



# South Cambridgeshire Local Plan

Issues and Options Report

Public Consultation July 2012

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# South Cambridgeshire Local Plan

## Issues and Options Report

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A photograph of a residential development featuring a pond surrounded by lush green reeds and other vegetation. In the background, several multi-story houses with light-colored facades and dark roofs are visible under a clear blue sky. The foreground is dominated by tall, green reeds and some purple flowers.

# Chapter 1 Introduction

Cambourne, South Cambridgeshire



## Chapter 1 Introduction

- 1.1 This consultation forms the first stage in preparing an updated Local Plan for South Cambridgeshire that will set out the vision for the district over the years to 2031. The plan affects all of us that live, work or study in South Cambridgeshire, or who come here to enjoy all that the area has to offer.
- 1.2 South Cambridgeshire is consistently recognised as one of the top places to live and work in the country due to our thriving economy and quality of life. Our successful local economy is important on a national stage and South Cambridgeshire is one of the fastest growing areas in the country.
- 1.3 It is important that we have a plan that strikes the right balance between growth and conservation, valuing what makes the area unique. It's about making sure jobs are created, and new homes provided, in the right areas, and that all transport needs are considered and people have a choice about where to live so they do not have to rely on cars for all of their journeys.
- 1.4 The Local Plan will set the levels of employment and housing development that should be provided over the plan period to best meet the needs of the area and establish a clear strategy for meeting development needs in the best way possible that protects the quality of life of existing and future residents. It will set policies to ensure that development is of high quality and will meet the challenges we face with an ageing population and changing climate. It will ensure that new development comes with the necessary schools, health facilities, shops, leisure facilities and open spaces that residents need to provide a good quality of life.
- 1.5 The Plan aims to set a strong framework for new development to meet the needs of the area and provide a clear statement for local residents, businesses, service providers and the development industry of what they can expect to happen in terms of change in the built and natural environment over the next couple of decades.
- 1.6 The updated Local Plan needs to respond to the new National Planning Policy Framework (NPPF), the Localism Act 2011 and to proposed changes to the ways in which developers will contribute to funding supporting services and infrastructure.
- 1.7 Underpinning the whole of the Issues & Options consultation is the government's commitment to sustainable development. Taking account of local circumstances, the new Local Plan's development and other proposals need to meet the 3 overarching principles of sustainability:

- Economic - contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- Social – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well being; and
- Environmental – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, prudent use of natural resources, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy.

1.8 This consultation sets out the main Issues for the new Local Plan, as well as potential Options to address them. It raises a number of questions to assist stakeholders and residents respond to the consultation.

1.9 The overarching objective in national policy to secure sustainable development has strongly influenced the development of the issues and options in this document. The Council has prepared a Sustainability Appraisal Scoping Report that has helped us identify the key issues and sustainability objectives for the new Local Plan. An Initial Sustainability Report has also been prepared, which tests the sustainability merits of the options. It has been used as an integral part of the process of identifying the issues and options for consultation. The Initial Sustainability Report also includes within it an analysis of the issues we identified and the options available to address them. This provides additional information to support the issues and options contained in the consultation report (appendix 4 of the Initial Sustainability Report). Both sustainability reports form part of the consultation.

1.10 The consultation document is also supported by a raft of technical reports and studies, which are listed in Appendix 1 and available to view on the Council’s website here at [www.scambs.gov.uk/ldf/localplan](http://www.scambs.gov.uk/ldf/localplan). Whilst they are not generally published as consultation documents, if you have any concerns about statements contained in the evidence documents, you can raise them as part of your response to the consultation questions.

1.11 The Report is structured around a number of topic areas. The intention is that when the Council comes to make decisions on which policies and proposals to put into the updated plan it will have the benefit of public and stakeholder comments.

- 1.12 The Report includes a vision, strategic objectives, and specific chapters relating to the future spatial strategy and other topic areas. Each chapter provides key facts about the topic. The chapters are as follows:
- **Chapter 1** is the introduction which describes the overall purpose of the document.
  - **Chapter 2** sets out a possible vision for South Cambridgeshire to 2031
  - **Chapter 3** contains the forecasts from which the plan will identify the development needs for jobs and housing.
  - **Chapter 4** concerns the spatial strategy and whether we should focus development on: the edge of Cambridge; new towns/new villages; and development in the villages.
  - **Chapter 5** sets out a number of site options for housing development. Detailed site options on the edge of Cambridge may be considered at a second consultation in the winter.
  - **Chapter 6** is concerned with sustainable development, climate change, water resources and flooding.
  - **Chapter 7** is concerned with design, landscape, and public realm.
  - **Chapter 8** sets out options to protect and enhance the historic built and the natural environment.
  - **Chapter 9** is concerned with delivering high quality housing.
  - **Chapter 10** deals with building a strong and competitive economy, including sections on employment, retail and tourism.
  - **Chapter 11** is concerned with creating successful communities, including the provision of open space, leisure facilities and community facilities.
  - **Chapter 12** deals with promoting and delivering sustainable transport and other kinds of infrastructure.
  - **Chapter 13** deals with site specific issues.
- 1.13 The Issues and Options Report contains 116 issues which need to be addressed in updating the Local Plan providing options where appropriate and asking questions to help the local community and stakeholders to respond to the consultation.
- 1.14 Consultation runs from 12 July to 28 September 2012 during which time a number of exhibitions will be held in South Cambridgeshire. The dates and times of these exhibitions will be widely advertised at the beginning of the consultation.
- 1.15 During the Issues & Options consultation the Council will be exploring with local communities whether they have development proposals of their own that they would want the Council to include as additional proposals in the new Local Plan, and wants to receive feedback on the issues and options in this report.

- 1.16 Answering the questions set out in the Issues and Options Report can be done in a number of ways. You don't have to answer all questions if you are only interested in some of them. The Council's preferred approach is for questions to be answered using our interactive consultation website which can be found here:

[www.scambbs.gov.uk/ldf/localplan](http://www.scambbs.gov.uk/ldf/localplan)

But you can answer questions by e-mail or in writing using the forms provided. If you do provide answers by email or in writing and do not use a form, please include the question number that you are answering or we cannot guarantee that we will be able to identify the issues and options that interest you.

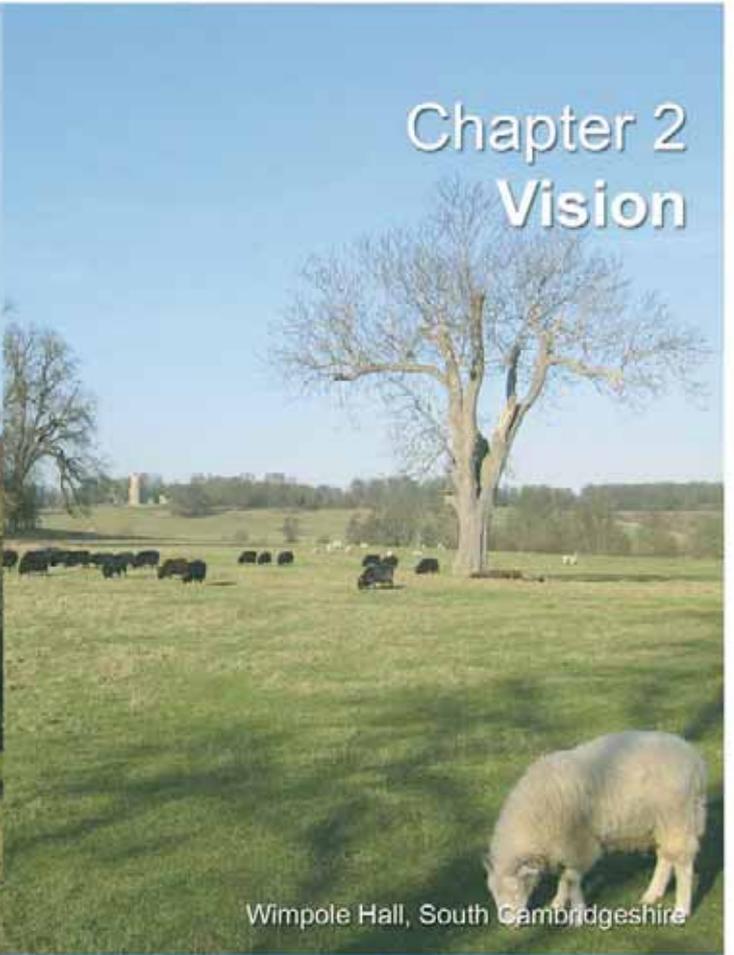
### **What Happens Next?**

- 1.17 The expectation is that there will be a further consultation during the winter on any new issues that come out of this consultation which the Council might want to address in the Local Plan. Once all the consultation on Issues and Options is completed, answers to all of the questions will be considered to help develop the Council's preferred approach to the policies and proposals and a draft Local Plan.
- 1.18 Following this, the new Local Plan will be published for a further round of public consultation prior to being submitted to the Secretary of State for examination. Any objections received at that stage will be considered by a Planning Inspector at the examination of the Local Plan before the Council can adopt the new Local Plan.
- 1.19 The District Council is firmly committed to securing high quality development and welcomes the changes in national policy which require developers of proposals to consult local people at an early stage. Having a good plan is only half the story, getting the planning applications right comes next.

## Chapter 2 Vision



Bourn Post Mill and Millers Cottage, South Cambridgeshire



Wimpole Hall, South Cambridgeshire



Cambourne Business Park, South Cambridgeshire



Orchard Park, South Cambridgeshire



## Chapter 2 Vision

- 2.1 The Local Plan is an important document that helps the Council deliver its vision. The Council's Vision provides an ideal vision for the Local Plan.

### Issue 1: Vision

South Cambridgeshire will continue to be the best place to live and work in the country. Our district will demonstrate impressive and sustainable economic growth. Our residents will have a superb quality of life in an exceptionally beautiful, rural and green environment.

### Question 1:

**Do you agree that the Council's corporate vision is the right vision for the Local Plan?**

**Do you have any other suggestions?**

- 2.2 Reflecting the corporate vision, there should be a set of objectives for the Local Plan. In developing the objectives we have been guided by views gathered on what is important to local stakeholders.

### Issue 2: Objectives

The objectives for the Local Plan could be:

- A. To support economic growth by supporting our position as a world leader in research and technology based industries, research, and education; and supporting the rural economy.
- B. To protect the character of South Cambridgeshire, including its built and natural heritage. New development should enhance the area, and protect and enhance biodiversity.
- C. To provide land for housing that meets local needs and aspirations, and gives choice about type, size, tenure and cost.
- D. To deliver new developments that are high quality and well-designed with distinctive character that reflects their location, and which responds robustly to the challenges of climate change.

- E. To link development with local facilities and services, and sustainable transport including buses, walking and cycling.
- F. To ensure that all new development provides or has access to a range of services and facilities that support healthy lifestyles and wellbeing for everyone, including shops, schools, doctors, community buildings, cultural facilities, local open space, and green infrastructure.

**Question 2:**

**Do you agree that the objectives set out in Issue 2 should be included in the Local Plan?**

Please provide any comments.

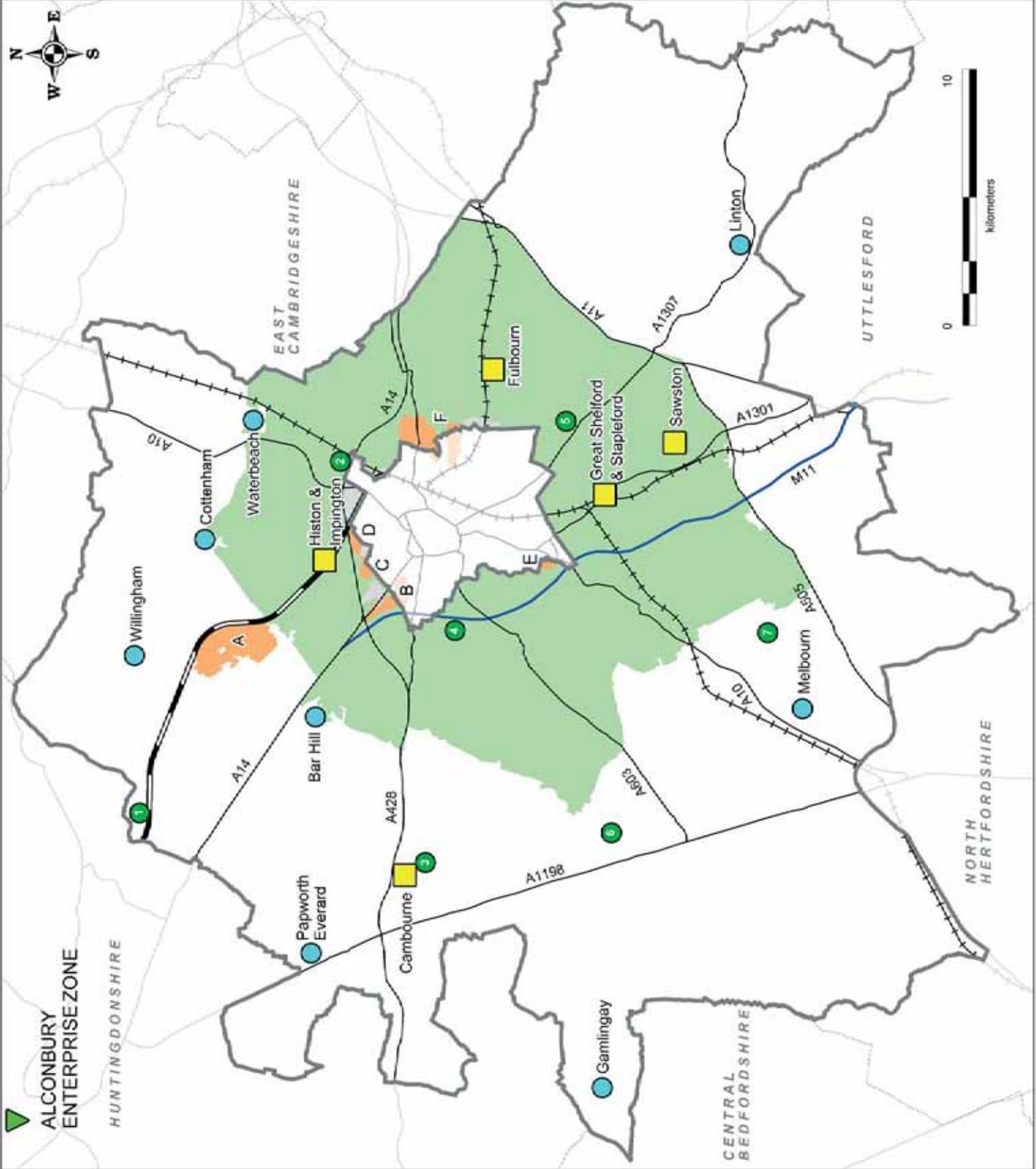
- 2.3 South Cambridgeshire is a prosperous area with high levels of economic activity and low levels of unemployment. Its 350 square miles of countryside provide a high quality setting for its 105 settlements. In recent decades the district has experienced significant growth, reflecting the success of the local economy and the need for new homes.
- 2.4 The last round of plan making that started around 10 years ago resulted in a significant change of development strategy, away from a strategy of spreading growth around the villages, to a focus of development on the edge of Cambridge, and a new settlement between Longstanton and Oakington, to be known as Northstowe, which would be linked to Cambridge by the Guided Busway. The aim of the strategy has been to deliver more homes near to jobs, reducing the need for commuting, and supporting economic development. There has been good progress bringing forward a number of these sites, and they will continue to deliver new homes and jobs during the life of the new plan. In the rural area, housing development has been generally limited to meet local needs, with larger developments permitted in the best served villages, known as Rural Centres. Figure 1 shows South Cambridgeshire as it is today.
- 2.5 The Local Plan will determine what the development strategy should be in the future, looking forward to 2031. It is an opportunity to consider what has changed since the last plan, to respond positively to the economic downturn, and consider how housing and employment needs can be met in a sustainable way which reflects the views of local people.

- 2.6 The remaining chapters of this document identify a series of issues to consider, and a range of potential options that respond to them, from broad issues regarding the strategy for growth and where it should be focused, through specific site options for possible development, to options for planning policies that could be used to shape new development. The options identified for consultation that affect the spatial strategy are shown on the Figure 2.
- 2.7 Our neighbouring authorities are also refreshing their Local Plans. This includes Cambridge City, where due to the relationship with South Cambridgeshire there are many overlapping issues, including the potential for cross boundary developments. In the wider area, Alconbury Enterprise Zone in Huntingdonshire will provide around 8,000 new jobs and up to 7,000 new homes. South Cambridgeshire has been working closely with surrounding authorities, to ensure plans are coordinated and wider infrastructure needs are considered.

