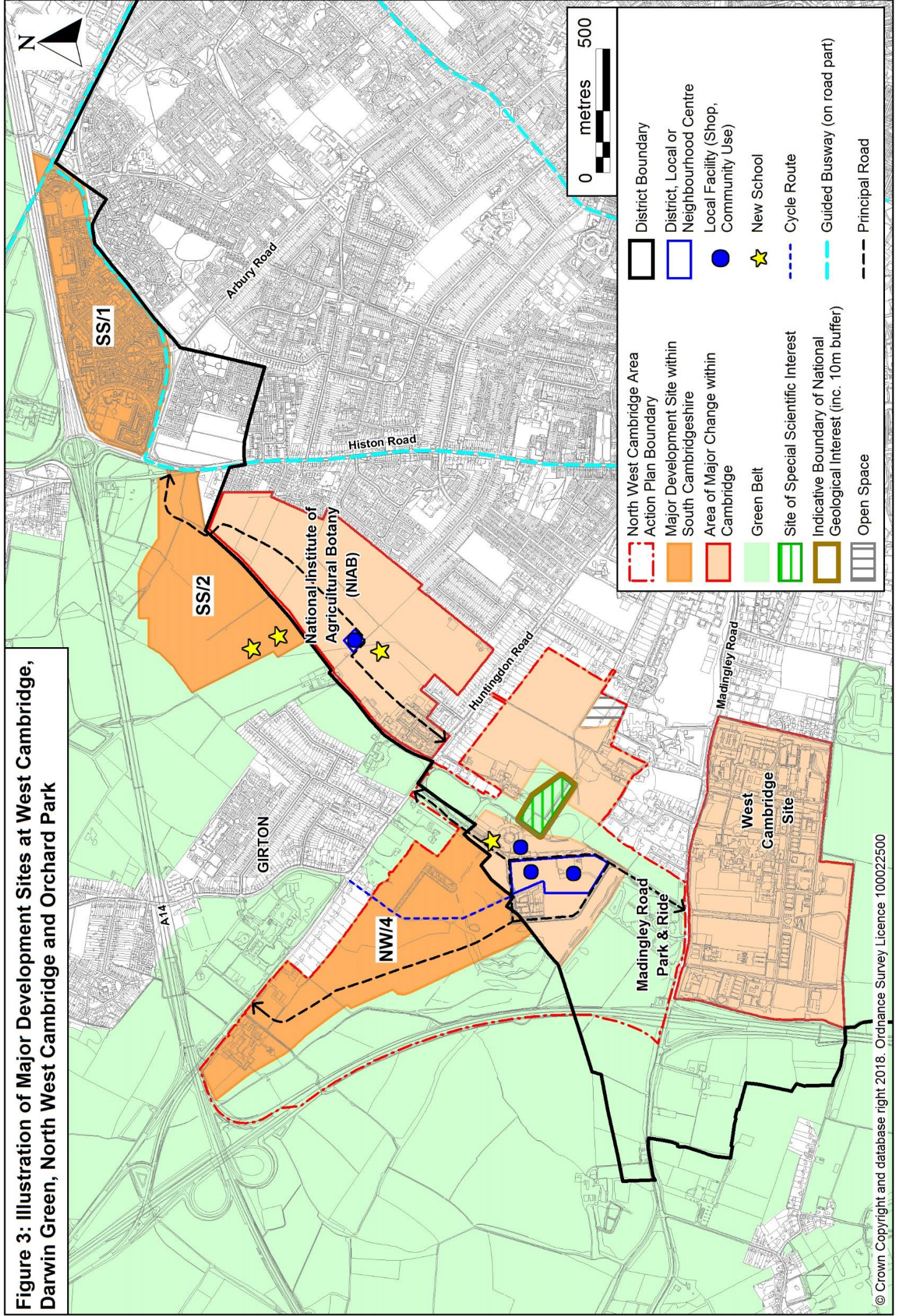


another for an existing aggregates railhead; as well as a Waste Consultation Area for an existing waste management facility. In addition, it identifies an area of search for a household (waste) recycling centre to serve the north of Cambridge and an inert waste recycling facility. Any development proposals will need to be assessed against the above minerals and waste policies and specifically will need to prove they are compatible to ensure the existing safeguarded aggregates railhead and waste operations can continue without conflict.

- 3.33 The sidings, in South Cambridgeshire, currently have a number of businesses importing aggregate using the railway that is used for construction and road maintenance in the wider Cambridge area. This provides an important source of building materials for the wider area.
- 3.34 Exploration of the viability and feasibility of redevelopment of the Cambridge Water Recycling Centre within Cambridge City to provide a new treatment works facility either elsewhere or on the current site subject to its scale will be undertaken as part of the feasibility investigations in drawing up the AAP. If a reduced footprint were to be achieved on the current site this could release valuable land to enable a wider range of uses. Residential development could be an option subject to appropriate ground conditions, contamination issues, amenity and air quality.
- 3.35 The development of Cambridge Northern Fringe East will require partnership working between landowners and developers as well as the two local authorities and Cambridgeshire County Council. Highways England will also be engaged with in relation to strategic road network issues.