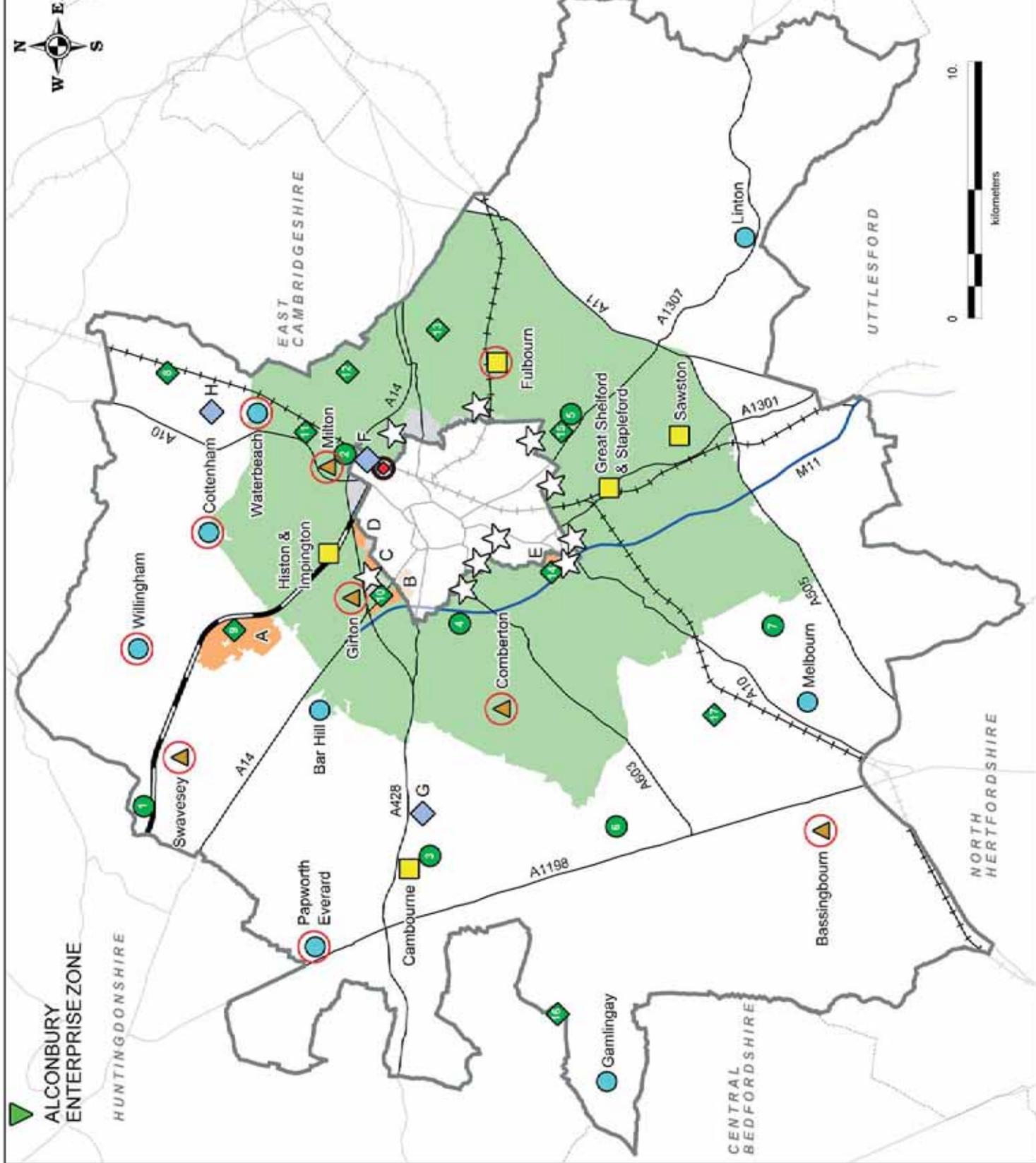
Figure 1:  
South Cambridgeshire Today

**Key**

- General Extent of the Green Belt**
- Major Developments**  
*(housing and employment mix)*
  - A. Northstowe
  - B. North West Cambridge
  - C. NIAB 2
  - D. Orchard Park
  - E. Trumpington Meadows
  - F. Cambridge East
- Rural Centre**
- Minor Rural Centre**
- Major Green Infrastructure Today**
  - 1. Fen Drayton Lakes
  - 2. Milton Country Park
  - 3. Cambourne
  - 4. Coton Countryside Reserve
  - 5. Wandlebury Country Park
  - 6. Wimpole
  - 7. Fowlmere RSPB Reserve
- Guided Busway**
- Train Line**



**Figure 2: Options for South Cambridgeshire's Future**



**Key**



**General Extent of the Green Belt**  
(could change as a result of review)



**Green Belt Broad Locations**



**Major Developments**  
(housing and employment mix)

- A. Northstowe
- B. North West Cambridge
- C. NIAB 2
- D. Orchard Park
- E. Trumpington Meadows



**Options for Major Sites**

- F. Cambridge Northern Fringe East
- G. Bourn Airfield New Settlement
- H. Waterbeach New Settlement



**Proposed New Cambridge Science Park Station**



**Rural Centre**



**Minor Rural Centre**



**Better Served Group Village**



**Option for Category Change**



**Major Green Infrastructure Today**

1. Fen Drayton Lakes
2. Milton Country Park
3. Cambourne
4. Coton Countryside Reserve
5. Wandlebury Country Park
6. Wimpole
7. Fowmere RSPB Reserve



**Major Green Infrastructure Target Areas** (Green Infrastructure Strategy)

8. Fens Waterways Link
9. Northstowe
10. North West Cambridge
11. Cambridge Sports Lakes
12. Wicken Fen Vision
13. Linear Monument Project
14. Trumpington Meadows Country Park
15. Gog Magog Living Landscape Vision
16. West Cambridgeshire Hundreds
17. Chalk Rivers Project



**Guided Busway**



**Train Line**



# Chapter 3 Development Needs

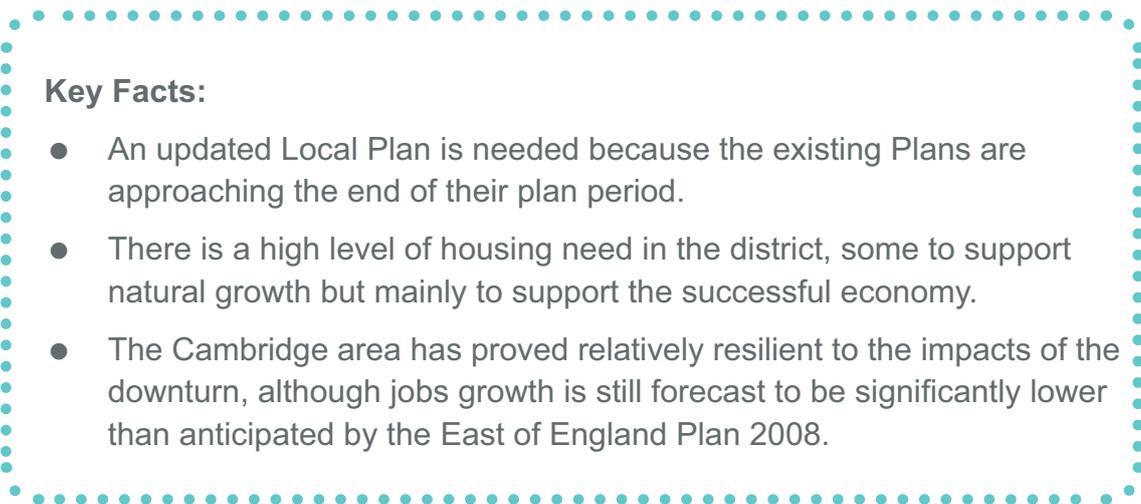


Aerial View of Cambourne, South Cambridgeshire



## Chapter 3 Development Needs

- 3.1 The new Local Plan needs to provide for appropriate levels of employment and housing development in the right locations to support the local economy and provide for housing needs. It must do this whilst maintaining the quality of life for residents in existing and new communities, as well as the quality of the natural and built environment.
- 3.2 Local Councils are now responsible for setting their own targets for housing and employment provision, rather than having them imposed from above by a regional plan. Targets have to be justifiable, based on evidence of need, and taking into account any cross-boundary and strategic implications.
- 3.3 If planned levels of development are too low, the risk is that they will not be sufficient to meet demand including for affordable housing and to support the economy, or if too high that they cannot be delivered on the allocated sites, both of which outcomes would encourage speculative proposals to come forward to fill the gap. It is therefore important to get the right balance, with appropriate levels of development in accessible locations, and this is one of the most significant issues for the new Plan.



**Key Facts:**

- An updated Local Plan is needed because the existing Plans are approaching the end of their plan period.
- There is a high level of housing need in the district, some to support natural growth but mainly to support the successful economy.
- The Cambridge area has proved relatively resilient to the impacts of the downturn, although jobs growth is still forecast to be significantly lower than anticipated by the East of England Plan 2008.

### Approach to Jobs and Housing

- 3.4 There is a strong link between jobs and homes. Seeking an appropriate balance will support the economy, whilst delivering homes where people can access work in a sustainable way. To only provide for new jobs would be likely to be found to contribute to be unsustainable development, perpetuating the imbalance between homes and jobs in and close to Cambridge and the congestion and emissions that arise from traffic travelling to those jobs. Not supporting jobs could hold back the economy, or lead to higher levels of unemployment.

### Level of Jobs Provision

- 3.5 In order to consider appropriate targets, the Council has explored evidence on how the economy is likely to develop over the next 20 years, and the impact this will have on the number of jobs. This is done through economic forecasting, using complex data on past growth rates, national and regional economic prospects, and growth sectors, to anticipate future growth.
- 3.6 Forecasts undertaken in 2008, carried out during the early part of the economic downturn, anticipated a slow recovery, and therefore that existing planned development would be sufficient to meet long term needs. More up to date forecasts completed in 2012 for the Cambridgeshire local authorities have identified that the Cambridge economy has withstood the downturn better than anticipated, and the earlier forecasts may have been overly pessimistic. In fact, there appears to have been an overall growth in jobs in South Cambridgeshire approaching 4,000 between 2007 and 2011, even though there was a short term dip in total jobs in 2010. A second set of recent forecasts has also been published which gives similar, but slightly higher, forecasts. Further information on the forecasting, and how it has informed the options, can be found in the Initial Sustainability Appraisal Report. These documents can be found on the Council's website:  
[www.scambs.gov.uk/ldf/localplan](http://www.scambs.gov.uk/ldf/localplan)
- 3.7 Nevertheless, the rate of jobs growth is still predicted to be much slower than had been predicted at the time of the last round of plan making and existing planned development will still meet needs over a longer period than anticipated when the current plans were prepared. Over the last 20 years 1991-2011, the total number of jobs increased on average by 1,600 additional jobs per annum, although it dropped to around 1,000 per annum during the early years of the economic downturn 2008 - 2011.
- 3.8 Looking forward, the medium growth forecasting model anticipates that jobs will grow at an average of 1,200 jobs per annum over the 20 years of the plan period, about 75% of the rate of increase in jobs over the last 20 years, giving a total of 23,100 additional jobs over the plan period
- 3.9 The Council has also considered variations to the forecasts, to see what would happen locally if the national economy performed a bit better or worse than expected (if national GDP were to be 0.5% higher or lower than anticipated).
- 3.10 The low growth scenario suggests that the rate of increase in jobs could fall as low as 700 jobs per annum, or a total increase of 14,000 additional jobs over the plan period. This is an extremely pessimistic prediction and most likely would only become reality if there were some prolonged turmoil in international markets over a period of years. This rate of growth is lower than achieved during the post 2008 economic downturn.

- 3.11 The high growth scenario suggests that the rate of increase in jobs could rise to as much as 1,500 additional jobs per annum or an increase of 29,200 jobs. Whilst this isn't quite as high as the rate achieved over the last 20 years, it would be extremely optimistic given the natural slow down in growth of the Cambridge Cluster at this stage in its development, even if there were major changes in economic policy locally. It also seems unrealistic given the current state of the economy and the broadly accepted expectations that it will take some considerable time to recover from the downturn.
- 3.12 It will be important to monitor the progress of the economy during the life of the new Local Plan, and respond to changing circumstances if necessary.

### Issue 3: Jobs Target

Drawing on the latest predictions for additional jobs, 3 options for the jobs target for the Local Plan have been identified:

- A. Lower jobs growth – 14,000 additional jobs over the Plan period (700 jobs per year)

*Advantages:*

- Less of an impact on the supply of land
- Would have the smallest impact on demand for new homes

*Disadvantages:*

- Would lead to fewer job opportunities available for people than the 'higher' options
- Is likely to constrain the Cambridge area's economic potential and hinder its role as a world leader in higher education, research and knowledge based industries.

- B. Medium jobs growth - 23,100 additional jobs over the Plan period (1,200 jobs per year)

*Advantages:*

- Would continue to support the Council's vision to demonstrate impressive and sustainable economic growth
- Would maintain the role of the Cambridge area as a world leader in higher education, research and knowledge based industries and supporting wider area
- Would provide the number of jobs predicted to be created over the next 20 years.

*Disadvantages:*

- If the economy performs better than expected it may constrain economic potential
  - Could lead to fewer job opportunities being available for people than higher options.
- C. High jobs growth - 29,200 additional jobs over the Plan period (1,500 jobs per year)

*Advantages:*

- Would continue to support the Council's vision to demonstrate impressive and sustainable economic growth
- Would maintain the role of the Cambridge area as a world leader in higher education, research and knowledge based industries and supporting wider area
- Would provide for a similar number of jobs to that delivered over the past 20 years, which is more than predicted as the Cluster matures
- This would lead to more job opportunities than the 'lower' options.

*Disadvantages:*

- Would have a greater impact on the supply of land
- Would have the largest impact on demand for new homes
- If sufficient housing was not provided there would be an increase in commuting through the district.

To give a comparison, the number of jobs in the district grew by an average of 1,600 jobs per year over the last 20 years, as the Cambridge Clusters were growing at their fastest, and around 1,000 jobs per year overall since the beginning of the economic downturn.

**Question 3:**

**How much new employment do you consider the Local Plan should provide for?**

- Lower jobs growth – 14,000 additional jobs over the Plan period (700 jobs per year)
- Medium jobs growth - 23,100 additional jobs over the Plan period (1,200 jobs per year)
- High jobs growth - 29,200 additional jobs over the Plan period (1,500 jobs per year)

Please provide any comments.

### **Level of Housing Provision – The Past**

- 3.13 Before considering the future level of housing growth it is important to look at what has been achieved in the past. Recent plans for South Cambridgeshire have included relatively high levels of growth, reflecting the economic success of the Cambridge area and the aim to provide more housing close to jobs in and close to Cambridge.
- 3.14 Looking back at housing completions, the Local Plan which covered the period 1991 to 2006 proposed an annual rate of housing delivery of 753 homes per year (11,300 over the 15 year period). During those 15 years, on average 694 homes were delivered each year, so delivery was relatively close to the planned housing levels.
- 3.15 The current plan, adopted in 2007 proposed a step change in the rate of house building to deliver 20,000 new homes between 1999 and 2016, an average of 1,176 homes per year to be delivered. It was anticipated at the time that plan was prepared that the level of completions would not meet the target until later in the plan period once the major developments came forward. Since the current plan was adopted, completions increased significantly reaching 924 and 1,274 homes in 2006 2007 and 2007-2008 respectively during the credit fuelled boom, just before the recession hit. This was also before most of the new major sites had begun to deliver houses. It is reasonable to conclude that higher rates of development could be maintained, with appropriate allocations and market conditions.

### **Level of Housing Provision – Looking Forward**

- 3.16 The forecasting models and past trends in population growth have been used to identify housing options which reflect the alternative jobs growth options identified at Issue 3, and the aim to achieve a better balance between homes and jobs mentioned earlier. The housing numbers are lower than the jobs figures, reflecting that not all households include employed people, such as where residents have retired, and in some households more than one person works. Further information on the forecasting, and how it has informed the options, can be found in the Initial Sustainability Appraisal Report. This document can be found on the Council's website: [www.scambs.gov.uk/ldf/localplan](http://www.scambs.gov.uk/ldf/localplan)
- 3.17 Forecasts for natural population growth over the new plan period (just the growth in population arising from people currently living in the district) would require an additional 8,400 dwellings to be built. However, to plan only for this level of growth would not support the predicted growth in the economy and could either stifle the economic growth or lead to increased commuting through the district with adverse impacts on sustainable development.

- 3.18 A low growth housing target option of 18,500 new homes is based on past trends in population growth, and is considered to reasonably reflect the low jobs growth scenario.
- 3.19 A medium growth housing target option of 21,500 new homes is based on the latest forecasts. This figure is a little higher than considered by the Cambridgeshire Development Study, which fits with the more optimistic forecasts at the start of the downturn. It most closely reflects the medium jobs growth option.
- 3.20 A high growth housing target of 23,500 is also based on the latest forecasts. It most closely reflects the high jobs growth option.
- 3.21 In setting the overall housing target, it is important to consider the high level of need in the district for affordable housing. On the basis of current assessments there is anticipated to be an overall need for affordable housing over the plan period in the order of 14,750 dwellings. Housing developments are the key source of providing new affordable housing, where developers of market housing are required to include a proportion of affordable dwellings. Using the current requirement for 40% of new housing to be affordable, none of the target options for new housing would fully meet the anticipated needs generated by the local population over the plan period, but higher targets would make a more significant contribution.
- 3.22 Housing provision includes provision for Gypsies and Travellers, together the largest ethnic group in South Cambridgeshire. However, Councils are also required to plan specifically for the needs of this group and to set a specific target to meet identified needs over the plan period. This is addressed in Chapter 9: Delivering High Quality Homes.

### **Taking Account of Development Already Planned**

- 3.23 The implications of options for housing growth need to be considered in the context of the current development strategy and the amount of housing that already has planning permission or is allocated for housing development in current plans.
- 3.24 At March 2011 there were 2,897 dwellings already with planning permission but not yet built. In addition, there were also 11,300 dwellings already identified for development in current plans and predicted to have been built by 2031. This includes sites like Northstowe and the planned developments on the edge of Cambridge. This figure is lower than that previously published in the Council's Annual Monitoring Report. This reflects changes in circumstances in relation to two major sites:

- Cambridge East - The revised figure excludes land North of Newmarket Road given current uncertainty about the delivery of that site, which will be explored through the plan making process. No allowance has been made for any development at Cambridge Airport. Cambridge East is covered in detail in Chapter 13: Site Specific Issues.
- Northstowe - The outline planning application for phase 1 has now been received and is due to be determined by the end of 2012. The delay has the effect of reducing the amount of the new town that is anticipated to be built by 2031 to approximately 7,500 dwellings with the remaining 2,000 dwellings coming after that date. Ensuring a realistic figure for the amount of housing to be built at Northstowe in the plan period is an important issue as it affects the amount of new land for housing that the plan needs to allocate.

3.25 Taking permissions and latest predicted delivery from allocations together gives a total housing supply of 14,200 that will go towards each of the housing targets.

#### **Issue 4: Housing Provision**

In order to provide for local housing needs, support the continued success of the local economy, and secure more sustainable patterns of development that will help to reduce commuting, congestion and emissions, an appropriate level of housing should be provided in South Cambridgeshire.

There is a strong relationship between jobs and homes in South Cambridgeshire because part of the provision is to enable people to move into the district to take up work and support the growing local economy and enable it to remain strong and robust into the future.

Therefore there is synergy between the low housing and jobs targets and the same for the medium targets and also the high targets. This needs to be considered in setting the targets for the new Local Plan. The following options are put forward for consideration:

- A. Lower housing growth - Existing plans PLUS sites for 4,300 additional dwellings.

Target of 18,500 dwellings (925 dwellings per year)

##### *Advantages:*

- would provide for locally arising needs
- would limit new development on greenfield land and have least environmental impact.
- would limit the amount of additional traffic arising in the district

##### *Disadvantages:*

- would make the lowest contribution towards meeting affordable housing needs

- may not provide adequate levels of housing to support the local economy depending on the jobs target chosen
- would not help provide a more sustainable pattern of development in the Cambridge area, particularly if higher levels of job creation were planned for
- would lead to increased commuting through the district to access jobs in and around Cambridge
- increase pressure for speculative development

B. Medium housing growth - Existing plans PLUS sites for 7,300 dwellings

Target 21,500 dwellings (1,075 dwellings per year)

*Advantages:*

- would provide for locally arising needs
- would make a better contribution towards affordable housing needs
- would help provide adequate levels of housing to support the local economy and the local recovery from the recession
- would help provide a more sustainable pattern of development with a better balance between housing and jobs in the Cambridge area
- provide a balance between development needs and protecting the environment
- would limit amount of commuting through the district

*Disadvantages:*

- would not meet all affordable housing needs
- would involve more development on greenfield land
- the infrastructure requirements would need to be considered to ensure all key needs can be met

C. High housing growth – Existing plans PLUS sites for 9,300 dwellings

Target 23,500 dwellings (1,175 dwellings per year)

*Advantages:*

- would provide for locally arising needs
- would make the best contribution towards affordable housing needs
- would help provide levels of housing to support the local economy particularly if it performs better than predicted and help provide a more sustainable pattern of development.