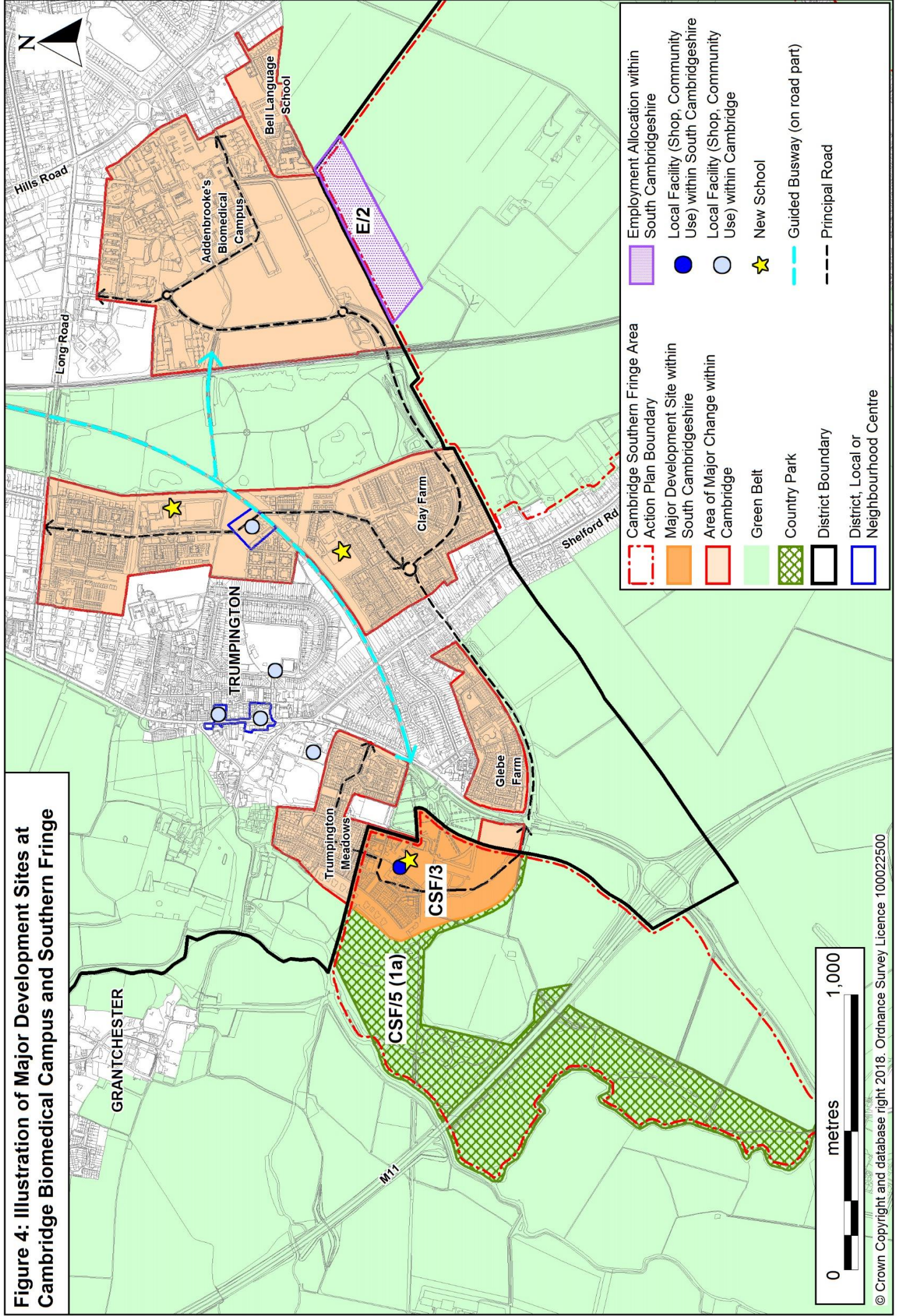


**Figure 3: Illustration of Major Development Sites at West Cambridge, Darwin Green, North West Cambridge and Orchard Park**



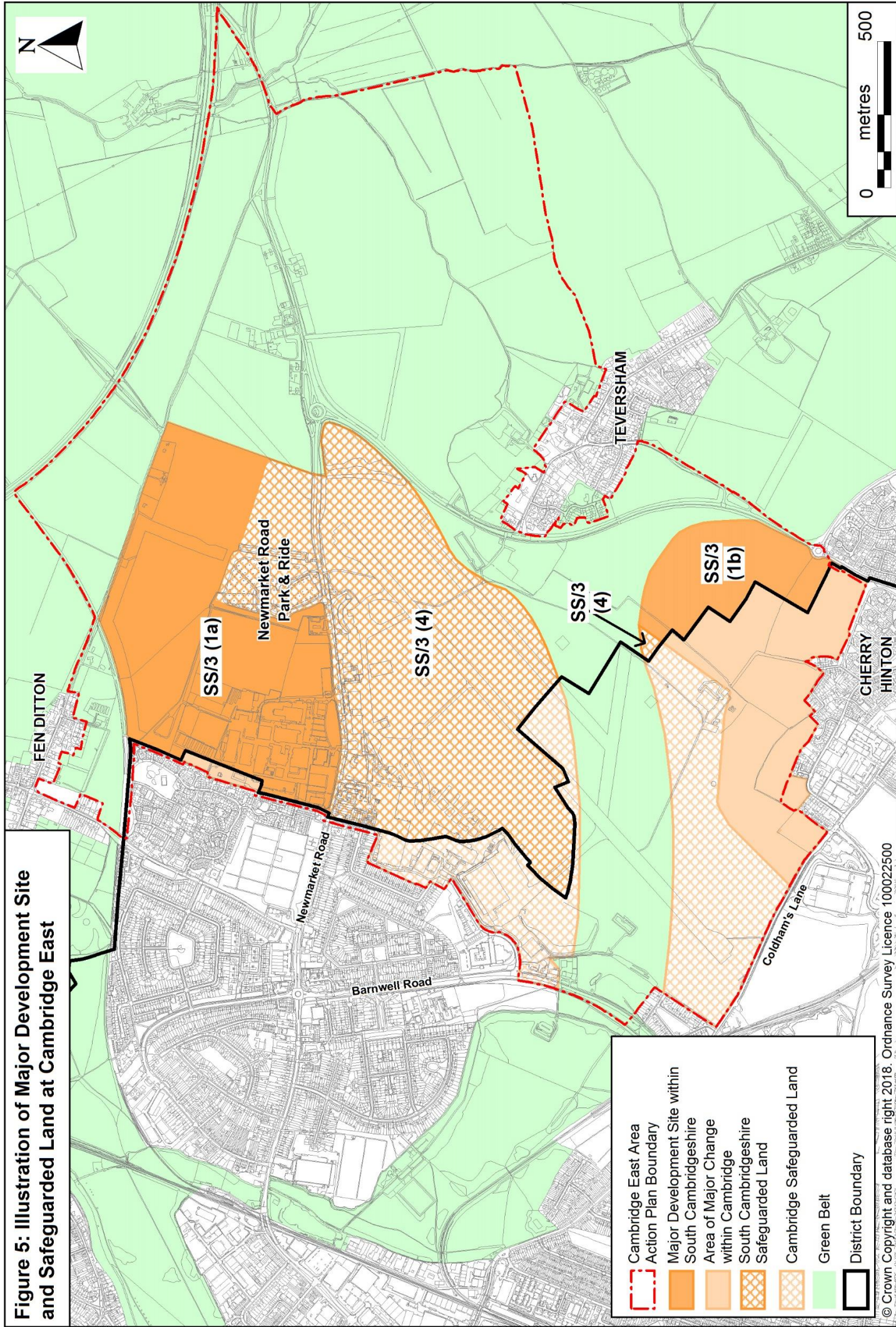


**Figure 4: Illustration of Major Development Sites at Cambridge Biomedical Campus and Southern Fringe**



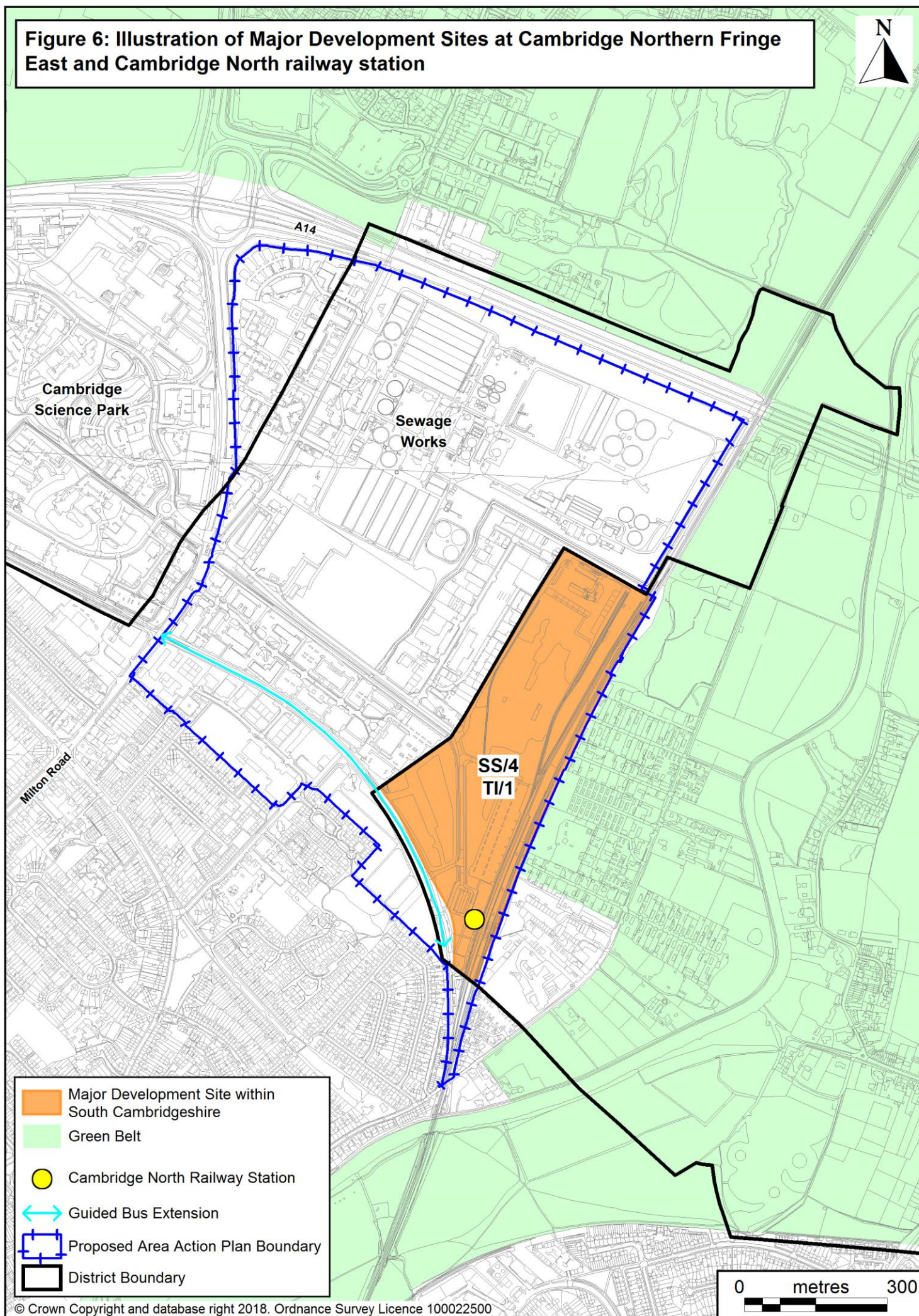


**Figure 5: Illustration of Major Development Site and Safeguarded Land at Cambridge East**





**Figure 6: Illustration of Major Development Sites at Cambridge Northern Fringe East and Cambridge North railway station**



- Major Development Site within South Cambridgeshire
- Green Belt
- Cambridge North Railway Station
- Guided Bus Extension
- Proposed Area Action Plan Boundary
- District Boundary



## New Settlements

### Northstowe Extension

#### **Policy SS/5: Northstowe Extension**

The reserve land identified in the Northstowe Area Action Plan (AAP) is allocated as an extension to the site of the new town of Northstowe. It will help provide the 10,000 homes allocated in the AAP at an appropriate density and design and will not increase the overall number of homes.

- 3.36 The new town of Northstowe was originally planned in the Northstowe Area Action Plan (AAP) with an area of reserve land to the west of the town. The reserve land is allocated in the Local Plan to provide flexibility for the phasing and delivery of the town over the plan period and will not increase the total number of homes delivered by 2031. Policy SS/5 supersedes Policy NS/3 (1g) of the Northstowe AAP.