*Disadvantages:*

- would be very challenging, if indeed possible, to achieve and so lead to pressures for speculative development
- significant amount of development required would have the greatest environmental impact
- Infrastructure requirements would need to be explored and significant improvements likely to be needed.

**Question 4:**

**A: How much new housing do you consider the Local Plan should provide for?**

- i. Lower housing growth - additional 4,300 dwellings (equal to 925 dwellings per year)
- ii. Medium housing growth - additional 7,300 dwellings (equates to 1,075 dwellings per year)
- iii. High housing growth - additional 9,300 dwellings (equate to 1,175 dwellings per year)

Please provide any comments.

**B: Do you agree with the assumption for delivery of housing at Northstowe of approximately 500 homes per year? This is a technical question aimed mainly at the development industry, although any views are welcome.**

Please provide any comments.

### **Making an Allowance for Windfall Development**

- 3.26 Windfall development is housing that comes forward on land that is not specifically allocated in Plans, for example an infill development in a village coming forward as a result of a planning application. The National Planning Policy Framework allows Councils to take account of future windfalls in their housing numbers if they provide reliable evidence they will come forward.

#### **Issue 5: Windfall Allowance**

Windfall development is housing that comes forward on land that is not specifically allocated in Plans. Over the last 20 years, on average around 200 dwellings a year have come forward from this source. The Council could prepare an evidence base to justify a windfall allowance that would count towards our supply of housing land.

**Question 5:**

**Do you consider that the Plan should include an allowance for windfall development?**

Please provide any additional comments.

### Providing a 5-Year Housing Land Supply

- 3.27 As well as planning for overall housing needs for the plan period, the NPPF requires the Council to maintain a 5 year land supply. This is a list of sites that can actually be delivered within the next five years. It is published each year in the Annual Monitoring Report.
- 3.28 The NPPF also introduces a requirement to provide “an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land”. It goes on to say that “where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% (moved forward from later in the plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land” (NPPF, paragraph 47). An issue for the Plan is therefore which approach the Council should take.
- 3.29 The Council has a record of providing significant levels of housing and has a significant level of identified housing supply. The Council has also continued to maintain up to date development plans. However, in recent years it has not had a 5 year land supply against the Core Strategy target, due to some of the larger sites taking longer to come forward than anticipated, although their coming forward later in the period was always part of the strategy.
- 3.30 A 5-year supply of housing land relating to each of the housing targets and the implications of the different buffers would be:

**Figure 3: Table showing impact of 5 year land supply options**

	<b>5 year supply</b>	<b>+5%</b>	<b>+20%</b>
<b>Low growth</b>	4,625	231	925
<b>Medium growth</b>	5,375	269	1,075
<b>High growth</b>	5,875	294	1,175

- 3.31 Whichever buffer is provided for, the Council recognises the importance providing sufficient flexibility in the plan to deal with changing market conditions, as will inevitably be the case over the next 20 years. The plan will need to provide sufficient flexibility in the range, size, type and location of housing allocations to enable a 5-year land supply to be maintained.

**Issue 6: Providing a 5-Year Housing Land Supply**

The Council must be able to demonstrate a 5-year supply of available and deliverable housing land. It must also provide an appropriate buffer that could be brought forward from later in the plan period to make up any identified shortfall when monitored on an annual basis. The normal buffer is 5%. Where there has been “persistent” under delivery, Councils must provide a 20% buffer, effectively an additional year’s supply.

**Question 6:**

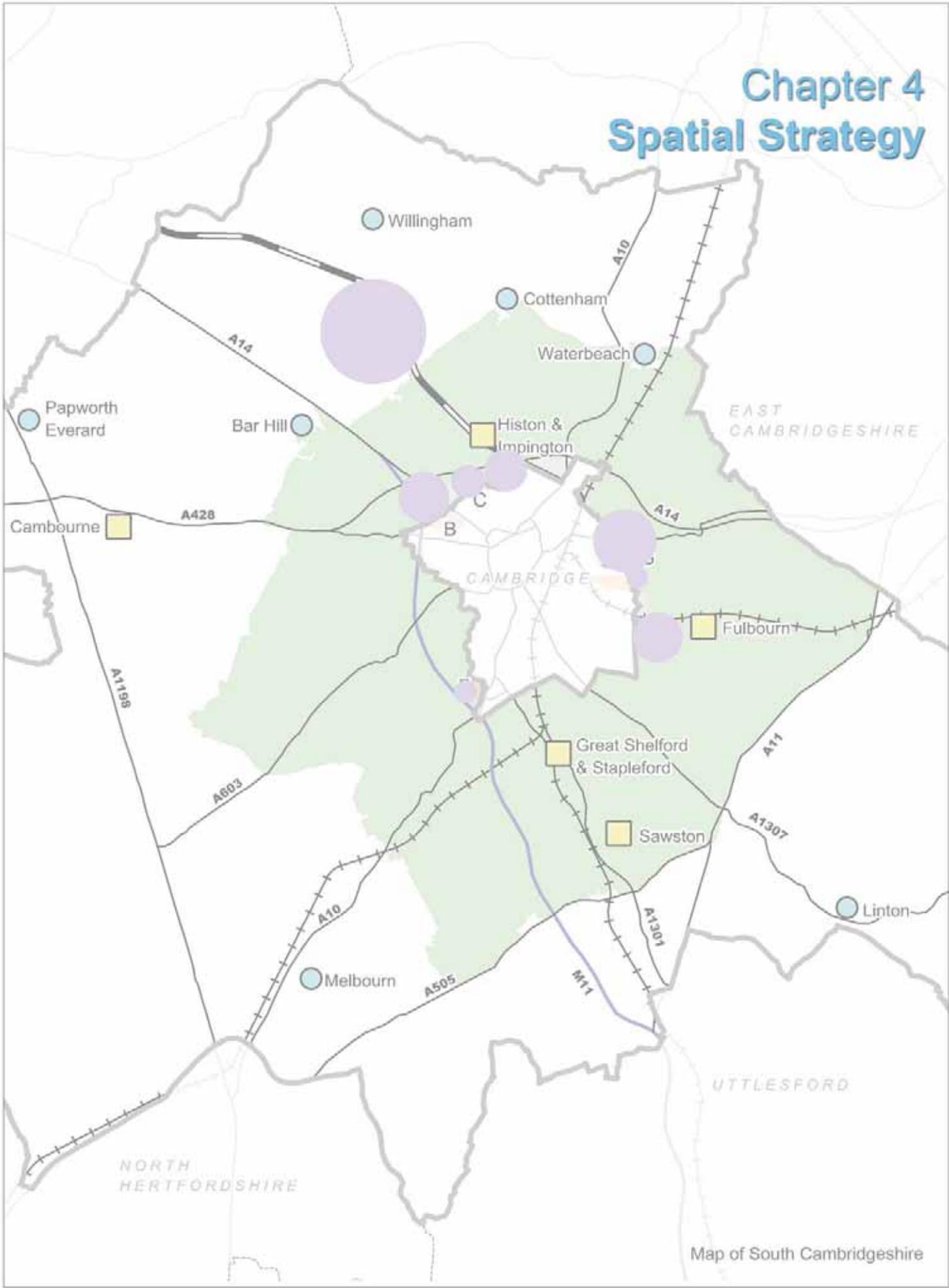
**What level of 5-year land supply buffer do you think the Council should plan for that would be capable of being brought forward from later in the plan period?**

- i. 5% buffer; or
- ii. 20% buffer

Please provide any additional comments.



# Chapter 4 Spatial Strategy



Map of South Cambridgeshire



## Chapter 4 Spatial Strategy

- 4.1 A number of factors contribute to quality of life and help make South Cambridgeshire such a good place to live and work. The successful local economy, attractive villages, and the quality of the local environment all come together to give the district its particular character. The relationship with Cambridge and the focus it provides for shopping, entertainment, culture and services for residents of South Cambridgeshire is also significant. Parts of the area look to surrounding market towns for services.
- 4.2 For the success of the district to continue, it is important to make sure that the new Local Plan has the right development strategy. A key part of that is bringing the three strands of economy, social and environmental issues together to ensure a sustainable future for the district over the period to 2031 and beyond. There will be considerable change not least with significant developments occurring at Northstowe and on the Cambridge fringes and in surrounding areas as at Alconbury Enterprise Zone.

### Key Facts:

- Previous plans shifted development patterns towards the edge of Cambridge, the new town of Northstowe and larger villages.
- Around 25% of the district is designated as Green Belt.
- Settlements have a varied and distinct local character, ranging from compact hamlets to larger villages.
- There is a need for some additional Gypsy and Traveller pitches to meet the forecast needs of this the largest ethnic group in the district.
- Access to services and jobs for many is an issue, due to limited public transport in more rural communities away from transport corridors. 56% of our population live in villages without a doctors surgery, primary school and food shop.
- The proportion of people that feel they can influence local decisions is higher in South Cambridgeshire than the national average.

### Localism and Relationship with Neighbourhood Development Plans

- 4.3 The Localism Act 2011 creates new responsibilities and opportunities for local communities to be actively involved in planning. The District Council wishes to engage positively with local communities in the preparation of the Local Plan.

4.4 Communities will also have the opportunity to prepare their own Neighbourhood Development Plans, where these are consistent with the strategic policies in the current Local Development Framework and, when adopted, the new Local Plan. Neighbourhood Development Plans are optional but Parishes can use them to make their own development proposals if they wish.

**Issue 7: Localism and Relationship with Neighbourhood Development Plans**

The Council will engage with Parish Councils during the Issues and Options consultation to explore ways of meeting local aspirations through the new Local Plan. The Council’s aim is that the new Local Plan will be closely aligned with local opinion and will be supported by local communities so that time and resources are not required to develop separate neighbourhood plans.

Examples of issues that local communities may wish to pursue through the Local Plan could be where there is a local aspiration for more flexibility to provide some more housing locally than provided for by the Plan maybe by allocating sites in or on the edge of villages for housing (addressed at Issue 16) or by changing village frameworks (addressed at Issue 15). Alternatively there may be a local wish to provide new community facilities or to protect an important area of local open space (addressed at Issue 37: Protected Village Amenity Areas and Issue 38 Local Green Space).

Please take the opportunity provided by this consultation to let us know whether you want to see any change in your village or whether you would prefer it to remain much as it is now into the future.

**Question 7:**

**A: Do you think local aspirations can be reflected in the Local Plan?**

**B: If yes, how can this best be done? If no, why do you take that view?**

4.5 The Government’s National Planning Policy Framework (NPPF) has at its heart a presumption in favour of sustainable development, which it says should run through both plan making and decision taking.

**Sustainable development has twelve core planning principles – plan-led, creative, proactive, high quality design, area specific, low carbon, conserve natural environment, re-use land, mixed use, conserve heritage, actively manage growth, and meet local needs.**

- 4.6 For plan making, the NPPF says that this means positively seeking opportunities to meet the development needs of the area and planning to meet objectively assessed needs with sufficient flexibility to adapt to rapid change, unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.
- 4.7 The NPPF requires policies in Local Plans to follow the presumption in favour of sustainable development so that it is clear that development that is sustainable can be approved without delay. Clear policies in the Local Plan should guide how the presumption will be applied locally.
- 4.8 As will be explained in this chapter, the current development strategy is founded on the principle of moving to a sustainable pattern of development and supporting economic growth and the success of the local area, while protecting the best aspects of what makes South Cambridgeshire such a successful place to live and work.

#### **Issue 8: Sustainable Development**

A key issue for the Plan will be to establish a clear sustainable development strategy for the district and a full range of clear and aspirational policies for achieving sustainable development in the district. A question for the Plan is how best to demonstrate that it supports the presumption in favour of sustainable development.

One aspect of sustainable development is making the best use of previously developed land, sometimes called 'brownfield' land, and in some parts of the country this can help reduce the amount of 'greenfield' land that is needed for development. Given the rural nature of South Cambridgeshire, there is limited availability of previously developed land, and therefore it is likely that a significant proportion of new development will continue to come forward on greenfield land. The NPPF encourages the effective use of land by re-using previously developed land and therefore the Local Plan should ensure that the re-use of previously developed land in sustainable locations is prioritised, provided that the land is not of high environmental value.

#### **Question 8:**

**Do you think the Local Plan should include a specific policy focusing development on the re-use of previously developed land in sustainable locations, where the land is not of high environmental value?**

Please provide any comments.

### The Current Development Strategy

- 4.9 The current development strategy for the Cambridge area aims to encourage the provision of new jobs to support the nationally and internationally successful local economy with its focus on the high technology and research sectors. Cambridge and South Cambridgeshire have strong links and a significant proportion of employment in these sectors is in the business parks in South Cambridgeshire, including Cambridge Science Park, Hinxton Hall and Granta Park. The strategy set out in the South Cambridgeshire Local Development Framework documents proposes 20,000 new homes between 1999 and 2016, which will help support employment growth.
- 4.10 Whilst new jobs will help provide employment for local people, many new jobs will need people and the aim has been to provide as many new homes close to the jobs in and around Cambridge as possible, in order to provide a better balance between jobs and homes, to help reduce commuting and congestion, and provide a more sustainable pattern of development.
- 4.11 To achieve this, existing plans propose a development sequence focusing first on Cambridge, then extensions to Cambridge on land now released from the Green Belt, followed by the new town of Northstowe with its links to Cambridge via the Guided Busway. They then look to the market towns elsewhere in the County and only finally to villages that have good services, facilities, employment and public transport. As part of the last round of plan-making, the Green Belt around Cambridge was reviewed and land released to provide new communities on the edge of the City. These included land in South Cambridgeshire at Trumpington Meadows, sites both sides of Huntingdon Road in North West Cambridge, Cambridge East, and potential for additional housing at Orchard Park.
- 4.12 Proposals for the major development sites are now generally progressing well:
1. **Trumpington Meadows** - under construction for 1,200 dwellings, half of which is in Cambridge.
  2. **North West Cambridge: Land between Madingley Road and Huntingdon Road** – A current planning application due to be determined by the Joint Development Control Committee for the Cambridge Fringes later in 2012 proposes a mixed use development including up to 3,000 new homes, half of which are ‘key worker’ housing for University staff, significant employment, a local centre including a medium sized supermarket, and a range of facilities. Half the site is in Cambridge.
  3. **North West Cambridge: Land between Huntingdon Road and Histon Road (NIAB 2)** – The site is allocated in the current plan for approximately 1,100 homes, a secondary school and supporting facilities. It is anticipated the site will come forward for development as a continuation of the adjoining site in Cambridge.

4. **Orchard Park** – Much of the 900 dwellings originally planned for the site is completed and occupied. The potential for a further 220 homes on the site is provided for by the current plan.
5. **Northstowe** – The site is allocated for a new town comprising 9,500 new homes and a full range of supporting employment, shops and community facilities. A planning application for a first phase of 1,500 homes has been received.

4.13 This focus on urban development will result in a move away from the previous dispersed development strategy, which has seen relatively high levels of growth in many of South Cambridgeshire's villages over a number of decades. The current strategy has very little growth planned in villages, although windfall development (on sites that are not specifically allocated in plans) is provided for within villages at appropriate scales.

### **Moving to a Development Strategy to 2031**

- 4.14 A key issue for the new Local Plan will be whether the current development strategy remains the most appropriate strategy for the district or whether any alternative strategies should be considered.
- 4.15 As well as looking at local issues and the continuing relationship with Cambridge, the plan needs to reflect and consider implications for the district arising from wider changes that have taken place since the current Plans were adopted, for example, the setting up of the Cambridgeshire and Peterborough Local Enterprise Partnership and the Alconbury Enterprise Zone.
- 4.16 All Councils are required to plan for Sustainable Development. Whilst the current allocations are considered to generally remain appropriate having already been found to be the most sustainable pattern of development, where there has been no progress in bringing sites forward for development there may be a need for re-consideration. In particular, the implications of Marshall's decision to stay at Cambridge Airport will need to be considered, as Cambridge East will not now be developed. This means that a key element of the current strategy has been lost that would have provided land for about 7,500 dwellings in South Cambridgeshire and a strategic location for new employment.
- 4.17 Cambridge City Council is also reviewing the Cambridge Local Plan 2006 and preparing a new Local Plan for the period to 2031. In view of the close relationships between the two districts, and the new duty to cooperate enshrined in national legislation, the Councils are working together on issues of shared interest, including the development strategy.

### Development Strategy to 2031

- 4.18 South Cambridgeshire completely surrounds Cambridge so both Councils will be working together to consider how best to meet the needs of the wider Cambridge area, especially in relation to housing and employment. The current development strategy, that came through the Cambridgeshire Structure Plan process in 2003, was based on the principle of providing as much housing as possible in and close to Cambridge and the new town of Northstowe to place homes near to or easily accessible to jobs, creating an improved overall balance between jobs and homes.
- 4.19 The current development strategy is urban focused, with very limited new development for housing or employment located in villages. The few housing allocations that were carried forward from previous plans have largely been developed and rural development is now mainly limited to completing the new village of Cambourne, making best use of brownfield sites, such as Bayer Crop Science at Hauxton and Ida Darwin Hospital at Fulbourn, with smaller scale windfall development within village frameworks.
- 4.20 The economic downturn has identified some limitations in a development strategy that is almost entirely made up of major sites where there are often high up-front infrastructure costs. It is therefore anticipated that the new development strategy options should contain some smaller scale development allocations.

#### **Issue 9: Development Strategy**

The new development strategy for South Cambridgeshire needs to recognise the links with Cambridge, particularly in terms of providing employment to support the successful economy of Cambridge and South Cambridgeshire, and housing to provide opportunities for the workforce, both existing and new, to live close to where they work. This will continue to provide a more sustainable pattern of development. In reality, the strategy is likely to need to be a combination in order to meet housing targets and in particular some village housing developments to provide a 5 year supply, given the long lead in time for major developments which will realistically only start to deliver later in the plan period. The options for the development strategy are:

- a) Focus on providing more development on the edge of Cambridge, in part to replace Cambridge East, through a further review of the Green Belt (this is addressed below).
- b) Focus on providing more development through one or more new settlements, of sufficient size to provide sustainable development, including provision of a secondary school, and with good public transport links to Cambridge.
- c) Focus on providing development at the more sustainable villages that have the best levels of services and facilities and accessibility by public transport and cycle to Cambridge or, to a lesser extent, a market town.
- d) A combination of the above.

**Question 9:**

**What do you think is the best approach to the development strategy for South Cambridgeshire? All options are expected to need to involve some village development to provide flexibility and early housing provision:**

- i. Cambridge focus (would require a review of the Green Belt)
- ii. New Settlement focus
- iii. Sustainable Villages focus (would require a review of the Green Belt)
- iv. Combination of the above

Please provide any comments

4.21 The proposed development sequence for South Cambridgeshire will be included in the draft Local Plan, to reflect the chosen development strategy.

4.22 Site options for housing development to deliver each of the possible development strategies are contained in Chapter 5: Development Options. Site options for employment development are contained in Chapter 10: Building a Strong and Competitive Economy.