### Waterbeach New Town

#### **Policy SS/6: Waterbeach New Town**

1. A new town of approximately 8,000 to 9,000 dwellings and associated uses is proposed on the former Waterbeach Barracks and land to the east and north as shown on the Policies Map. A Supplementary Planning Document (SPD) will be prepared for the new town as addressed at subsection 17 of this policy. The final number of dwellings will be determined through a design-led approach and spatial framework diagram included in the SPD having regard to:
  - a. The quantum, location and distribution of development in the town; and
  - b. Maintaining an appropriate setting for Denny Abbey listed building and scheduled monument.
2. The new town will be a sustainable and vibrant new community that is inclusive and diverse with its own distinctive local identity which is founded on best practice urban design principles, drawing on the traditions of fen-edge market towns, which encourages the high quality traditions and innovation that are characteristic of the Cambridge Sub-Region.

(continued)

3. It will be developed to maintain the identity of Waterbeach as a village close to the new town. Appropriate integration should be secured by the provision of suitable links to enable the residents of Waterbeach village to have convenient access to the services and facilities in the new town but with limited and controlled opportunities for direct road access from the wider new town to Waterbeach with emphasis on connections by public transport, cycle and on foot.
4. It will deliver an example of excellence in sustainable development and healthier living, which will make a significant contribution to the long term development needs of the Cambridge area. It will deliver high quality public transport links to Cambridge, including a relocated railway station, to enable a high modal share of travel by means other than the car.

*The Site:*

5. The built area of the settlement will be contained within the Major Development Site, and the location of major land uses and design of the northern edge of the new town will ensure an appropriate relationship with Denny Abbey listed building and scheduled monument;
6. The new town will establish an appropriate relationship and interaction with Waterbeach village, and the Cambridge Research Park;
7. All built development will be provided within the Major Development Site shown on the Policies Map. Land outside the Major Development Site can provide other associated uses and mitigation including drainage, habitat compensation and informal open space.

*The Phasing and Delivery of a Mix of Land Uses:*

8. The new town will provide a range of uses appropriate to a new town, including:
  - a. Residential development of a mix of dwelling sizes and types, including affordable housing, to achieve a balanced and inclusive community;

(continued)

- b. Employment provision of a quantum, type and mix to meet the needs of the town and provide access to local jobs, and support the continued development of the economy of the Cambridge area to be established through an Economic Development Strategy prepared in partnership with the local authority and key stakeholders;
- c. Shops, services, leisure and other town centre uses<sup>1</sup> of an appropriate scale for a town whilst avoiding significant impacts on vitality and viability of surrounding centres, and not competing with Cambridge as the sub regional centre;
- d. A town centre supported by local centres, to ensure services and facilities are easily accessible to residents;
- e. Community services and facilities, including health and both primary and secondary school education;
- f. Open space, sports and leisure facilities;
- g. Appropriate provision for and design of waste / recycling management facilities.

*Measures to Address Landscape, Townscape and Setting of Heritage Assets in the Surrounding Area, and Deliver a High Quality New Development:*

- 9. The new town will:
  - a. Establish and follow design principles to deliver a high quality development responding to local character, but also with its own identity;
  - b. Provide strategic landscaping within and beyond the Major Development Site to deliver high quality environs and:
    - i. provide an appropriate screening of the town in views from Denny Abbey in order to protect the historic significance of the Abbey, and
    - ii. maintain the village character of Waterbeach;

(continued)

<sup>1</sup> **Main town centre uses as defined in the NPPF (2012):** Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).



- c. Conserve and enhance the significance of Denny Abbey Grade I listed building and scheduled monument, including the contribution made by its setting, the extent and nature of separation from the Major Development Site and formal open spaces, and protection of key views including to and from the Abbey;
- d. Include assessment, conservation and enhancement of other heritage assets as appropriate to their significance, including non-designated assets such as Car Dyke World War II structures, raised causeways, and the Soldiers Hill Earthworks.
- e. Incorporate necessary mitigation to sensitive receptor boundaries, with regard to noise and odour, including from the A10, proposed railway station, recreational activities and the Waterbeach Waste Management Park to ensure no significant adverse impact on quality of life / amenity and health using separation distances or acoustic earth bunding rather than physical barriers if appropriate and where practicable;
- f. Ensure there is no significant adverse impact on local air quality and or mitigate as necessary with a Low Emissions Scheme.

*Delivery of a Significant Network of Green Infrastructure:*

10. The new town will:

- a. Provide a high degree of connectivity to existing corridors and networks;
- b. Include areas accessible to the public as well as areas with more restricted access with the aim of enhancing biodiversity;
- c. Provide and retain woods, hedges, and water features which would contribute to the character and amenity of the town and help preserve and enhance the setting of Denny Abbey, managed to enhance their ecological value;
- d. Consider the multifunctional value of spaces, e.g. amenity, landscape, biodiversity, recreation and drainage;
- e. Carry out a full programme of ecological survey and monitoring, to guide a Biodiversity management plan to provide appropriate mitigation and enhancement.

*Creation of a comprehensive movement network:*

11. The new town will be founded on a comprehensive movement network for the whole town, that connects key locations including the town centre and relocated railway station to encourage the use of sustainable modes of travel, and includes:

(continued)

- a. Significant improvements in Public Transport, including:
  - i. Provision of a relocated Waterbeach station with appropriate access arrangements by all modes to serve the village and the new town;
  - ii. Provision of a Park and Ride site on the A10 to intercept traffic from the north of Waterbeach, served by a new segregated Bus link to Cambridge;
- b. Measures to Promote Cycling and Walking, from the start of the development including:
  - i. Provision of a network of attractive, direct, safe and convenient walking and cycling routes linking homes to public transport and the main areas of activity such as the town centre, schools and employment areas;
  - ii. Provision of direct, segregated high quality pedestrian and cycle links to north Cambridge, surrounding villages and nearby existing facilities such as the Cambridge Research Park;
  - iii. A Smarter Choices package including residential, school and workplace travel planning.
- c. Highway Improvements, including:
  - i. Primary road access from the A10;
  - ii. Additional capacity to meet the forecast road traffic generation of the new town, particularly on the A10 and at the junction with the A14;
  - iii. Measures to mitigate the traffic impact of the new town on surrounding villages including Waterbeach, Landbeach, Horningseas, Fen Ditton and Milton;
  - iv. A review of the access arrangements to Denny Abbey and the Farmland Museum.

*Sustainable Design and construction:*

12. The new town will incorporate and deliver opportunities to exceed sustainable design and construction standards established by the Local Plan. These measures could include combined heat and power provided from the adjacent Waterbeach Waste Management Park.

(continued)

*Infrastructure Requirements:*

## 13. The new town will:

- a. Ensure the delivery of improvement to any existing infrastructure which will be relied upon by the new town as well as the provision, management and maintenance of new infrastructure, services and facilities to meet the needs of the town.
- b. Make appropriate arrangements for Foul Drainage and Sewage Disposal.
- c. Ensure the provision, management and on-going maintenance of sustainable surface water drainage measures to control the risk of flooding on site and which will reduce the risk of flooding to areas downstream or upstream of the development.

*Community Development:*

14. Measures will be required to assist the development of a new community, such as through community development workers.

*Site Preparation:*

## 15. Developers will be required to:

- a. Undertake site wide investigation and assessment of land contamination and other issues resulting from former land uses, including military use, to ensure the land is suitable for the proposed end use and is not presenting a risk to the environment;
- b. Ensure that all ordnance is removed from the site in ways that ensure the development can take place without unacceptable risk to workers and neighbours including major disruption to the wider public off site.

*Phasing and Delivery:*

## 16. The delivery of the new town, including any individual phases, must:

- a. Be in accordance with the spatial framework diagram set out in the Supplementary Planning Document to ensure a comprehensive development of the site as a whole that will not prejudice the creation of a fully functioning and successful new town.
- b. Be informed by appropriate strategies, assessments and evidence reports.

(continued)

- c. Plan for essential services, facilities and infrastructure to be provided in a comprehensive manner, anticipating future needs, and establishing suitable mechanisms to deliver the infrastructure in a timely and efficient way to achieve the successful delivery of the new town, including the needs of individual phases, and the requirements on developers.
- d. Make satisfactory arrangements to ensure appropriate engagement and consultation with local people and stakeholders.

*Supplementary Planning Document:*

- 17. The SPD to be prepared for the Strategic Site shown on the Policies Map will provide further guidance and detail on the implementation of Policy SS/6. The SPD will include:
  - a. An overarching, high level vision for the new town.
  - b. Consideration of relevant context including key constraints and opportunities.
  - c. The broad location of the components of the new town which are essential to support comprehensive and seamless development. A spatial framework diagram will be included that ensures the creation of a sustainable, legible and distinctive new settlement.
  - d. The location, nature and extent of any formal open space to be provided outside of the Major Development Site.
  - e. Broadly how the development is to be phased, including the delivery of key infrastructure.

- 3.37 Land north of Waterbeach is allocated for the creation of a sustainable new town. It provides the opportunity to reuse an extensive area of previously developed land to meet the housing and employment needs of the Cambridge area. It will aim to be an exemplar in sustainability and high quality design, building on the knowledge gained from other new settlements being delivered in the district.
- 3.38 This is a long term development opportunity. Development will take place over the plan period, and beyond. The implementation of the new town development provided for by this policy will be informed by a SPD produced in accordance with policy paragraph 17, and the local community and stakeholders will be engaged in its preparation. The policy establishes requirements and objectives that will need to be addressed in the SPD, and subsequently by developers. A full range of detailed assessments will be required, initially at a level appropriate to inform the SPD, and ultimately as part of any planning application.



- 3.39 The Policies Map also identifies the Major Development Site, which will accommodate the built development of the new town. This does not mean the whole of the area will be developed. Large parts of it will remain undeveloped and green after the settlement is complete to provide open spaces within the new town and a substantial green setting for the new town, Denny Abbey and Farmland Museum and Waterbeach village. Areas to the north of the town within the area to be covered by the SPD will ensure that it will remain physically separate from Denny Abbey. Assessment of the setting of Denny Abbey using Historic England's guidance on Setting of Heritage Assets will be required in view of the importance of conserving and where possible enhancing the remote rural and historic setting of Denny Abbey, a nationally important heritage asset, will be a key element of the plan, including having regard to key views and landscape character. There may be scope to provide some formal open space outside the Major Development Site whilst providing an appropriate setting for Denny Abbey, if demonstrated to be appropriate through the SPD.
- 3.40 Delivery of large areas of green infrastructure will also enable the enhancement of biodiversity within the town, whilst providing a network of open spaces for new and existing communities. Maintaining the identity of Waterbeach village as a village close to the new town is also necessary. The nature of the transition between Waterbeach village and the new town will be addressed through the SPD.
- 3.41 A new town will require a significant amount of new infrastructure, including schools, shops, services and facilities to meet the needs of the town. It is important that the services, facilities, landscape and infrastructure needed by this development 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 as they arise and in the long term.
- 3.42 A fundamental requirement for this site is that it will be highly accessible and permeable to all its residents on foot, by cycle and public transport, to support sustainable transport, recreation and health. The site offers particular opportunities to deliver public transport improvements, including the relocation of Waterbeach railway station to a location where it will also be convenient for people living in Waterbeach village making rail travel highly attractive. Segregated provision for buses both within the town and to link the new town to the public transport network in Cambridge will be required and similarly for cycle use. This will provide for quicker journeys, encourage maximum use by residents of the new town and improve safety. The existing A10 is at capacity and road improvements will be required, including measures to address capacity at the Milton junction with the A14.

**New Village at Bourn Airfield****Policy SS/7: New Village at Bourn Airfield**

1. Land south of the A428 based on Bourn Airfield is allocated for the development of a new village of approximately 3,500 dwellings. A Supplementary Planning Document (SPD) will be prepared for the new village as addressed at subsection 15 of this policy. The final number of dwellings will be determined through a design-led approach and spatial framework diagram included in the SPD. It will be classified as a Rural Centre once built.
2. The new village will be developed to high standards of design and layout. A key consideration will be the relationship with other settlements in the A428 corridor, and maintaining rural character and separation of individual villages.
3. It will deliver an example of excellence in sustainable development and healthier living, which will make a significant contribution to the long term development needs of the Cambridge area.
4. The Major Development Site, which will accommodate the built development of the new village, is shown on the Policies Map. The area to be planned through the SPD is also shown on the Policies Map. This includes additional land to ensure that the development potential of the former airfield site is maximised and to ensure that the new village includes green infrastructure including formal and informal open space, strategic, landscaping and green separation, particularly from Caldecote / Highfields to help it fit into its rural setting.