**Green Belt Purposes and Functions**

4.23 Some of the options for the development strategy would require land to be released from the Green Belt. Irrespective of which option is taken forward, all land that remains in the Green Belt will need protection. The Government attaches great importance to Green Belts, and this is set out in the NPPF. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open although necessary planned urban extensions can be successful.

4.24 Professor Holford first suggested the idea of a Green Belt around Cambridge in 1950, when the prospect of rapid growth around the city was seen as a threat to the 'only true University Town' left in England. Cambridge has had a Green Belt since the 1960s, which includes about 25% of South Cambridgeshire.

**Issue 10: Green Belt Purposes and Functions**

The Cambridge Green Belt surrounds Cambridge and extends around 3 to 5 miles from the edge of the City and incorporates many South Cambridgeshire’s villages, including most of the largest villages (see Figure 1 in Chapter 2: Vision). The established purposes of the Cambridge Green Belt are to:

- Preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;
- Maintain and enhance the quality of its setting; and
- Prevent communities in the environs of Cambridge from merging into one another and with the city.

The current plan also sets out a number of functions that the Cambridge Green Belt serves. These could be carried forward to the new Local Plan.

They are:

- Key views of Cambridge from the surrounding countryside;
- A soft green edge to the city;
- A distinctive urban edge;
- Green corridors penetrating into the city;
- Designated sites and other features contributing positively to the character of the landscape setting;
- The distribution, physical separation, setting, scale and character of Green Belt villages;
- A landscape which retains a strong rural character.

**Question 10:**

**Do you think that the Green Belt purposes and functions remain appropriate for the new Plan?**

Please provide any comments.

**Considering Exceptional Circumstances for a Green Belt Review**

4.25 It is clear that we will need a policy on protecting land within the Green Belt and there are no other reasonable alternatives. The essential characteristic of all Green Belts is their openness and permanence. Green Belt boundaries can be reviewed in Local Plans where there are exceptional circumstances. The Cambridge Green Belt was reviewed recently when the exceptional circumstance was to replace an unsustainable development strategy that pushed new homes into the rural area and market towns despite the fact that job growth was strongest in and close to Cambridge, with a more sustainable strategy that focussed more housing development on the edge of the City.

- 4.26 A significant element of the current strategy was the removal of land from the Green Belt for a major new urban extension for 10,000 to 12,000 homes at Cambridge East, of which approximately 7,500 were to be in South Cambridgeshire, with a strategic level of new employment and a large new district centre. This site was intended to provide for longer term development most of which would have occurred between 2016 and 2031. Given Marshall's announcement that it is now remaining at Cambridge Airport, Cambridge East cannot be relied on to form part of the development strategy for the new plan to 2031 (see Chapter 13: Site Specific Issues).

**Issue 11: Considering Exceptional Circumstances for a Green Belt Review**

The Council still needs to consider how best to achieve a Green Belt boundary that is compatible with long term sustainable development that will endure into the future, and whether this requires the boundary to be revisited again in this round of plan making.

A key issue for consideration at this stage is whether there should be more development on the edge of Cambridge and potentially around the largest villages in the district, most of which lie in the Green Belt. In other words, do the 'exceptional circumstances' required by the NPPF exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area. In the past, the provision of housing close to jobs to meet the high level of housing need in the area was considered exceptional circumstances. Any review of the Green Belt would take account of the purposes and functions set out above.

In reviewing Green Belt boundaries, the NPPF requires consideration of the consequences for sustainable development of channelling development towards urban areas inside the Green Belt, towards towns and villages inset within the Green Belt or towards locations including new settlements beyond the outer Green Belt boundary. This will require a coordinated approach between South Cambridgeshire District Council and Cambridge City Council to ensure a sustainable development strategy for the wider Cambridge area.

**Question 11:**

**Do you consider that more land, beyond that already released and committed, on the edge of Cambridge and potentially at larger villages, should be released from the Green Belt in order to achieve sustainable development?**

Please provide any comments and explain why you think there are exceptional circumstances?

## Green Belt Locations

- 4.27 In order to ensure that the testing process for the new Local Plan is robust, Cambridge City Council and South Cambridgeshire District Council have decided to take a 2 stage approach to reviewing the land on the edge of Cambridge.

### **Stage 1: Issues & Options Consultation Summer 2012:**

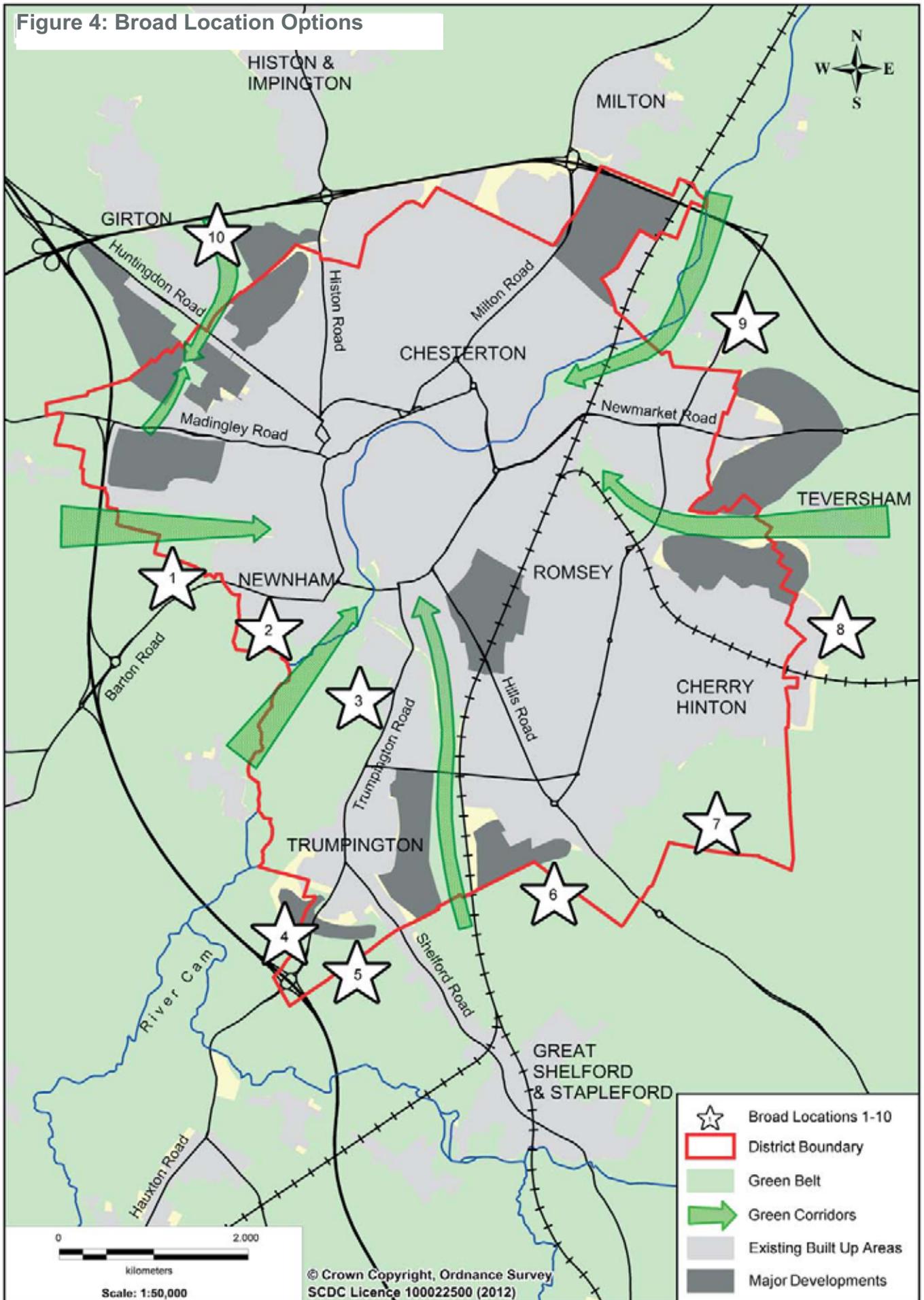
Looks comprehensively at all possible broad locations where Green Belt boundaries could be reviewed to see if further land could be removed from the Green Belt.

### **Stage 2: Issues & Options Consultation Winter 2012:**

Depending on the outcome of the Stage 1 review, which will include a comparison with the relative sustainability of development elsewhere in Cambridge and South Cambridgeshire, to carry out consultation on specific development site options.

- 4.28 Each broad location for the Stage 1 consultation is shown in Figure 4. Many of the broad locations cross the boundary with Cambridge, while others are entirely within one or other district. For the purposes of completeness, all broad locations on the edge of the city are addressed in the consultation. Comments are sought on all the broad locations including those in Cambridge to assist the Councils to take a coordinated approach on this important issue.
- 4.29 All of the broad locations identified for testing could theoretically accommodate development in whole or in part, taking account of planning constraints such as flooding, environmental designations or heritage assets. The suitability of land on the edge of Cambridge for housing will however turn on the principle of whether the Green Belt should be reviewed as part of developing a new sustainable development strategy for the Cambridge area, and if so, whether individual sites within broad locations could be released. A key issue will be whether such releases and the level of harm they would have on the purposes of the Green Belt including the setting of Cambridge and separation with necklace villages are considered on balance to be acceptable within the wider strategic framework.
- 4.30 Assessments of each of the broad locations have been undertaken jointly by the two Councils. The following information has been provided for each broad location:
- Description and Context;
  - Designations and Constraints – heritage and environmental assets, planning policy designations, flooding and drainage, topography, pollution/noise;
  - Planning history – Previous plans, conclusions from Inspectors’ reports, key planning applications;
  - Green Belt and Landscape – significance to Green Belt purposes, function with regard to character and setting, including rural character of the landscape;
  - Schools, Utilities and Services – existing services and facilities available, new facilities required to serve the development;
  - Transport – highway capacity, public transport, site access; and
  - Availability and deliverability.

Figure 4: Broad Location Options



### **Issue 12: Green Belt Locations**

For the Cambridge focused option for the development strategy, land would need to be released from the Green Belt. A comprehensive approach has been taken to the Green Belt around Cambridge, jointly with Cambridge City Council, and the community's views are sought on whether they think any of the broad locations listed here and assessed in Appendix 2 have any potential for housing development, whether that is for a small area of development close to the built up area, or possibly a larger site.

The broad locations are:

1. Land to the North & South of Barton Road (includes land in both districts)
2. Playing Fields off Grantchester Road, Newnham (includes land in both districts)
3. Land West of Trumpington Road (includes land in Cambridge only)
4. Land West of Hauxton Road (includes land in both districts)
5. Land South of Addenbrooke's Road (includes land in both districts)
6. Land South of Addenbrooke's Road between Babraham Road & Shelford Road (includes land in both districts)
7. Land between Babraham Road & Fulbourn Road (includes land in both districts)
8. Land East of Gazelle Way (includes land in South Cambridgeshire only)
9. Land at Fen Ditton (includes land in South Cambridgeshire only)
10. Land between Huntingdon Road & Histon Road (includes land in South Cambridgeshire only)

The City Council has included indicative capacities for land within its area. This is possible because of the tightly drawn administrative boundary, which means that there is a finite physical capacity in each location. The same does not apply to South Cambridgeshire and no capacities have been included in the assessments, which would require making some judgment on the extent of land that should be used to determine capacity.

For information, the Council has received a proposal from Grosvenor Estates to build a new Community Stadium in broad location 4. Please note that the Council has not reached a view on the merits of the proposal and is consulting at this stage ONLY on the merits of the broad location under this issue and on the principle of providing a community stadium somewhere in the Cambridge area at Issue 84.

Following consultation on this Issues and Options Report, all comments received on the 10 broad locations will be assessed and subsequent consultation on any reasonable site options for development with specific boundaries will be undertaken in Winter 2012, prior to both the District Council and Cambridge City Council developing draft local plans.

It is important to note that the Council cannot take decisions on the future spatial strategy in isolation and the views of the community, interested parties, organisations and service providers are essential. The interrelationship with Cambridge City Council, the rest of the Cambridgeshire and the sub-region is also an important factor.

Any consultation on specific site options that may be identified will include an indication of possible land use and capacity. This means that it is not possible at this stage to identify the potential capacity for housing from land on the edge of Cambridge in South Cambridgeshire.

**Question 12:**

**Do you consider that any of the following broad locations have potential to be released from the Green Belt to provide new housing to help meet the needs of the Cambridge area? (tick any number of boxes):**

1. Land to the North & South of Barton Road (includes land in both districts)
2. Playing Fields off Grantchester Road, Newnham (includes land in both districts)
3. Land West of Trumpington Road (includes land in Cambridge only)
4. Land West of Hauxton Road (includes land in both districts)
5. Land South of Addenbrooke's Road (includes land in both districts)
6. Land South of Addenbrooke's Road between Babraham Road & Shelford Road (includes land in both districts)
7. Land between Babraham Road & Fulbourn Road (includes land in both districts)
8. Land East of Gazelle Way (includes land in South Cambridgeshire only)
9. Land at Fen Ditton (includes land in South Cambridgeshire only)
10. Land between Huntingdon Road & Histon Road (includes land in South Cambridgeshire only)

Please provide any comments, and indicate the area of land at the relevant broad location that you feel has potential, either in words or provide a map.

## Development at Villages

- 4.31 There are a number of issues that together determine the amount of development that can take place at a village, be that through an allocation or through policies in the plan that help determine planning applications. A number of different views have been expressed through stakeholder workshops that have informed the Issues and Options and the Council wishes to explore through the consultation what local views are towards development at villages. This is addressed at Issue 7 in relation to Localism and also through the next three issues, as well as in Chapter 9 in relation to rural exception sites for affordable housing - Issue 49.
- 4.32 The first issue in relation to development at villages is to establish categories of village that reflect their relative level of service provision and sustainability to help provide a framework for other decisions on development. The current plan groups villages into 4 categories that reflect their relative sustainability in terms of location and function, size, services and facilities, and accessibility to Cambridge or a market town by sustainable modes of transport, particularly by bus or train. Having appropriate village groupings is important both to help direct new housing allocations to the most sustainable locations and also to help inform the policies for windfall development in villages to make sure that such development is appropriate in scale and reflects the relative sustainability of the village.
- 4.33 Villages are currently categorised as Rural Centres, Minor Rural Centres, Group Villages or Infill Villages. A review of the assessment of larger villages has been carried out (all those over 3,000 population as before, plus those over 2,000 population to test whether any others should be considered). This has broadly confirmed the split between the less sustainable majority of villages i.e. Group and Infill villages, and the more sustainable larger villages.
- 4.34 However, it does suggest that there is a case to review the split between Rural Centres and Minor Rural Centres in respect of two villages and it identifies that a number of additional villages of between 2,000 and 3,000 population could be considered as possible Minor Rural Centres, performing better than some of the current villages in that category or that a new category of Better Served Group Villages could be identified.
- 4.35 The impact of the new Guided Busway on villages along the route was investigated as part of the assessment process. The three larger villages of Oakington, Longstanton and Over lie relatively close to the Guided Busway. They are not generally in easy walking distance for much, or all, of the village, although they would be within cycling distance. They also do not perform well in terms of the level of services and facilities. It is therefore not considered that the villages warrant a higher status despite being near to the Guided Busway.

### Issue 13: Rural Settlement Categories

Options exist around the way the more sustainable villages are categorised. A summary of the assessment of the larger villages is contained as Appendix 3 and demonstrates the reasons for the options set out below:

- Rural Centres – these remain the most sustainable villages with the best level of services and facilities and accessibility by public transport to Cambridge (and to a lesser extent to Market towns, given the importance of access to Cambridge for services and jobs). However, reassessment has identified possible changes:
  - Should Cottenham be added as a Rural Centre (up from a Minor Rural Centre)?
  - Should Fulbourn be deleted from the Rural Centre category and designated as a Minor Rural Centre?
- Minor Rural Centres – most of these continue to come out as the second most sustainable villages. However, 3 existing Minor Rural Centres score less well than the 5 larger and better served Group Villages identified in the new assessment. The Group villages that have scored well are those that contain secondary schools and those on the edge of Cambridge. Reassessment has therefore identified the following possible changes:
  - The following better served Group villages could be added to Minor Rural Centres to create a new larger set of villages. These are:
    - Milton
    - Swavesey
    - Bassingbourn
    - Girton
    - Comberton
  - Better Served Group Villages - alternatively, a new category called Better Served Group Villages could be added. This could include the five villages mentioned above, and it would be logical for the 3 Minor Rural Centres that score less than the better served Group villages are changed to fall within this new category. They are:
    - Papworth Everard
    - Willingham
    - Waterbeach
  - Other Group villages and Infill villages – no changes suggested.

Figure 5: Table illustrating potential Village Category Changes

Rural Centre	Minor Rural Centre	Better Served group Village	Group Village
Cambourne			
Great Shelford and Stapleford			
Histon and Impington			
Sawston			
Fulbourn ----->			
<-----Cottenham			
	Bar Hill		
	Cottenham		
	Gamlingay		
	Linton		
	Melbourn		
	<i>Papworth Everard</i> ----->		
	<i>Waterbeach</i> ----->		
	<i>Willingham</i> ----->		
		<-----	Milton
	<-----	or	
		<-----	Swavesey
	<-----	or	
		<-----	Bassingbourn
	<-----	or	
		<-----	Girton
	<-----	or	
		<-----	Comberton
	<-----	or	

Key

-----> Alternative new status

**Question 13:**

**Which, if any, of the following changes to the rural settlement hierarchy do you agree with?**

**Rural Centres:**

- i. Should Cottenham be added as a Rural Centre (up from a Minor Rural Centre)?
- ii. Should Fulbourn be deleted from the Rural Centre category and added as a Minor Rural Centre?

**Minor Rural Centres:**

- iii. Should the following be added as Minor Rural Centres?
  - Milton
  - Swavesey
  - Bassingbourn
  - Girton
  - Comberton

**Better Served Group Villages:**

- iv. Should there be a further sub division of village categories to create a new category of better served group villages?
  - Milton
  - Swavesey
  - Bassingbourn
  - Girton
  - Comberton
- v. If so, should the 3 Minor Rural Centres that score less than the Better Served Group villages be changed to fall within this new category?  
They are:
  - Papworth Everard
  - Willingham
  - Waterbeach

**Other Group Villages and Infill Villages:**

- vi. Should these remain in the same categories as in the current plan?  
Please provide any comments.

### Scale of Housing Development at Villages

4.36 The next issue affecting the amount of development that can take place at a village, as discussed at paragraph 4.31, is the scale of development that can come forward under policies of the Local Plan. The current plan sets the amount of development that can take place at the different categories of village through windfall development (sites not allocated in the plan) based on their relative sustainability. For Rural Centres, there is no limit of the size of any single development scheme, reflecting that they are the best served and most accessible villages. In Minor Rural Centres, any individual scheme is limited to an indicative maximum size of 30 dwellings with developments towards upper end that place a burden on local services and facilities expected to make financial contributions towards improving them. Individual schemes in Group Villages are limited to 8 dwellings with exceptionally up to 15 dwellings being acceptable where it makes the best use of a single brownfield site. Individual schemes in Infill Villages are limited to 2 dwellings with exceptionally up to 8 being acceptable where it makes the best use of a single brownfield site.