*The Site:*

5. The built area of the settlement will be contained within the Major Development Site, and the location of major land uses and the design of the edges of the new village will have particular regard to ensuring an appropriate relationship with Cambourne and Highfields Caldecote.

(continued)

*Measures to Address Landscape, Townscape and Historic Setting of the New Village, and Deliver a High Quality New Development:*

6. The new village will:
  - a. Establish and follow design principles to deliver a high quality development responding to local character, but also with its own identity;
  - b. Provide strategic landscaping within and beyond the Major Development Site to deliver a high quality landscaped setting around the boundary of the settlement to avoid it appearing as part of a ribbon of urban development south of the A428, to maintain the rural nature of the Broadway and ensure separation from Cambourne, and to ensure countryside separation from Caldecote / Highfields and Bourn. The strategic landscaping along the eastern boundary of the Strategic Site south of the existing employment area will include a substantial and continuous woodland belt, including land within the Major Development Site;
  - c. Protect and enhance the setting of listed buildings near to the site;
  - d. Incorporate necessary mitigation to sensitive boundaries, with regard to noise, including the A428, using landscaped earth bunds.

*Delivery of a Significant Network of Green Infrastructure:*

7. The new village will:
  - a. Provide a high degree of connectivity to existing corridors and networks, including through an enhanced network of footpaths and bridleways;
  - b. Include areas accessible to the public as well as areas with more restricted access with the aim of enhancing biodiversity;
  - c. Retain existing woods, hedges, and water features which would contribute to the character and amenity of the village or separation from surrounding communities, managed to enhance their ecological value;
  - d. Consider the multifunctional value of spaces, e.g. amenity, landscape, biodiversity, recreation and drainage;
  - e. Take account of a full programme of ecological survey and monitoring, to guide a biodiversity management plan to provide appropriate mitigation and enhancement.

(continued)

*Creation of a comprehensive movement network:*

8. The new village will be founded on a comprehensive movement network for the whole village, that connects key locations including the village centre and schools to encourage the use of sustainable modes of travel and includes:
  - a. *Significant Improvements in Public Transport, including:*
    - i. Provision of a segregated bus link from Cambourne to Bourn Airfield new village across the Broadway, and on through the development to the junction of the St Neots Road with Highfields Road;
    - ii. Any measures necessary to ensure that a bus journey between Caldecote / Highfields and the junction of the A428 and the A1303 is direct and unaffected by any congestion suffered by general traffic;
    - iii. Provision of high quality bus priority measures or busway on or parallel to the A1303 between its junction with the A428 and Queens Road, Cambridge;
  - b. *Measures to Promote Cycling and Walking, including:*
    - i. Provision of a network of attractive, direct, safe and convenient walking and cycling routes from the start of the development linking homes to public transport and the main areas of activity such as the village centre, schools and employment areas;
    - ii. Provision of a direct, segregated high quality pedestrian and cycle links to west Cambridge, Cambourne, Caldecote / Highfields, Hardwick and Bourn;
    - iii. A Smarter Choices package including residential, school and workplace travel planning.
  - c. *Highway Improvements including:*
    - i. Include measures to mitigate the traffic impact of the new village on surrounding villages and roads;
    - ii. Provide convenient vehicular access, with at least two separate access points to the north west and north east of the site;
    - iii. Ensure that there will be no direct vehicular access to the Broadway for southbound traffic from the new village (except buses and bicycles).

(continued)



*Sustainability:*

9. The new village will incorporate and deliver opportunities to exceed sustainable design and construction standards established by the Local Plan. These measures could include combined heat and power.

*Infrastructure Requirements:*

10. The new village will:
  - a. Ensure the provision, management and maintenance of infrastructure, services and facilities to meet the needs of the village;
  - b. Make appropriate arrangements for foul drainage and sewage disposal, to be explored and identified through a Foul Drainage Strategy;
  - c. Ensure the provision, management and on-going maintenance of sustainable surface water drainage measures to control the risk of flooding on site and which will reduce the risk of flooding to areas downstream and upstream of the development.

*Community Development:*

11. Measures will be required to assist the development of a new community, such as through community development workers.

*Site Preparation:*

12. Developers will be required to:
  - a. Undertake site wide investigation and assessment of land contamination and other issues resulting from former land uses, including military use, to ensure the land is suitable for the proposed end use and is not presenting a risk to the environment.
  - b. Ensure that all ordnance is removed from the site in ways that ensure the development can take place without unacceptable risk to workers and neighbours including major disruption to the wider public off site.

(continued)

*Phasing and Delivery:*

13. The delivery of the new village, including any individual phases, must:
  - a. Be in accordance with the spatial framework diagram set out in the Supplementary Planning Document to ensure a comprehensive development of the site as a whole that will not prejudice the creation of a fully functioning and successful new village;
  - b. Be informed by appropriate strategies, assessments and evidence reports;
  - c. Plan for essential services, facilities and infrastructure to be provided in a comprehensive manner, anticipating future needs, and establishing suitable mechanisms to deliver the infrastructure in a timely and efficient way to achieve the delivery of the new village, including the needs of individual phases, and the requirements on developers;
  - d. Make satisfactory arrangements to ensure appropriate engagement and consultation with local people and stakeholders.

*Supplementary Planning Document:*

14. The SPD to be prepared for the Strategic Site shown on the Policies Map will provide further guidance and detail on the implementation of Policy SS/7. The SPD will include:
  - a. An overarching, high level vision for the new village;
  - b. Consideration of relevant context including key constraints and opportunities;
  - c. The broad location of the components of the new village which are essential to support comprehensive and seamless development. A spatial framework diagram will be included that ensures the creation of a sustainable, legible and distinctive new settlement;
  - d. Broadly how the development is to be phased, including the delivery of key infrastructure.

- 3.43 Land at Bourn Airfield is allocated for the creation of a sustainable new village of approximately 3,500 dwellings. It provides another opportunity for the reuse of previously developed land to meet the housing and employment needs of the Cambridge area.
- 3.44 This is a long term development opportunity. Development will take place over the plan period, and beyond. The implementation of the new village development provided for by this policy will be informed by a SPD produced in accordance with policy paragraph 15 and the local community and stakeholders will be engaged in

its preparation. The policy above establishes requirements and objectives that will need to be addressed in the SPD, and subsequently by developers.

- 3.45 The Policies Map identifies the Major Development Site which will accommodate the built development of the new village and infrastructure to support it. Not all the site will be developed within the Plan period and large parts of it will remain undeveloped and green after the settlement is complete to provide a substantial green setting for the settlement. A wider Strategic Site is identified to be addressed by the SPD. This will allow the consideration of measures to mitigate the wider impacts of the village, such as through strategic landscaping and green infrastructure, to ensure that it will remain physically separate from surrounding villages especially the closest villages of Caldecote / Highfields, Bourn and Cambourne.
- 3.46 The landscape strategy will avoid creating the appearance of a ribbon of development south of the A428, demonstrate how landscape and biodiversity enhancements will be achieved in the area, ensure substantial landscaped separation between settlements and maintain the rural character of the Broadway.
- 3.47 It is important that any urban related open uses, such as playing fields are carefully located and designed to ensure they do not reduce the rural character of the landscaped setting in visual terms, particularly having regard to matters such as fencing and floodlighting.
- 3.48 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 relation to off-site transport infrastructure.
- 3.49 A secondary school will be provided on site to serve the needs of the development. Local experience has shown that new settlements of this scale can support a secondary school which is also important for community cohesion. With further growth planned at Cambourne West it would not be possible to expand that school to meet the needs generated by development at Bourn Airfield. The secondary school will be provided according to a trigger point in the planning obligation for the site to ensure timely provision of this key community facility. At least two primary schools and provision for early years childcare will be required.
- 3.50 A fundamental requirement for this site is that it will be a sustainable development which is highly accessible and permeable to all its residents on foot, by cycle and public transport, to support sustainable transport, recreation and health. Segregated provision for buses and cycle use provides for quicker journeys, greater use and improved safety. Together with development at West Cambourne extensive off-site transport infrastructure provision will be required to mitigate transport impacts, particularly between the new village and Cambridge.



- 3.51 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 on the Bourn Brook. The impact on the wider catchment must therefore be addressed and the potential for a catchment wide assessment / improvements should be considered.

## **Sustainable Villages**

### ***Cambourne West***

#### **Policy SS/8: Cambourne West**

1. Land shown on the Policies Map south of the A428, north west of Lower Cambourne, including an area within the current Business Park is allocated for the development of a sustainable, fourth linked village to Cambourne of approximately 1,200 dwellings by 2031 with high levels of green infrastructure, subject to:

#### ***Masterplanning***

2. Development taking place in accordance with a Masterplan to be submitted for approval by the Local Planning Authority as part of the first application for planning permission. The Masterplan will set out the principles of good design and be supplemented by a Design and Access Statement. Design Guides / Design Codes for the development will be prepared as part of applications for the grant of approval for reserved matters. The Masterplan will demonstrate how the development will integrate with the rest of Cambourne, the Business Park and with Cambourne Village College.
3. A Landscape Strategy must be submitted for approval by the Local Planning Authority as part of the first application for planning permission, and include the provision of a high quality landscaped setting around the boundary of the settlement to avoid it appearing as part of a ribbon of development south of the A428, to protect the rural character of the A1198, to mitigate the impact on Caxton village and provide appropriate open space between the new village and Lower Cambourne. This setting will form part of the publicly accessible green infrastructure of the settlement, and be well connected to Cambourne's existing green network and the wider countryside, including through an enhanced network of footpaths and bridleways.

(continued)

4. Building heights and landscaping will minimise the visibility of the settlement and the secondary school from adjoining roads to the north, west and south.
5. Existing woods, hedges, unimproved grassland areas and water features will be retained which would contribute to the character and amenity of Cambourne West, managed to enhance their ecological value and linked together by areas of open space to provide a network of accessible green infrastructure.

*Provision of the Following Land Uses*

6. Residential, primarily dwelling homes (Use Class C3), but could also include nursing and residential care homes. Housing densities to vary across the site with higher densities close to the village centre and bus routes and lower densities around the settlement boundary. The starting point for negotiations concerning the provision of affordable housing on this site will be Policy H/10.
7. Land south of the Business Park access road will be developed primarily for residential uses, and will include provision of a segregated cycle and pedestrian path linking to Cambourne Village College along the southern boundary, enhancing the existing footpaths and bridleways. It will only come forward once replacement employment land in criterion 7 is secured;
8. An equivalent quantity of employment land to that lost on the Business Park (8.1ha. in June 2013) will be delivered in the northern part of the Cambourne West site rather than its current location. In order to be compatible with residential development this will primarily be in Use Class B1, although other suitable employment uses will be included to provide a mix of employment opportunities, including smaller units.
9. Small scale shops and other town centre uses to serve the needs of the village and adjoining Business Park. Provide for convenience shopping needs with a store of up to 500 m<sup>2</sup> (gross floorspace) within a 600 metre walk of the great majority of homes. A retail assessment will be submitted with the first planning application to demonstrate that the quantity of town centre uses proposed will support the needs of the development whilst not having a significant adverse impact on the vitality and viability of other centres including Cambourne village centre.

(continued)

10. If necessary to expand the capacity of the school, to provide land to enable the expansion of Cambourne Village College.
11. Community needs for other services and facilities being provided in accordance with policies and standards set out in Chapter 9 including Policy SC/4.