#### Issue 14: Scale of Housing Development at Villages

A question for the new Local Plan is whether the current limits on the scale of any individual housing schemes that can come forward on sites not allocated in the plan (windfall or bonus developments) remain appropriate or whether there should be a different approach. In view of the continuing need to provide new homes to meet the needs of the area, and the principle of supporting rural communities to remain strong and vital, it is not considered to be a reasonable option to reduce development levels below those in the current plan.

The question remains whether there should be greater flexibility provided to allow larger housing schemes and if so whether this should be a similar approach to that currently in place, but with higher numbers for any individual scheme, or by removing any numbers and applying criteria that look at each development proposal on its individual merits and having regard to the character of the village concerned. Local views on whether a greater degree of flexibility is appropriate, or whether the current approach remains the best approach, would be welcomed.

Options are to:

- i. Retain the existing approach to the scale of any individual windfall scheme in villages (with the potential addition of Better Served Group Villages with, say, a limit of 20 dwellings on any individual scheme);
- ii. Retain numerical limits but increase the scale of any individual scheme allowed. For example (different levels could be chosen):
  - Minor Rural Centres could increase from 30 to 50 dwellings
  - Better Served Group Villages could be set at 30 dwellings
  - Group Villages could increase from 8 to 20 dwellings
  - Infill villages could increase from 2 to 10 dwellings

- iii. Remove numerical limits for Minor Rural Centres (and if they are added, also remove limits for Better Served Group Villages), so that along with Rural Centres, the most sustainable categories of settlement would have no limit on individual scheme sizes, having regard to village character.
- iv. Remove numerical limits on individual schemes for all categories of village and dealing with all proposals on their merits having regard to village character.

This can be summarised as follows:

Figure 6: Options for Scale of Developments Permitted at Villages

	Option i Existing Approach	Option ii Increased Numbers	Option iii More Flexibility at Larger Villages	Option iv No Numerical Limits
<b>Rural Centre</b>	No limit on any individual scheme size	No limit on any individual scheme size	No limit on any individual scheme size	No limit on any individual scheme size
<b>Minor Rural Centre</b>	30	50	No limit on any individual scheme size	No limit on any individual scheme size
<b>Better Served Group Village (if added as new category)</b>	20	30	No limit on any individual scheme size	No limit on any individual scheme size
<b>Group Village</b>	8	20	20	No limit on any individual scheme size
<b>Infill Village</b>	2	10	10	No limit on any individual scheme size

See also Issue 7 on Localism.

**Question 14:**

**What approach do you think the Local Plan should take for individual housing schemes within village frameworks on land not specially identified for housing:**

- i. Retain existing numerical limits for individual schemes
- ii. Increase the size allowed for individual schemes.
- iii. Remove scheme size limits for Minor Rural Centres, and if included for Better Served Group Villages, so they are the same as Rural Centres
- iv. Remove scheme size limits for all categories of village

Please provide any comments.

NOTE: See also Question 7 on Localism.

### **Village Frameworks**

- 4.37 The third issue affecting the amount of development that can take place at a village, as discussed at paragraph 4.31, is the approach to defining village frameworks in the Local Plan. Plans for South Cambridgeshire have included village frameworks for many years. They have the advantage of restricting the gradual expansion of villages into the open countryside in an uncontrolled and unplanned way. They also provide certainty to both local communities and the development industry of the Council's approach to development at villages.
- 4.38 Many of the 105 villages in South Cambridgeshire offer attractive and safe local living environments based around close knit communities but often have limited services and facilities and poor access to public transport. In terms of policies designed to reduce travel and achieve good levels of access to a range of employment and service opportunities many villages do not score well as locations for development.

### Issue 15: Approach to Village Frameworks

Alternatives could be considered to the current village framework approach. Village frameworks have been in place for a long time and the policy for windfall development on land not allocated in plans means that many possible opportunities within frameworks have already been developed and some communities have said that there are no opportunities left without losing valued local open spaces within their villages.

The windfall policy is intended to allow small scale development to occur in even the smallest villages. Whilst the evidence is that windfalls continue to come forward because circumstances change over time, the new Plan could take a different approach if it was decided that it should be more flexible and allow some additional development at villages beyond the current village framework boundaries.

There are different ways this could be done. This is potentially a radical change in approach from previous plans. In view of the new Localism agenda, the Council wishes to seek the views of Parish Councils and local residents on whether a greater degree of flexibility is appropriate, or whether the current approach remains the best approach.

The new Local Plan could:

- i. Retain village frameworks and the current approach to resisting development outside frameworks as defined on the Proposals Map.
- ii. Retain village frameworks but include a policy that would allow limited additional development outside and adjoining the frameworks where certain criteria were met.
- iii. Delete the current village frameworks entirely and instead use a policy that makes clear in words the Council's approach to development on the edge of the built up area of a village.

Options (ii) and (iii) would be perceived as a loosening of the Council's approach to development in the countryside on the edge of villages and there is a risk that it could weaken the ability of the Council to resist inappropriate development on the edge of villages. Indeed there seems little point in changing the approach, unless there is a desire to provide more flexibility for more development to come forward on the edge of villages and potentially delivering development that is less sustainable than the current strategy.

The question would be how much development was being sought, what form it would take, and how overall levels of development could be controlled to avoid sites coming forward all around villages that might be difficult to resist. There is also a significant risk that exception sites for affordable housing may stop coming forward as landowners see a possibility of gaining greater value out of their land.

See also the exception sites at Issue 47 which may be an alternative approach better targeted to meeting local housing needs as it includes options to allow a limited amount of additional market housing at different levels as part of exception affordable housing sites, and Issue 7 on Localism.

If village frameworks are retained in the new Plan, they will be carried forward from the adopted plan, unless any anomalies are identified to the Council that need to be corrected.

Figure 7: Illustrations of Village Framework Options

**Key**

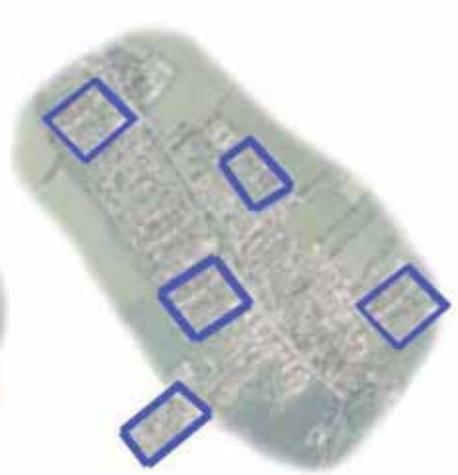
— Village Framework Boundary       Potential Development



Option a:  
Resist development outside  
Village Framework



Option b:  
Retain Village Framework but  
allow limited development outside  
Village Framework



Option c:  
No Village Framework but policy to  
control development

**Question 15:**

**A: Do you think the new Local Plan should:**

- i. retain village frameworks and the current approach to restricting development outside framework boundaries as defined on the Proposals Map
- ii. retain village frameworks as defined on the Proposals Map but include policies that allow small scale development adjacent to village frameworks where certain criteria are met, addressing issues including landscape, townscape, and access.
- iii. delete the current village frameworks entirely and provide greater flexibility for some development on the edge of villages controlled through a written policy.

Please provide any comments.

NOTE: See also Question 49 on Approach to Exception Sites for Affordable Housing and Question 7 on Localism.

**B: Are you aware of any existing village framework boundaries that are not drawn appropriately because they do not follow property boundaries?**

For guidance in answering this question, buildings associated with countryside uses are not normally included in village frameworks, nor are small clusters of development away from the main body of a village. Properties on village edges with very large gardens may also not always be wholly included in the village framework.

If so, please identify the change you think should be made to the framework boundary (please provide a map).

NOTE: Current Village Frameworks can be viewed on the Adopted Proposals Map: [www.scambs.gov.uk/ldf/adoptedproposalsmap](http://www.scambs.gov.uk/ldf/adoptedproposalsmap)



# Chapter 5 Development Options



Summersfield, Papworth Everard, South Cambridgeshire



## Chapter 5 Development Options

- 5.1 The Local Plan needs to allocate land for new housing development to meet the long term needs of the District in places where people will want to live, which are good for the economy and close to jobs and which will cause the least harm to the built and natural environment. Chapters 3: Development Needs and 4: Spatial Strategy have explored the options for housing levels over the next 20 years and where it should be focused which gives us an indication of the amount of additional housing that would need to be allocated in addition to what is already planned. In summary, the options mean we need to find additional land for between 4,300 and 9,300 new homes.
- 5.2 We have listened to feedback from Parish Councils at recent workshops about their concerns at loss of green spaces in villages (an issue we address in Chapter 8: Protecting and Enhancing the Natural and Historic Environment), sometimes through development within village frameworks because development cannot be provided on the edge of a village under current policy. We explore the approach to village development, including village frameworks, in Chapter 4: Spatial Strategy. Feedback on these issues will help inform the Council's approach in the new Local Plan.
- 5.3 We must allocate specific sites to provide enough housing to meet the housing target we include in the plan. The Council has identified a number of site options across the District for consultation that could potentially provide housing. We have drawn on our Strategic Housing Land Availability Assessment (SHLAA) of the sites proposed to us for development through the "Call for Sites" process in 2011 to help us do this, together with the Sustainability Appraisal (SA) of each site and a summary assessment that draws together the two assessments and reaches a view on the 'Sustainable Development Potential' of each site. Appendix 6 of the SHLAA document includes detailed assessments of all sites and can be viewed on our website: [www.scambs.gov.uk/ldf/shlaa](http://www.scambs.gov.uk/ldf/shlaa). Annexes 1 and 2 of the Initial Sustainability Appraisal Report include detailed sustainability appraisals of all sites and the summary assessment for each site and can be viewed on our website: [www.scambs.gov.uk/ldf/localplan](http://www.scambs.gov.uk/ldf/localplan)
- 5.4 A wide range of matters have been taken into account in selecting the site options, including whether the proposal is in a sustainable location, meaning it is at a town or village having good services and facilities and has good access to public transport. Factors affecting specific sites have also been considered, including constraints such as flooding, designations protecting specific areas, accessibility, landscape, townscape, biodiversity, heritage assets, the viability of development, and whether it could be relied upon to deliver over the plan period. We highlight where a site option would involve the loss of an existing employment area, and that this needs to be carefully balanced with wider employment objectives.

- 5.6 The site options cover a range of scales and locations of development from new settlement options to village development of varying sizes, to provide a genuine choice in moving to a preferred set of sites in the Local Plan. The sustainability appraisal has guided us to include sites at the larger and better served villages. Therefore Green and Amber sites at the larger better served villages, including those at villages identified as options to be upgraded at Issue 13, are put forward for consultation. Some sites at smaller villages have been identified as Amber, but have not been put forward for consultation given the number of dwellings available at a range of sites in more sustainable locations. There may be smaller villages where the local community is interested in having some additional development, and we ask at Chapter 4; Spatial Strategy for local communities to let us know how the Local Plan can help respond to local aspirations.
- 5.7 A different approach is taken to land in the Green Belt on the edge of Cambridge. A co-ordinated approach is being taken with Cambridge City Council to look at broad locations in the Green Belt around Cambridge in this consultation, rather than potential development sites, as explained in Chapter 4.

#### Issue 16: Development Options

- The following list sets out 52 site options for consultation. The Green (G) indicates more sustainable sites with development potential (few constraints or adverse impacts), and Amber (A) indicates less sustainable sites, but where there is still development potential (some constraints or adverse impacts). The site boundaries and approximate dwelling capacities are indicative at this stage in the Local Plan making process and the capacities should be read alongside the options for development needs set out in Chapter 3: Development Needs in Issue 4.

It looks first at possible sites relating to new settlements. 5 site options are proposed:

- **Northstowe Reserve** - Option to allocate the current reserved land at Northstowe. The current planning application for a first phase of development of 1,500 homes includes a development framework plan for the whole new town, including the current reserve site. Allocation of the reserve land would be unlikely to provide additional housing in the plan period, but could provide flexibility on how the town is developed.

- **Waterbeach** - Two options for a new town at Waterbeach based on the MOD Barracks site (one larger, one smaller) and a third option to redevelop just the built area of the Barracks site which would be a large village extension rather than a new settlement. New settlements take a long time to come forward and are only likely to provide housing towards the latter part of the plan period.
- **Bourn Airfield** - Option for a new village with both the landowner and a developer putting in proposals. New settlements take a long time to come forward and are only likely to provide housing towards the latter part of the plan period.

It then looks at possible sites at villages. These are listed in the order of the village category assessment at Appendix 3 (dealt with in Chapter 4: Spatial Strategy). Some villages have more than one site option. Site options are proposed at:

- Sawston
- Histon & Impington
- Cambourne
- Great Shelford & Stapleford
- Cottenham
- Fulbourn
- Linton
- Melbourn
- Gamlingay
- Milton
- Swavesey
- Bassingbourn
- Girton
- Comberton
- Papworth Everard
- Willingham
- Waterbeach

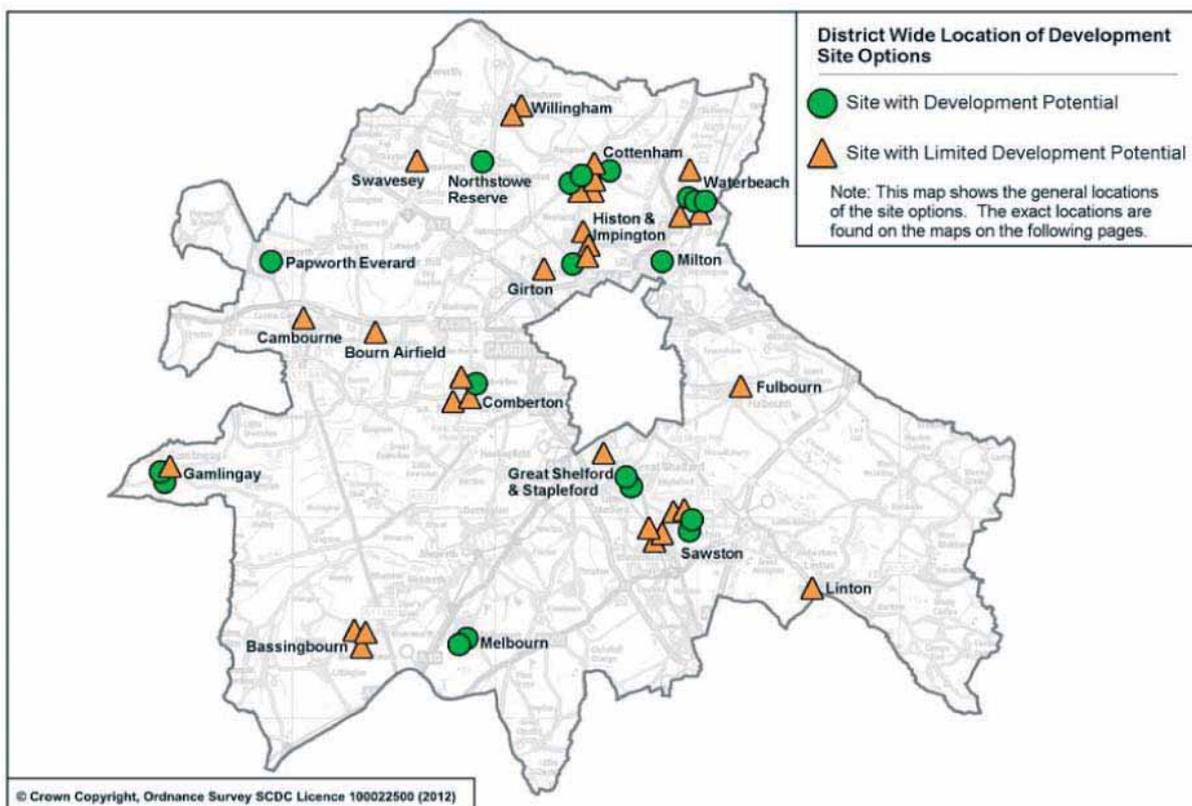
The site options provide for up to 23,000 homes (taking the larger number where there are alternatives). However, this includes the whole of new settlements, and as said above, it is not realistic to expect such sites to provide housing until the latter part of the plan period, and their contribution towards the housing figure for 2031 will be reduced accordingly.

**Question 16:**

**A: Which of the site options do you support or object to and why?**  
Please provide any comments.

**B: Are there any other sites that we should consider? (These could be sites already submitted through the “Call for Sites” process or new sites).**  
Please provide any comments.

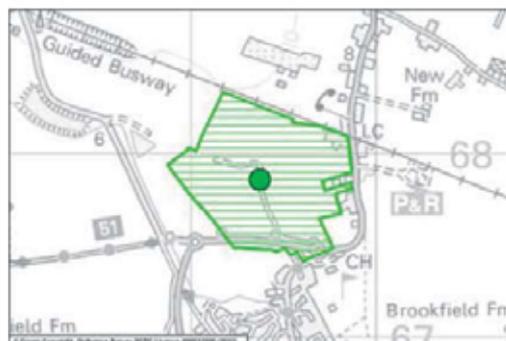
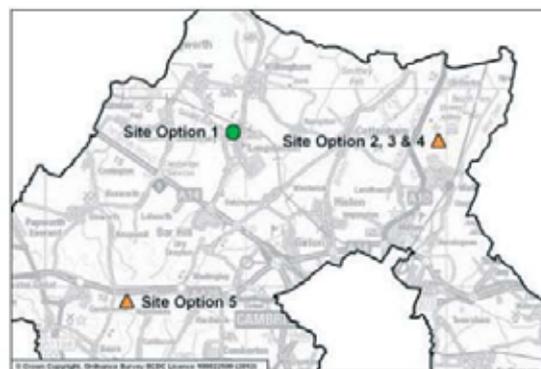
**Figure 8: Map showing the location of the site options being proposed**



## New Settlement Site Options

### Key for Site Option Maps

-   Site with Development Potential
-   Site with Limited Development Potential



#### Site Option 1: Extension to Northstowe

Land north west of B1050, Station Road, Longstanton (Northstowe Reserve)

**Site Size:** 56.08 hectares      **Dwelling Capacity:** 900

**SHLAA Reference:** Sites 242 & 273

#### Comments:

- Pros** Site already reserved for development  
Good public transport links via Guided Bus  
Would allow for flexibility in how Northstowe is developed
- Cons** Unlikely to lead to additional housing delivery at Northstowe to 2031



#### Site Option 2: New Town at Waterbeach

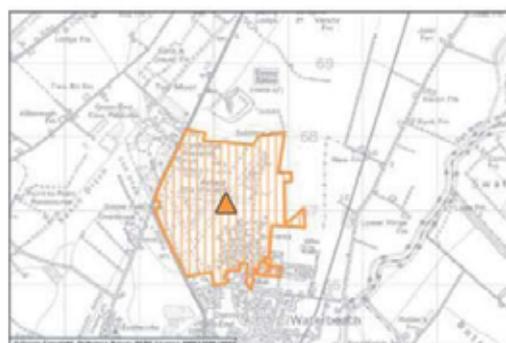
Land north of Waterbeach

**Site Size:** 558.68 hectares      **Dwelling Capacity:** 12,750

**SHLAA Reference:** Site 231

#### Comments:

- Pros** Reuses previously developed land  
Relatively close to Cambridge  
Close to railway station  
Large enough for two secondary schools
- Cons** Impact on Denny Abbey and landscape setting  
Capacity of the A10 and A14



#### Site Option 3: Small New Town at Waterbeach

Land north of Waterbeach (MOD only)

**Site Size:** 280.20 hectares      **Dwelling Capacity:** 7,600

**SHLAA Reference:** Site 231 (part)

#### Comments: (where different from above)

- Pros** Less impact on landscape setting  
Large enough for a secondary school
- Cons** Less need/incentive to move Railway station and sewage works



#### Site Option 4: Waterbeach Barracks built area only

Land north of Waterbeach (built area only)

**Site Size:** 58.15 hectares      **Dwelling Capacity:** 930

**SHLAA Reference:** Site 231 (part)

#### Comments: (where different from above)

- Pros** Less impact on landscape setting and Denny Abbey
- Cons** As a large village extension unlikely to have critical mass to bring significant infrastructure improvements  
Too small for a secondary school



**Site Option 5: New Village – Bourn Airfield**

Bourn Airfield, Bourn

**Site Size:** 141.70 hectares      **Dwelling Capacity:** 3,000-3,500

**SHLAA Reference:** Sites 057 & 238

**Comments:**

- Pros** Former airfield counts as reuse of previously developed land  
Relatively close to Cambridge
- Cons** Relatively poor links to Cambourne, especially to centre  
May be too small for a secondary school  
Would form a ribbon of development south of the A428.

**Sawston Site Options**

**Key for Site Option Maps**

-   Site with Development Potential
-   Site with Limited Development Potential



**Site Option 6:**

Land at Former Marley Tiles Site, Dales Manor Business Park, Sawston

**Site Size:** 3.56 hectares      **Dwelling Capacity:** 110

**SHLAA Reference:** Site 153

**Comments:**

- Pros** No impact on landscape or townscape
- Cons** Loss of employment land  
Potential noise nuisance from existing employment



**Site Option 7:**

Land at Grove Road / West Way, Dales Manor Business Park, Sawston

**Site Size:** 5.19 hectares      **Dwelling Capacity:** 160

**SHLAA Reference:** Site 154

**Comments:**

- Pros** No impact on landscape or townscape
- Cons** Loss of employment land  
Potential noise nuisance from existing employment



**Site Option 8:**

Land south of Babraham Road, Sawston

**Site Size:** 4.63 hectares      **Dwelling Capacity:** 140

**SHLAA Reference:** Site 258

**Comments:**

- Pros** Scope to improve existing village edge
- Cons** On village edge so relatively distant from services and facilities  
Loss of Green Belt



**Site Option 9:**

Land east of Sawston

**Site Size:** 17.21 hectares      **Dwelling Capacity:** 340

**SHLAA Reference:** Site 178

**Comments:**

- Pros    Scope to improve existing village edge  
          Could provide additional space for primary school
- Cons    On village edge so relatively distant from services and facilities  
          Loss of Green Belt  
          Need to respect setting of Sawston Hall



**Site Option 10:**

Mill Lane, Sawston

**Site Size:** 1.48 hectares      **Dwelling Capacity:** 50

**SHLAA Reference:** Site 230

**Comments:**

- Pros    Limited impact on landscape setting  
          Close to local services and facilities
- Cons    Limited flood risk



**Site Option 11:**

Land rear of 41 Mill Lane, Sawston

**Site Size:** 1.59 hectares      **Dwelling Capacity:** 40

**SHLAA Reference:** Site 116

**Comments:**

- Pros    Limited impact on townscape and landscape setting  
          Close to local services and facilities  
          Good accessibility by bus, cycle and on foot
- Cons    Limited flood risk



**Site Option 12:**

Land between 66 & 68 Common Lane, Sawston

**Site Size:** 0.50 hectares      **Dwelling Capacity:** 20

**SHLAA Reference:** Site 023

**Comments:**

- Pros    Limited impact on townscape and landscape setting
- Cons    Limited flood risk

## Histon & Impington Site Options

### Key for Site Option Maps

-   Site with Development Potential
-   Site with Limited Development Potential



**Site Option 13:**  
 Land at Buxhall Farm, Glebe Way, Histon  
**Site Size:** 12.44 hectares      **Dwelling Capacity:** 250  
**SHLAA Reference:** Site 133  
**Comments:**  
 Pros    Limited impact on landscape  
 Cons    Loss of Green Belt  
          Distance from local services and facilities



**Site Option 14:**  
 Land rear of 49-71 Impington Lane, Impington  
**Site Size:** 0.77 hectares      **Dwelling Capacity:** 25  
**SHLAA Reference:** Site 112 (part)  
**Comments:**  
 Pros    Close to local services and facilities  
 Cons    Loss of Green Belt



**Site Option 15:**  
 Land north of Impington Lane, Impington  
**Site Size:** 0.44 hectares      **Dwelling Capacity:** 10  
**SHLAA Reference:** Site 114 (part)  
**Comments:**  
 Pros    Close to local services and facilities  
 Cons    Loss of Green Belt



**Site Option 16:**  
 Land at SCA Packaging Ltd, Villa Road, Impington  
**Site Size:** 2.25 hectares      **Dwelling Capacity:** 70  
**SHLAA Reference:** Site 046  
**Comments:**  
 Pros    Scope to improve local environment  
          Reuses previously developed land  
 Cons    Loss of employment land (but disused)  
          Flood risk to small part of site  
          Access arrangements

## Cambourne Site Options

### Key for Site Option Maps

-   Site with Development Potential
-   Site with Limited Development Potential



#### Site Option 17:

Land west of Lower Cambourne and the Cambourne Business Park, bounded to the north by the A428 and to the west by the A1198 (Swansley Wood)

**Site Size:** 150.88 hectares      **Dwelling Capacity:** 2,250

**SHLAA Reference:** Site 239

#### Comments:

- Pros** Close to services and facilities in Cambourne including new secondary school
- Cons** Need to improve internal linkages within Cambourne  
Landscape impact could be mitigated by a reduced site area

## Great Shelford & Stapleford Site Options



#### Site Option 18:

Land off Cambridge Road, Great Shelford

**Site Size:** 3.96 hectares      **Dwelling Capacity:** 120

**SHLAA Reference:** Site 005

#### Comments:

- Pros** Limited impact on landscape and Green Belt
- Cons** Possible noise and lighting nuisance from Rugby Club  
Some distance from services and facilities



#### Site Option 19:

29 - 35 and 32 London Road, Great Shelford

**Site Size:** 0.55 hectares      **Dwelling Capacity:** 15

**SHLAA Reference:** Site 187

#### Comments:

- Pros** Close to local services and facilities  
Scope to improve local environment  
Reuses previously developed land
- Cons** Loss of local employment unless firm can relocate



**Site Option 20:**

Granta Terrace, Stapleford  
**Site Size:** 1.63 hectares      **Dwelling Capacity:** 35  
**SHLAA Reference:** Site 186

**Comments:**

- Pros** Close to local services and facilities  
 Scope to improve local environment  
 Reuses previously developed land
- Cons** Loss of local employment unless firm can relocate as it hopes

**Cottenham Site Options**

**Key for Site Option Maps**

- Site with Development Potential
- Site with Limited Development Potential



**Site Option 21:**

Land at the junction of Long Drove and Beach Road, Cottenham  
**Site Size:** 1.63 hectares      **Dwelling Capacity:** 35  
**SHLAA Reference:** Site 234

**Comments:**

- Pros** Limited impact on landscape setting  
 Good accessibility to employment locations
- Cons** Loss of Green Belt  
 Encroachment into countryside  
 On village edge so relatively distant from services and facilities



**Site Option 22:**

Land at Oakington Road, Cottenham  
**Site Size:** 4.90 hectares      **Dwelling Capacity:** 110  
**SHLAA Reference:** Site 260

**Comments:**

- Pros** Limited impact on landscape setting  
 Good accessibility by bus, cycle and on foot
- Cons** On village edge so relatively distant from services and facilities



**Site Option 23:**

The Redlands, Oakington Road, Cottenham  
**Site Size:** 2.87 hectares      **Dwelling Capacity:** 65  
**SHLAA Reference:** Site 003

**Comments:**

- Pros** Limited impact on landscape setting  
 Good accessibility by bus, cycle and on foot
- Cons** On village edge so relatively distant from services and facilities



**Site Option 24:**

Land south of Ellis Close and East of Oakington Road, Cottenham

**Site Size:** 4.40 hectares      **Dwelling Capacity:** 100

**SHLAA Reference:** Site 129

**Comments:**

- Pros    Limited impact on landscape setting  
          Good accessibility by bus, cycle and on foot
- Cons    Impact on setting of Listed Buildings  
          On village edge so relatively distant from services and facilities



**Site Option 25:**

Land off Histon Road, Cottenham

**Site Size:** 0.83 hectares      **Dwelling Capacity:** 15

**SHLAA Reference:** Site 123

**Comments:**

- Pros    Limited impact on landscape setting  
          Good accessibility by bus, cycle and on foot
- Cons    On village edge so relatively distant from services and facilities



**Site Option 26:**

Land to the rear of 34 - 46 Histon Road, Cottenham

**Site Size:** 1.04 hectares      **Dwelling Capacity:** 20

**SHLAA Reference:** Site 263

**Comments:**

- Pros    Limited impact on landscape setting  
          Good accessibility by bus, cycle and on foot
- Cons    On village edge so relatively distant from services and facilities



**Site Option 27:**

Cottenham Sawmills, Cottenham

**Site Size:** 1.35 hectares      **Dwelling Capacity:** 25

**SHLAA Reference:** Site 124

**Comments:**

- Pros    Limited impact on landscape setting  
          Good accessibility by bus, cycle and on foot
- Cons    On village edge so relatively distant from services and facilities  
          Loss of employment

## Fulbourn Site Options

### Key for Site Option Maps

-   Site with Development Potential
-   Site with Limited Development Potential



#### **Site Option 28:**

Land off Station Road, Fulbourn

**Site Size:** 12.41 hectares      **Dwelling Capacity:** 190

**SHLAA Reference:** Site 074

#### **Comments:**

- Pros** Close to local services and facilities  
Limited impact on landscape setting
- Cons** Loss of Green Belt  
Access concerns near level crossing and via Conservation Area  
Impact on Conservation Area and Listed Buildings

## Linton Site Options



#### **Site Option 29:**

Land east of Station Road, Linton

**Site Size:** 1.78 hectares      **Dwelling Capacity:** 35

**SHLAA Reference:** Site 152

#### **Comments:**

- Pros** Reuses previously developed land
- Cons** Loss of employment land  
Located south of the A1307

## Melbourn Site Options

### Key for Site Option Maps

-   Site with Development Potential
-   Site with Limited Development Potential



#### Site Option 30:

36 New Road, Melbourn

Site Size: 0.71 hectares

Dwelling Capacity: 15

SHLAA Reference: Site 235

#### Comments:

- Pros Well screened site, limited landscape impact  
Good accessibility by bus, cycle and on foot
- Cons On village edge so relatively distant from services and facilities



#### Site Option 31:

Land to rear of Victoria Way, off New Road, Melbourn

Site Size: 2.29 hectares

Dwelling Capacity: 50

SHLAA Reference: Site 130

#### Comments:

- Pros Well screened site, limited landscape impact  
Good accessibility by bus, cycle and on foot
- Cons On village edge so relatively distant from services and facilities

## Gamlingay Site Options



#### Site Option 32:

Land off Grays Road, Gamlingay

Site Size: 2.10 hectares

Dwelling Capacity: 45

SHLAA Reference: Site 171 (part)

#### Comments:

- Pros Scope to improve existing village edge
- Cons Loss of greenfield land



**Site Option 33:**  
 Green End Industrial Estate, Green End, Gamlingay  
**Site Size:** 4.09 hectares      **Dwelling Capacity:** 90  
**SHLAA Reference:** Site 117  
**Comments:**  
 Pros    Scope to improve local environment.  
           Could provide additional space for primary school  
           Close to local services and facilities  
 Cons    Loss of employment land



**Site Option 34:**  
 Land at Mill Road, Gamlingay  
**Site Size:** 1.18 hectares      **Dwelling Capacity:** 25  
**SHLAA Reference:** Site 093  
**Comments:**  
 Pros    Close to local services and facilities  
           Limited impacts on landscape setting  
 Cons    Need to mitigate impacts on Listed Building settings.

**Milton Site Options**



**Site Option 35:**  
 The Former EDF Depot & Training Centre, Ely Road, Milton  
**Site Size:** 8.53 hectares      **Dwelling Capacity:** 130  
**SHLAA Reference:** Site 132  
**Comments:**  
 Pros    Close to local services and facilities  
           Planning permission for housing already granted for part of site  
 Cons    Loss of Green Belt  
           Loss of employment land

### Swavesey Site Options

**Key for Site Option Maps**

-   Site with Development Potential
-   Site with Limited Development Potential



**Site Option 36:**

Land south of Whitton Close & west of Boxworth End, Swavesey

**Site Size:** 4.98 hectares      **Dwelling Capacity:** 75

**SHLAA Reference:** Site 083 (part)

**Comments:**

- Pros** Good accessibility by bus, cycle and on foot  
Scope to mitigate adverse impacts by development of part of the site only
- Cons** Impact on landscape and townscape  
On village edge so relatively distant from services and facilities

### Bassingbourn Site Options



**Site Option 37:**

Next to Walnut Tree Close, North End, Bassingbourn

**Site Size:** 3.14 hectares      **Dwelling Capacity:** 55

**SHLAA Reference:** Site 085

**Comments:**

- Pros** Limited landscape and townscape impact
- Cons** Flood risk to small part of site



**Site Option 38:**

Land north of Elbourn Way, Bassingbourn

**Site Size:** 1.51 hectares      **Dwelling Capacity:** 40

**SHLAA Reference:** Site 219 (part)

**Comments:**

- Pros** Close to local services and facilities  
Scope to mitigate adverse impacts by development of part of the site only
- Cons** Flood risk to small part of site.  
Landscape and townscape impacts



**Site Option 39:**

Land between South End & Spring Lane, Bassingbourn

**Site Size:** 2.12 hectares **Dwelling Capacity:** 50

**SHLAA Reference:** Site 078

**Comments:**

- Pros Close to local services and facilities  
Limited landscape and townscape impact
- Cons Impact on setting of Listed Buildings  
Site access suitability

**Girton Site Options**

**Key for Site Option Maps**

-   Site with Development Potential
-   Site with Limited Development Potential



**Site Option 40:**

Land at Cockerton Road, Girton

**Site Size:** 0.63 hectares **Dwelling Capacity:** 15

**SHLAA Reference:** Site 143

**Comments:**

- Pros Close to local services and facilities  
Good accessibility by bus, cycle and on foot
- Cons Impacts on landscape and townscape and Listed Church

**Comberton Site Options**



**Site Option 41:**

Land off Long Road (south of Branch Road), Comberton

**Site Size:** 5.71 hectares **Dwelling Capacity:** 130

**SHLAA Reference:** Site 158

**Comments:**

- Pros Well screened site, limited landscape impact
- Cons On village edge so relatively distant from services and facilities



**Site Option 42:**

Land adjacent (north) to 69 Long Road, Comberton  
**Site Size:** 0.32 hectares      **Dwelling Capacity:** 10  
**SHLAA Reference:** Site 004

**Comments:**

- Pros Well screened site, limited landscape impact
- Cons On village edge so relatively distant from services and facilities



**Site Option 43:**

Land to the east of Bush Close, Comberton  
**Site Size:** 4.83 hectares      **Dwelling Capacity:** 75  
**SHLAA Reference:** Site 255

**Comments:**

- Pros Well screened site, limited landscape impact
- Cons Uncertainty regarding site access arrangements



**Site Option 44:**

Land to the west of Birdlines, Manor Farm, Comberton  
**Site Size:** 6.00 hectares      **Dwelling Capacity:** 90  
**SHLAA Reference:** Site 110

**Comments:**

- Pros Good accessibility by bus, cycle and on foot
- Cons Adverse impact on Green Belt purposes, landscape setting and setting of Listed Buildings. Capable of mitigation by limiting development to a part of the site

**Papworth Everard Site Options**



**Site Option 45:**

Papworth Hospital, Papworth Everard  
**Site Size:** 5.23 hectares      **Dwelling Capacity:** 120  
**SHLAA Reference:** Site 151

**Comments:**

- Pros Reuses previously developed land  
 Scope to improve local environment  
 Good accessibility by bus, cycle and on foot
- Cons Loss of employment land  
 Risk to settings of listed buildings

### Willingham Site Options

**Key for Site Option Maps**

-   Site with Development Potential
-   Site with Limited Development Potential



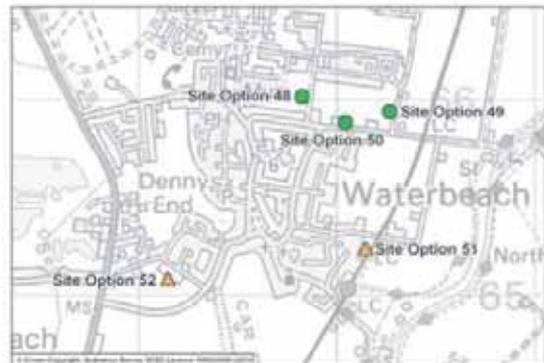
**Site Option 46:**  
 Land east of 39-65 Rockmill End, Willingham  
**Site Size:** 2.12 hectares      **Dwelling Capacity:** 50  
**SHLAA Reference:** Site 045 (part)  
**Comments:**  
 Pros Limited impact on landscape setting  
 Cons On village edge so relatively distant from services and facilities



**Site Option 47:**  
 Land to the rear of Green Street, Willingham  
**Site Size:** 2.60 hectares      **Dwelling Capacity:** 40  
**SHLAA Reference:** Site 204  
**Comments:**  
 Pros Close to local services and facilities  
 Scope to mitigate adverse impacts by development of part of the site only  
 Cons Impact on townscape and character of Conservation Area  
 Impact on setting of Listed Buildings

### Waterbeach Site Options

(Also see the New Settlement section)



**Site Option 48:**  
 Cody Road, Waterbeach  
**Site Size:** 1.86 hectares      **Dwelling Capacity:** 50  
**SHLAA Reference:** Site 089 & 189  
**Comments:**  
 Pros Good accessibility by bus, cycle and on foot  
 Limited impacts on landscape setting  
 Cons Would reduce separation from Barracks



**Site Option 49:**

Land at Bannold Road and Bannold Drive, Waterbeach

**Site Size:** 1.77 hectares      **Dwelling Capacity:** 35

**SHLAA Reference:** Site 206

**Comments:**

- Pros**    Good accessibility by bus, cycle and on foot  
           Limited impacts on landscape setting
- Cons**    Potential for noise and odour from farm



**Site Option 50:**

North side of Bannold Road, Waterbeach

**Site Size:** 1.43 hectares      **Dwelling Capacity:** 30

**SHLAA Reference:** Site 155

**Comments:**

- Pros**    Good accessibility by bus, cycle and on foot  
           Limited impacts on landscape setting
- Cons**    Would reduce separation from Barracks



**Site Option 51:**

Land off Lode Avenue, Waterbeach

**Site Size:** 0.59 hectares      **Dwelling Capacity:** 15

**SHLAA Reference:** Site 001

**Comments:**

- Pros**    Good accessibility by bus, cycle and on foot  
           Limited impacts on landscape setting
- Cons**    Limited flood risk to half of site  
           Railway noise



**Site Option 52:**

Land off Cambridge Road, Waterbeach

**Site Size:** 0.72 hectares      **Dwelling Capacity:** 10

**SHLAA Reference:** Site 202 (part)

**Comments:**

- Pros**    Good accessibility by bus, cycle and on foot
- Cons**    Loss of Green Belt  
           Impact on landscape setting unless development limited to Cambridge Road frontage



# Chapter 6 Climate Change



Scotland Farm, Dry Drayton, South Cambridgeshire



## Chapter 6 Climate Change

- 6.1 An important issue for the Local Plan is how we can proactively prepare to meet the predicted impacts of climate change. Day-to-day activities and lifestyles are releasing significant quantities of greenhouse gases into the atmosphere evidently affecting the climate in ways that could threaten how we live both today and tomorrow. Greenhouse gas emissions are the collective name for a range of gases that trap some of the sun's warmth within the earth's atmosphere, and the most prevalent greenhouse gas is carbon dioxide.
- 6.2 To meet national targets for reductions to greenhouse gas emissions it is necessary for new developments to be designed to be more energy efficient and to maximise the generation of renewable and low carbon energy. Whilst new development in the district provides an opportunity to deliver sustainable schemes, these opportunities will need to be balanced with retaining the district's unique built and natural heritage and character.
- 6.3 Some policy options have an initial additional cost, compared to conventional solutions; however these new solutions will result in lower energy and water bills once installed and may generate a financial return to property owners through Government schemes.

### Key Facts:

- The district has significantly less completed renewable energy generation capacity than the other three rural districts in Cambridgeshire.
- In March 2011 there were planning permissions for approximately 35MW of renewable energy from 18 wind turbines, a solar energy farm, a biomass boiler, and 8 domestic arrays of photovoltaic panels although some of these planning permissions may not be implemented.
- Planning permission for the first community wind turbine in the district, near Gamlingay, was approved in April 2012.
- Gas and electricity consumption in the district has fallen in the last few years however fuel poverty is affecting 13.5% of households.
- The Sustainable Parish Energy Partnership consists of 29 Parish Councils working with volunteers to help residents cut fuel bills and reduce carbon emissions.
- Environmentally friendly show homes for new developments have been opened at Cambourne and Trumpington Meadows.
- The district is designated an area of Serious Water Stress with areas subject to flood risk.

## Mitigation and Adaptation to Climate Change

- 6.4 The planning system can help in addressing concerns about climate change by requiring new developments to be designed and constructed in ways that reduce carbon dioxide emissions (mitigation), and by including design solutions that take account of the effects of climate change (adaptation), such as managing flood risk and using water efficiently. The NPPF requires that local planning authorities adopt proactive strategies to mitigate and adapt to climate change.

### Issue 17: Mitigation and Adaption to Climate Change

The Local Plan could ensure that development will only be permitted where the principles of climate change mitigation and adaptation are embedded within the proposal.

To mitigate climate change, proposals could demonstrate:

- energy efficiency;
- use and generation of renewable and low carbon energy;
- promotion of sustainable forms of transport and reduction of car use;
- recycling and waste reduction both during construction and occupation; and
- inclusion of broadband to facilitate home working.

To adapt to the effects of climate change, proposals could demonstrate:

- water use management and conservation;
- management of flood risk to acceptable levels;
- open space and vegetation for shading and cooling, and to detain surface water run-off;
- use of sustainable drainage systems (SuDS); and
- layout, orientation, design, and material measures to minimise overheating.

#### Question 17:

**Have the right issues for addressing climate change mitigation and adaptation been identified?**

Please provide any comments.

## Renewable Energy

- 6.5 The National Planning Policy Framework (NPPF) states that local planning authorities should recognise the responsibility on all communities to contribute to energy generation from renewable and low carbon sources and Government has committed to sourcing 15% of energy from renewable sources by 2020. Using renewable and low carbon energy technologies to generate either electricity or heat will help to reduce greenhouse gas emissions and will also improve the security, availability and affordability of energy by increasing the range of sources we rely on. Renewable and low carbon energy utilises natural sources and includes technologies such as photovoltaic panels, wind turbines, solar thermal panels, air or ground source heat pumps, anaerobic digestion plants, and biomass boilers. These technologies need to be located onsite or close to the energy users.
- 6.6 The Cambridgeshire Renewables Infrastructure Framework (CRIF) published January 2012 identifies South Cambridgeshire as having the second greatest potential for renewable energy generation in the county. The district has a theoretical potential of providing over 5,000 GWh of renewable energy, however the calculations do not take any account of specific constraints including impact on landscape, townscape and heritage assets.
- 6.7 The Council's Climate Change Action Plan 2011-2013 supports community led renewable and low carbon energy initiatives as a key objective. Planning permission for the first community wind turbine in the district, located near Gamlingay, was granted in April 2012. Through the South Cambridgeshire Sustainable Parish Energy Partnership, the Council is encouraging further community renewable energy projects.
- 6.8 In February 2011, local councillors resolved to consider imposing a minimum separation distance of 2 km between a wind farm and any residential property, to protect residents from disturbance and visual impact. The resolution continued that if the applicant can prove this is not the case a shorter distance will be considered.
- 6.9 The Government received comments on its draft National Policy Statements for Energy Infrastructure that argued that a French study and also Scottish regulations ban wind farms within 2 km of human habitation. In responding to the comments, the Government stated that these allegations are unfounded and therefore there is no rationale for imposing a ban as suggested. The Government also concluded that such a ban would, for most purposes, be impractical in England as suitable sites are likely to be within 2 km of residences. Specific evidence to support 2 km as a minimum separation distance has not been found but it is included as a consultation option.

### **Issue 18: Renewable and Low Carbon Energy Developments**

The National Planning Policy Framework states that local planning authorities should deliver renewable and low carbon energy in their area. This is about proposals for specific developments that involve generating renewable and low carbon energy. The Local Plan could do this by:

- designing policies to maximise provision while ensuring adverse impacts are addressed;
- considering identifying suitable areas for renewable and low carbon energy developments; and
- supporting community led initiatives for generation.

Given the nature of the landscape and townscape of South Cambridgeshire it is not considered appropriate to identify suitable broad locations for renewable and low carbon energy developments and supporting infrastructure in the Local Plan.

- A. To maximise the generation of renewable and low carbon energy in the district, the Local Plan could:
- i. Include a criteria based policy seeking to maximise the generation of renewable and low carbon energy identifying the issues that would need to be addressed including:
    - impact on heritage and natural assets;
    - impact on the amenity of nearby residents;
    - connections to national energy infrastructure unless meeting onsite needs only;
    - decommissioning once the operation has ceased;
    - engagement with the local community and local authority;
    - impact on high grade agricultural land; and
    - cumulative noise, visual and landscape impacts.
  - ii. Include a criteria based policy specifically requiring a separation distance of 2 km between a proposed wind farm (2 or more wind turbines) and any residential property, to protect residents from disturbance and visual impact. If the applicant can prove this is not the case a shorter distance will be considered.
- B. The Local Plan could identify future growth areas or new settlements as potentially suitable locations for the inclusion of renewable or low carbon district heating systems, such as biomass combined heat and power plants.

**Question 18:****A: What approach do you think the Local Plan should take for the generation of renewable and low carbon energy?**

- i. Include a criteria based policy seeking to maximise the generation of renewable and low carbon energy in the district and identifying the issues that would need to be addressed, and this would leave developers to make applications for their preferred areas.
- ii. Include a criteria based policy as set out in option i, but specifically requiring a separation distance of 2 km between a proposed wind farm (2 or more wind turbines) and any residential property, to protect residents from disturbance and visual impact. If the applicant can prove this is not the case a shorter distance will be considered.

**B: Should the Local Plan identify future growth areas and new settlements as potentially suitable locations for the inclusion of renewable or low carbon district heating systems?****C: What type of renewable and low carbon energy sources should the Local Plan consider and at what scale?**

Please provide any comments.

**Issue 19: Renewables in New Developments**

New developments, such as housing, employment and community uses, can generate their own renewable energy by incorporating smaller technologies such as solar panels into their design. An emerging evidence base study on the effectiveness of the Council's existing planning policy for onsite renewable and low carbon energy generation has suggested that all new homes and all buildings for other uses of 1,000 m<sup>2</sup> or more should be required to install either solar thermal panels (which provide hot water) or photovoltaic panels (which generate electricity). This would not preclude the use of other low carbon or renewable energy sources on sites where more extensive carbon savings are sought or greater energy self-reliance is required. Given the nature of 'solar' technologies, it is not reasonable to require more than 10% of a building's predicted energy requirements to be provided from renewable energy technologies. To achieve more than 10% of a building's predicted energy requirements from renewable energy would require a combination of 'solar' and non-'solar' sources.

The emerging study also suggests that for landlord estates, such as universities or research institutions, the installation of a site wide renewable energy solution would deliver higher carbon savings for a lower cost. That could involve a full range of renewable energy technologies including an onsite biomass combined heat and power district heating system.

**Question 19:**

**To what extent should new development provide for onsite renewable energy generation?**

- i. All new developments should be required to provide onsite renewable energy? If so, should 10%, 15% or 20% equivalent provision be required?
- ii. Small scale developments of less than 5 dwellings or less than 500 m<sup>2</sup> of non-residential floor space should be exempt?
- iii. No requirements for renewable energy generation should be made.

Please provide any comments.

**Community Energy Fund**

- 6.10 It is likely that the Government’s zero carbon policy, which is due to be introduced for new homes from 2016 and for non-residential buildings from 2019, will require new developments to achieve zero carbon from ‘regulated’ emissions (essentially those arising from heating, lighting and ventilation) using a combination of onsite energy efficiency solutions and renewable and low carbon energy generation and offsite ‘allowable solutions’. One possible offsite ‘allowable solution’ that would retain the benefits locally is the establishment of a Cambridgeshire Community Energy Fund.

**Issue 20: Community Energy Fund**

A Cambridgeshire Community Energy Fund would use developer contributions to invest in energy efficiency and renewable and low carbon energy projects in the county. Further work is needed to develop a suitable collection mechanism for payments to the Community Energy Fund; however the basis for any mechanism would have to be established in the Local Plan.

**Question 20:**

**A: Should the Local Plan enable the setting up of a Community Energy Fund that would allow developers to invest in offsite energy efficiency and renewable and low carbon energy projects to meet their carbon reduction targets?**

- i: Yes?
- ii: No?

**B: Are there other Alternatives?**

Please provide any comments.

### **Sustainable Design and Construction**

- 6.11 In order to secure the reductions in greenhouse gas emissions envisaged by the NPPF, and support the mitigation and adaptation to climate change, the Council could consider requiring buildings to be of a higher standard of design and construction than the national Building Regulations. However this needs to be considered in the context of the impact on development viability. The design of new buildings, including their orientation, internal layout, and shading from adjacent buildings and vegetation, has a significant influence on energy efficiency. The fabric of a building also influences energy efficiency as high performance materials and construction methods can minimise energy, heat and carbon loss.
- 6.12 Improving the energy efficiency of existing buildings is important as the existing building stock within the district emits significant levels of carbon emissions principally from space heating and cooling, water heating, and lighting. The planning system has limited influence over improving the energy efficiency of existing buildings.
- 6.13 A careful approach is required when considering adapting heritage assets to climate change to ensure that any changes are balanced with the conservation and preservation of the heritage asset (see Issue 44 in Chapter 8: Conserving and Enhancing the Natural and Historic Environment).
- 6.14 The Code for Sustainable Homes and the Building Research Establishment Environmental Assessment Method (BREEAM) standard for non-residential buildings are nationally recognised standards for measuring the sustainability of buildings. Both standards require high energy efficiency of buildings and high standards of water efficiency beyond the standards set by current Building Regulations, but also assess wider sustainability considerations such as waste and recycling, pollution, health and wellbeing, and construction materials.
- 6.15 There are cost implications of achieving the higher levels of the Code for Sustainable Homes and BREEAM non-residential standard. These additional costs on development could have implications on the provision of infrastructure such as affordable housing, educational facilities, community facilities, and public open space, or a financial contribution towards off-site provision of such infrastructure.
- 6.16 Existing planning policies already require higher standards in some areas. The North West Cambridge Area Action Plan requires Code for Sustainable Homes Level 4 for any dwellings approved on or before 31 March 2013 (up to a maximum of 50 dwellings) and Level 5 for any dwellings approved on or after 1 April 2013. An existing planning policy for the former Land Settlement Association estate at Fen Drayton allows ground-breaking and experimental forms of sustainable living, which has been defined as the achievement of Code for Sustainable Homes Level 6 and BREEAM non-residential 'outstanding' standard (see Issue 113 in Chapter 13: Site Specific Policies). A requirement to achieve Level 6 in other locations within the district is not currently deemed a viable option.

**Issue 21: Sustainable Design and Construction**

The Local Plan could require minimum levels of the Code for Sustainable Homes and the BREEAM non-residential standard to be achieved by all new developments. Higher standards could be set for specific types or sizes of development and flexibility could be written into the policy to enable the standards chosen to be increased over time.

Estimates of the additional cost per dwelling of achieving the energy use requirements of different levels of the Code for Sustainable Homes and achieving the complete Code for Sustainable Homes level (based on a 3 bed semi-detached dwelling) are set out in figure 9. It should be noted that energy efficiency standards in Building Regulations are planned to increase over the next few years, bringing them in line with higher levels of the Code for Sustainable Homes. This means the energy element (set out in figure 9) will become part of normal development costs.

**Figure 9: Estimates of the additional cost per dwelling of achieving different levels of the Code for Sustainable Homes**

		Level 3	Level 4	Level 5	Level 6
Date of change to energy efficiency requirements of building regulations		Now	2013	2016	
Small Brownfield (20 dwellings at 40 dph)	Energy	£120	£3,393	£12,673	£27,393
	TOTAL *	£1,160	£4,583	£19,998	£34,718
Edge of Town (100 dwellings at 40 dph)	Energy	£120	£3,393	£13,523	£28,388
	TOTAL *	£1,588	£5,361	£21,326	£36,191
Strategic Greenfield (2,000 dwellings at 40 dph)	Energy	£120	£3,393	£13,523	£28,388
	TOTAL *	£1,571	£5,344	£21,309	£36,174

\* These figures include the costs set out in Issue 24 necessary to achieve the water efficiency requirements.

**Question 21:**

**What sustainable building standards should be required in new developments?**

- i. Developments would only have to comply with Building Regulations requirements for energy efficiency.
- ii. All new buildings would comply with sustainable building standards. If so, should all new dwellings meet at least Code for Sustainable Homes Level 4, and all non-residential schemes meet at least the BREEAM 'very good' standard?
- iii. The zero carbon standard (Code for Sustainable Homes Level 5) would be required in larger scale developments?

**Sustainable Show-Homes**

- 6.17 Many buyers like to see what something will look like before they make a decision, and therefore on new developments that include show-homes it is possible to showcase environmentally friendly alternatives for finishes, materials, fixtures and technologies as options that can be purchased when a dwelling is bought off-plan. The Council has secured the provision of sustainable show-homes at Trumpington Meadows and Cambourne.

**Issue 22: Sustainable Show-Homes**

The Local Plan could require all developments that provide a show-home to include a sustainable show-home that will demonstrate environmentally sustainable alternative finishes, materials, fixtures and technologies that could be purchased when a dwelling is bought off-plan.

**Question 22:**

**What approach to sustainable show-homes should we take?**

- i. Rely on negotiating their provision on an individual site basis?
- ii. Require all developments that include a show-home to provide a sustainable show-home?
- iii. Require developments of over 15 dwellings to provide a sustainable show-home?

### Construction Methods

- 6.18 The construction process for any new development utilises a significant amount of resources and generates construction waste and spoil. It is therefore important that as well as designing developments to be sustainable when complete, development should take account of the principles of sustainable development during the construction process.
- 6.19 Construction of new developments can adversely affect the amenity of surrounding occupiers and the local environment, through the generation of noise, smells and dust. These impacts can be minimised through the use of haul roads, restrictions on hours of operation, and the appropriate siting of storage compounds.

#### Issue 23: Construction Methods

To minimise the adverse impacts generated by the construction process, the Local Plan could ensure:

- careful management of materials already onsite (including soils) or brought to the site to reduce the amount of waste produced and maximise the reuse or recycling of materials either onsite or locally; and
- contractors are considerate to neighbouring occupiers by restricting the hours of noisy operations, requiring the provision of haul roads for larger developments, and siting storage compounds to avoid impacts on existing businesses and residents.

#### Question 23:

**What approach should the Local Plan take to construction methods:**

- i. Continue to include a construction methods policy?
- ii. Not specify construction methods in the Local Plan?

### Sustainable Drainage, Water Management and Flood Risk

- 6.20 Water Efficiency of New Housing: New housing development creates new demand for water. South Cambridgeshire lies in an area identified as at 'Serious Water Stress' by the Environment Agency. Water is a finite resource, and abstraction can have environmental costs. Cambridge Water Company's Resources Management Plan shows that beyond 2035, without additional resources or greater efficiency, the need for water to serve development will be greater than currently available supply. Cambridge Water Company are carrying out an enhanced programme of installing water meters to encourage reduced water use and are raising awareness of the need to save water.

- 6.21 The average person in the UK uses 150 litres of water per day. The current Building Regulations already require physical measures to be included in new developments aimed at encouraging reductions in levels of water use to 125 litres per person per day. These include dual flush toilets and efficient taps, showers, fixtures and fittings. Evidence included in the Cambridge Water Cycle Strategy shows that in a standard home, water consumption can be reduced to 105 litres per person per day (the equivalent of Code for Sustainable Homes Level 3 or 4) by installing water efficiency measures such as low flush toilets. However, to achieve water consumption of less than 80 litres per person per day (the equivalent of Code for Sustainable Homes Level 5 or 6) requires water recycling through rainwater harvesting or greywater recycling.
- 6.22 The Water Cycle Strategy estimates the costs associated with installing water efficiency measures to be £268 to reduce water consumption from 125 litres per person per day to less than 105 litres per person per day, and that this initial outlay would be recouped through savings to water bills in 2-3 years. It has been estimated that there is a considerable increase in costs (up to £4,500) to deliver the additional measures required to reduce water consumption to less than 80 litres per person per day.
- 6.23 Water Efficiency of Non-Residential Development: Non-domestic buildings, such as schools, community facilities, and offices, also have the potential to be more water efficient through installation of low flush toilets and urinals, aerated taps and showerheads, and through implementation of rainwater and greywater recycling systems. The BREEAM (Building Research Establishment Environmental Assessment Method) offers a way of testing water efficiency.

#### **Issue 24: Water Efficiency of New Housing**

Development can be designed to encourage less water usage.

Current Building Regulations require measures to reduce levels of use in new homes to 125 litres per head per day. There are no current proposals to change Building Regulations for water as there is for energy efficiency. The Code for Sustainable Homes includes a water element, with higher levels of the code requiring greater levels of water efficiency. Achieving the highest levels of the Code will generally require rainwater and greywater recycling systems, which can further increase development costs.

The development costs of seeking levels of water efficiency beyond Building Regulations needs to be balanced alongside other infrastructure priorities. It is also worth considering the implications for the occupiers of new housing. The Water Cycle Strategy estimates that achieving 80 litres per person per day would deliver savings to the end user of around £50 per person per year in water bills, and £20 per person per year for 105 litres, compared with the Building Regulations standard 125 litres.

**Figure 10: Measures required to achieve Water Efficiency Standards in New Residential Developments**

	<b>Litres per person per day</b>	<b>Additional measures needed to achieve standard</b>	<b>Additional costs above current Building Regulations (Source: CLG 2010)</b>	<b>Estimated value of water saving per person per year</b>
<b>Building Regulations</b>	125	Currently require: dual flush toilets and efficient taps, showers, fixtures and fittings	N/A	N/A
<b>Code for Sustainable Homes 3 / 4</b>	105	Low flush toilets and more water efficient taps, shower heads, washing machines and dishwashers	£268	£21
<b>Code for Sustainable Homes 5 / 6</b>	80	Further efficiency in household taps; installation of lower fill baths; Greywater recycling (GWR) or rainwater harvesting (RWH)	£1,750 (for a flat) to £4,500	£50

Source: Adapted from table 3-3 of Cambridge Area Water Cycle Strategy 2011. Cost savings based on formula from paragraph 3.3.17 of Water Cycle Strategy.

**Question 24:**

**What approach should the Local Plan take on water efficiency in new housing development?**

**What are your views on the following options?**

- i. Rely on Building Regulations standards to reduce water use below the average existing levels.
- ii. Seek additional measures such as water efficient fixtures and fittings (to achieve equivalent of Code 3 or 4 of Code for Sustainable Homes), subject to financial viability.
- iii. Seek grey water or rainwater recycling (to achieve equivalent of code 5 or 6 of Code for Sustainable Homes), subject to financial viability.

Please provide any comments.

- 6.24 Water Quality: Water quality is the chemical, biological and physical quality of water bodies. The EU Water Framework Directive requires all inland and coastal waters to achieve 'good status' by 2015 or, where this is not possible, by 2021 or 2027. In South Cambridgeshire the majority of rivers are currently of moderate or poor ecological status. In much of the south east of the district the underlying geology is chalk, providing a significant source of groundwater which is used for public drinking water supply. It is particularly important that the quality of this water is protected from pollution in these areas.

#### **Issue 25: Water Quality**

The Local Plan needs to ensure that development does not result in deterioration of water quality, and opportunities are taken for enhancement to support achievement of the Water Framework Directive standards.

Policies should ensure that:

- There is adequate water supply, sewerage and land drainage systems (including water sources, water and sewage treatment works).
- Development would not harm quality of ground, surface or water bodies, and opportunities are taken for improvements to water quality, including hydromorphology and ecology.
- Foul drainage to a public sewer should be provided but where not feasible, alternative facilities must not pose unacceptable risk to water quality or quantity.
- Appropriate consideration is given to sources of pollution, and appropriate Sustainable Drainage Systems (SuDS) measures incorporated to protect water quality from polluted surface water runoff.

#### **Question 25:**

**A: Have the right approaches to managing, protecting and enhancing water quality been identified?**

**B: Are there any other issues which should be included?**

Please provide any comments.

6.25 Sustainable Drainage Systems: Well planned and well-designed surface water management infrastructure can contribute to the creation of sustainable communities. It can provide a flood risk management function alongside benefits for amenity and biodiversity and be linked to a network of green (and blue) open spaces. It can also help improve the quality of water as it passes through the system. This needs to be considered from the beginning of the design process. As a result of the Flood and Water Management Act 2010, Sustainable Drainage Systems (SuDS) will soon be required for all developments. However, SuDS are often seen as additions to development, and do not fully realise their potential multifunctional benefits. The increasing emphasis on SuDS is something we need to consider in the Local Plan.

### **Issue 26: Sustainable Drainage Systems / Managing Flooding**

Development proposals should ensure that sustainable surface water drainage is integrated within the built environment:

- Development should demonstrate it is aligned with the forthcoming National SuDS Standards, and local Cambridgeshire SuDS Manual.
- Surface water drainage proposals should maximise opportunities to create amenity, enhance biodiversity, and contribute to a network of green (and blue) open space.
- Surface water drainage should be considered at an early stage of the master planning process, to allow maximum integration of drainage and open space.
- Proposals should demonstrate maximum use has been made of low land take drainage measures, such as green roofs, permeable surfaces and water butts.

#### **Question 26:**

**A: Have the right approaches to managing water and drainage sustainably been identified?**

**B: Are there any other issues which should be included?**

Please provide any comments.

- 6.26 Flood Risk: National planning policy requires a risk based sequential approach to flood risk, to avoid high risk areas and steer development to areas at lower risk, and this needs to be reflected in the Local Plan. As well as minimising risk to the development itself, development should not increase flood risk elsewhere, and opportunities should be taken to reduce risk downstream, such as by reducing run off rates.
- 6.27 South Cambridgeshire District Council, in partnership with Cambridge City Council, commissioned a Strategic Flood Risk Assessment, which explores the nature and extent of flood risk across the area, taking account of the anticipated impacts of climate change. In addition, Cambridgeshire County Council, now the lead local flood management authority, has prepared a Surface Water Management Plan. These have been used to assess options for development for allocation in the Local Plan, and should be used to support the consideration of planning applications.

#### **Issue 27: Flood Risk**

The Local Plan could include a policy to manage development and flood risk. The policy should include:

- Applying the risk based sequential approach to flood risk established through the National Planning Policy Framework and supporting Technical Guidance.
- Requiring development to utilise opportunities for flood risk management to reduce flood risk elsewhere, including discharge of surface water limited to greenfield rates or lower.
- Requiring applicants to consider available sources of information including the Strategic Flood Risk Assessment, and the Surface Water Management Plans. Development proposals in locations that have been subject to previous localised flooding events (including surface water, groundwater, or sewer floods) will need to demonstrate that the issue has been taken into account and appropriate mitigation measures incorporated.

#### **Question 27:**

**A: Have the right approaches to managing flood risk been identified?**

**B: Are there any other issues which should be included?**

Please provide any comments.





Chapter 7  
**Delivering High Quality Places**

Public Art in Milton Country Park, South Cambridgeshire



## Chapter 7 Delivering High Quality Places

- 7.1 Planning should “always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings” (National Planning Policy Framework (NPPF), page 5).
- 7.2 South Cambridgeshire has been voted amongst the top 10 places in the country to live in a number of national surveys over recent years. The Local Plan needs to continue to shape development to create sustainable and successful places that protect the special qualities of the district, whilst using the opportunities presented by development to enhance the built and natural environment.
- 7.3 South Cambridgeshire has adopted the Cambridgeshire Quality Charter for Growth, alongside a range of other Councils and agencies. The Charter aims to inspire innovation and the pursuit of higher standards, to help communication, and support a cooperative approach between stakeholders. The Charter is organised around the ‘4 Cs’:
- Community: creating healthy communities with a good quality of life where people choose to live;
  - Connectivity: creating places that enable easy access for all to jobs and services using sustainable modes;
  - Climate: creating places that anticipate climate change in ways that enhance the desirability of development and minimise environmental impact; and
  - Character: creating places with distinctive neighbourhoods and where people create ‘pride of place’.

### Key Facts:

- The district has settlements of varied and distinct local character, ranging from compact hamlets through larger villages with linear street patterns to new settlements and extensions to the urban fabric of Cambridge.
- The Council has signed up to the Cambridgeshire Quality Charter for Growth, which sets out core principles of the level of quality expected in new developments.
- South Cambridgeshire has adopted a District Design Guide to provide additional guidance on how developments can ensure they are sustainable and achieve a high quality of design in a way that respects the local context. [www.scambs.gov.uk/ldf/spds](http://www.scambs.gov.uk/ldf/spds)
- Through its public art policy the Council has delivered more than 20 schemes since 2008 including Kenny Hunter’s Deer at Orchard Park (Travelodge) and Emma Smith’s Living Museum at Waterbeach (Morris Homes).

## Securing High Quality Design

- 7.4 Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. The design of new development needs to create viable and vibrant spaces and buildings that respect, preserve and enhance the special character of South Cambridgeshire.
- 7.5 All new development will have an impact on its surroundings. The aim must be that any development, from a new urban area to an extension to an individual home, takes care to fit in with its surroundings, creating environments where people wish to live, work, shop and study. The Local Plan needs to set out the quality and standard of design that any development is expected to achieve.
- 7.6 Larger scale developments can take a number of years to complete, and are often delivered and planned in stages. In order to ensure developments take place in a coherent and structured way, masterplans and design codes can be produced to agree an overall vision and strategy for a development as a whole at the outset.
- 7.7 The Council monitors the design quality of new housing developments in the district using the Building for Life assessment tool, and the results are reported in the Annual Monitoring Report. The Council proposes to continue to use this tool to help it assess proposals for new housing developments.

### Issue 28: Securing High Quality Design

The National Planning Policy Framework (NPPF) requires that the Local Plan includes comprehensive policies that set out the quality of development that will be expected for the area. All development must be of high quality design and make a positive contribution to its local and wider surroundings.

Design principles could include:

- Achieve variety and interest in design to create a sense of place and identity while respecting and enhancing the natural, historic and built forms of the site and its surroundings.
- Create easy access and movement within the development and to the surrounding area for all, focussing on walking, cycling and public transport.
- Provide a harmonious mix of uses both within the site and its surroundings that contributes to provision of the services and facilities necessary to meets the needs of the community.
- Include high quality landscaping and public spaces that provide opportunities for recreation and social interaction, biodiversity, sustainable drainage, and climate change mitigation.
- Protect trees and other landscape features of amenity and biodiversity value.
- Ensure developments deliver flexibility that allows for future changes in needs and lifestyles.
- Protect the amenity of occupiers from unacceptable impacts such as noise, odour and overshadowing, and minimise opportunities for crime.

The District Design Guide provides more detailed information on how to deliver high quality development locally, and assists applicants by setting out the information required to accompany planning applications and issues to consider in Design and Access Statements. This could be retained and updated, or new design guides for individual villages or clusters of villages could be produced. We are interested to know whether villages would like to produce their own design guides to provide local guidance on design issues important to the local community.

A further issue identified is whether specific guidance should be provided on the design and width of streets. This could address street character in terms of verges, tree planting, pavements, and sustainable drainage systems.

**Question 28:**

- A: Have the right design principles been identified to achieve high quality design in all new developments?**
- B: Should the Local Plan provide guidance on design of streets to improve the public realm, including minimum street widths and street trees?**
- C: Do you think the Council should retain and update the District Design Guide?**
- D: Would you like your village to produce its own design guide? If so, please let us know which village so that we can discuss how to take this forward with the local Parish Council.**

Please provide any additional comments on any of these questions.

## Public Art

- 7.8 The provision of quality visual arts and crafts as part of new developments can bring social, cultural, environmental, educational and economic benefits, both to new development and the local community. Done well, it can assist in adding local distinctiveness and creating a sense of place. An appropriate balance needs to be struck between all the competing demands on development and the benefits of public art.
- 7.9 The Council's existing policy encourages the inclusion of public art within new developments as a means of enhancing the quality of the development. Examples of public art delivered can be found on the Council's website:

<http://www.scambs.gov.uk/leisureandculture/artsdevelopment/publicart.htm>

### Issue 29: Public Art

Public art that is designed to reflect and enhance its surroundings can help to raise the visual quality of developments and create a sense of place.

Public art can encompass a range of approaches. It could be a landmark work such as a sculpture but could also include designing a development so that functional elements such as lighting, seating, fencing, landscape, fountains and water features, and signage are bespoke and designed to give a new development a sense of place and individuality.

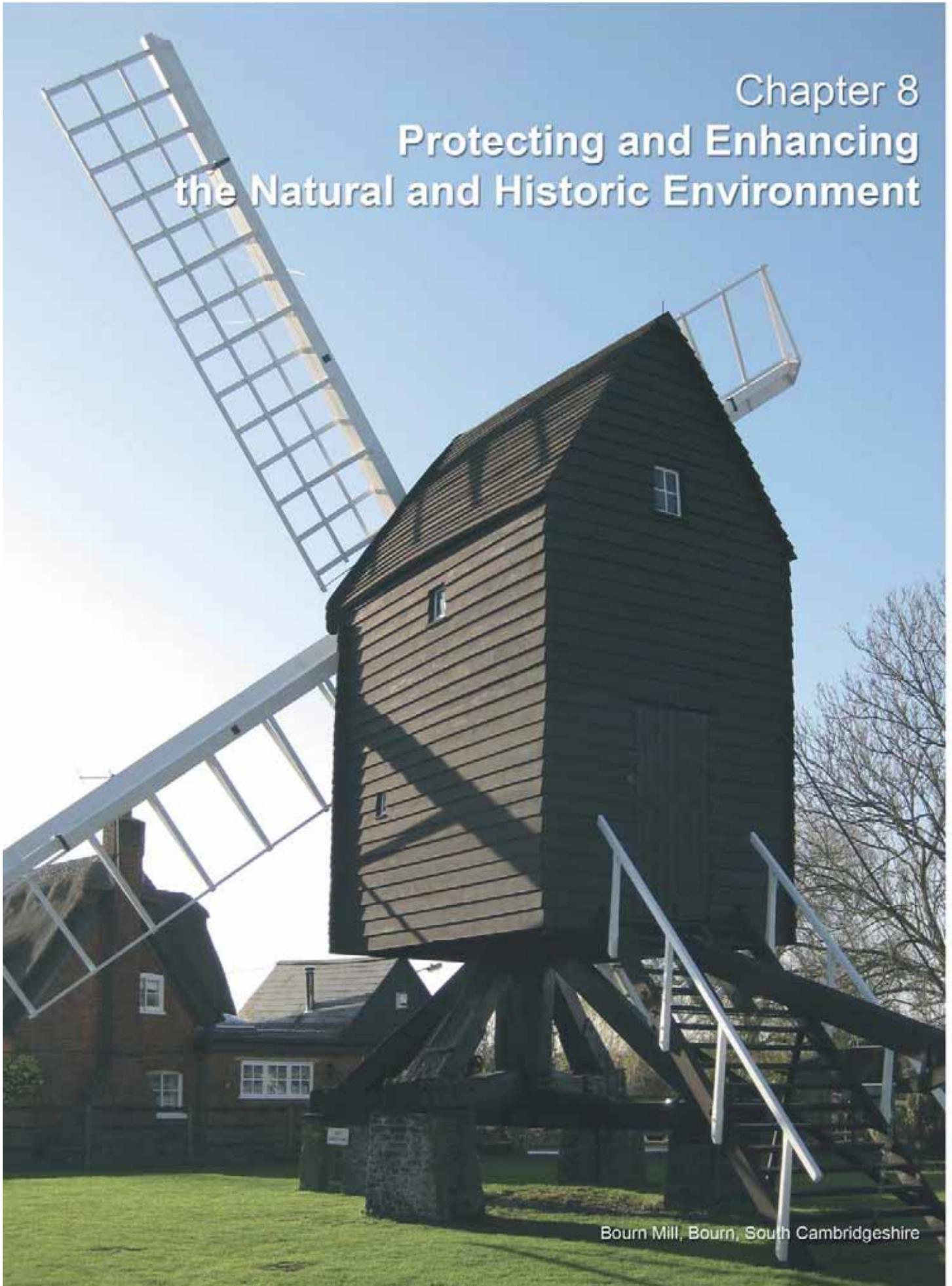
The Local Plan could continue to include a separate approach on public art or public art could be included as part of the design principles.

### Question 29:

**What approach do you think the Local Plan should take on public art?**

Please provide any additional comments.

# Chapter 8 Protecting and Enhancing the Natural and Historic Environment



Bourn Mill, Bourn, South Cambridgeshire



## Chapter 8 Protecting and Enhancing the Natural and Historic Environment

- 8.1 South Cambridgeshire has over a hundred villages with many beautiful buildings and landscapes. Within the District the underlying geology has created a number of distinctive landscapes. South Cambridgeshire has a lot of good quality agricultural land and medium to large-scale arable farmland dominates the landscape. Within the fields and hedgerows are a variety of habitats for plant and animal species. The Council wants to make sure these landscapes with their biodiversity are protected for the future.
- 8.2 The Council regards the Cambridge Green Belt as vital to retaining the rural character of land and villages around Cambridge City. Within villages are green spaces of particular importance to local communities or views into open countryside which all help to create what is special about the villages in South Cambridgeshire. These special features need to be protected. The Cambridgeshire Green Infrastructure Strategy highlights opportunities for improving landscapes and creation of accessible countryside recreation.
- 8.3 There is a long history of people living and working here dating back to Neolithic times. This can be seen in the landscape, for example crop marks in fields. Buildings need to be used and there are challenges about adapting older and/or listed buildings for modern living whilst retaining their character.
- 8.4 South Cambridgeshire has many heritage assets, ranging from the statutory designated Scheduled Monuments and Listed Buildings, to undesignated, but nevertheless important, archaeological remains and historic sites. Conservation areas within villages in South Cambridgeshire help to protect the character of these settlements and also the setting of the listed buildings within them. These historic assets should be cared for.

**Key Facts:**

- Five distinctive landscape characters in the district – from the Fens in the north to the chalklands and clay to the south.
- The waterways flowing through the district are important wildlife corridors but other uses for recreation may put pressure on these environments. The River Cam is identified as a County Wildlife Site.
- South Cambridgeshire is rich in wildlife sites some of which are officially recognised for protection.
- The Green Infrastructure Strategy highlights the parts of South Cambridgeshire where there is a shortage of natural green space that is open to the public. It targets projects in Northstowe, Cambourne and the West Cambridgeshire woodlands.
- The area of the Green Belt in South Cambridgeshire comprises 23,000 hectares covering 25% of the district.
- There are 2,668 listed buildings; 120 Scheduled Monuments; 12 historic parks and gardens and 85 Conservation Areas in South Cambridgeshire. 53 of these listed buildings and 26 scheduled monuments are at risk (2009-10);
- Historic landscapes are particularly important in South Cambridgeshire where they add interest and variety to an intensively farmed countryside.

**Protecting and Enhancing Landscape Character**

8.5 Five out of the 159 ‘National Character Areas’ identified by