#### Access

12. Development will provide for the additional travel demands generated. Coordination will be required with other developments on the A428 corridor to deliver the necessary improvements. The development will need to address, but is not limited to, the following (subject to detailed strategy development and to the transport assessment of development proposals):
  - a. Any measures necessary to ensure that a bus journey between Cambourne West and the junction of the A428 and the A1303 is direct and unaffected by any congestion suffered by general traffic;
  - b. High quality segregated bus priority measures on the A1303 between its junction with the A428 and Queens Road, Cambridge;
  - c. Direct, segregated high quality pedestrian and cycle links to west Cambridge, Papworth Everard, Caxton and Bourn;
  - d. The impact of the proposals on the junctions of the A428 with the A1303 and the A1198 will be assessed in detail and contributions towards or direct funding of improvements to the junctions may be required;
  - e. Delivery or funding of any measures required to mitigate the traffic impact on Bourn, Caldecote, Toft, Comberton and Barton;
  - f. A Smarter Choices package including residential, school and workplace travel planning;
  - g. Vehicular access to be provided through an enhanced route through the Business Park, one or more access points from the Caxton Bypass, and via Sheepfold Lane;
  - h. Bus prioritisation measures, including a bus link from one of the roundabouts on the Caxton bypass through the Cambourne West site, linking through to Great Cambourne by the Cambourne Business Park;
  - i. Creation of high quality segregated cycle and pedestrian routes within the new settlement.

(continued)



*Other Requirements*

13. Sustainable design and construction measures which will exceed the minimum standards set out in Policies CC/3 and CC/4 in recognition of the opportunities to exceed those standards afforded by strategic scale developments;
  14. Satisfactory provision being made for the provision, management and on-going maintenance of sustainable surface water drainage facilities to control the risk of flooding on site and which will reduce the risk of flooding to areas downstream and upstream of the development;
  15. Satisfactory arrangements being made for foul drainage and sewage disposal, to be explored and identified through a Foul Drainage Strategy;
  16. Satisfactory arrangements to control traffic noise from the A428 and A1198 which do not involve the use of acoustic fences and walls such as gently contoured landscaped soil bunds;
  17. Planning permission will only be granted where there are satisfactory legal agreements for the improvement, provision, management and maintenance of infrastructure, services and facilities, open spaces and other matters necessary to make the scheme acceptable in planning terms;
  18. Satisfactory arrangements being made concerning site accesses, haul roads, construction traffic routes, storage compounds, use of plant and machinery, working days and hours, and retention of construction spoil on site.
- 3.52 Cambourne comprises three linked villages of Great, Upper and Lower Cambourne, separated by substantial landscaped areas. Land at Cambourne West is allocated for the creation of a new fourth sustainable linked village of approximately 1,200 dwellings. Large parts of the site will remain undeveloped and green after the fourth linked village is complete to provide a substantial green setting for the development and the rest of Cambourne and to retain separation from Lower Cambourne and further enhance the green infrastructure network of Cambourne. The development must also ensure that it will remain physically separate from Caxton village.
- 3.53 A key issue is the integration of the fourth linked village with the rest of Cambourne. The original Masterplan creates some challenges for integrating

additional development and a requirement of the proposed Cambourne West development is that it includes all mode car, bus, pedestrian and cycle access to the village via a remodelling of the Business Park access road, as well as from Sheepfold Lane and the Caxton Bypass. With the new village and the access through the Business Park, there is potential to relocate the remaining employment land on the Business Park onto the northern part of the new village and replace it with residential development that will help link and integrate the new village with the rest of Cambourne. The relocation of the employment land provides an opportunity for a more flexible range of employment uses to serve Cambourne as a whole, including small units.

- 3.54 The Landscape Strategy will avoid creating the appearance of a ribbon of urban development south of the A428 and extending down the A1198, demonstrate how landscape and biodiversity enhancements will be achieved in the area, ensure substantial landscaped separation between settlements and maintain the rural character of the A1198.
- 3.55 It is important that any urban related open uses, such as playing fields are carefully located and designed to ensure they do not reduce the rural character of the landscaped setting in visual terms, particularly having regard to matters such as fencing and floodlighting.
- 3.56 The development will help meet the high level of housing need in the district. To this end it must balance the need to make best use of land whilst providing a high quality development. The final number of dwellings will be determined through a design-led approach and the required Masterplan and Design Guides / Design Codes. A range of house types, sizes and mix will also be important in ensuring a balanced community.
- 3.57 Providing a substantial amount of affordable housing is fundamentally important to the growth strategy for the Cambridge Sub Region. It 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. Strategic developments like Cambourne West are the key to addressing the affordable housing requirements of the area.
- 3.58 Small scale shops and other uses of an appropriate scale to serve the needs of the village will be provided and there is potential to locate them so they are accessible from the adjoining Business Park to help take advantage of the potential additional custom and also to provide facilities more local to the business park, whilst not competing with the main Cambourne centre.
- 3.59 All necessary community services and facilities will be provided by the development, either onsite or through contributions to offsite provision secured through a planning obligation, for example in relation to off-site transport infrastructure or elsewhere in Cambourne. Open space provision will also provide opportunities for enhanced nature conservation value, and will enable quiet enjoyment of the natural environment as part of an enhancement of the extensive green network at Cambourne.
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- 3.60 If the development of Cambourne West requires the expansion of Cambourne Village College, land and funding should be provided to enable this expansion. At least one new primary school and provision for early years childcare will also be required.
- 3.61 A fundamental requirement for this site is that it will be highly accessible and permeable to all its residents on foot, by cycle and public transport, to support sustainable transport, recreation and health. High quality provision for buses and segregated cycle use provides for quicker journeys, greater use and improved safety. Together with development at Bourn Airfield, extensive off-site transport infrastructure provision will be required to mitigate transport impacts.
- 3.62 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 of Bourn Brook. The impact on the wider catchment must therefore be considered and addressed.
- 3.63 It is important that the services, facilities, landscape and infrastructure needed by this development 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.
- 3.64 Construction spoil should be retained on site. Construction traffic routes should avoid passing through local villages.
- 3.65 Following the submission of the Local Plan, the Council resolved to grant permission in January 2017 for a mixed use development including 2,350 homes, on a larger site which includes the land allocated in Policy SS/8.



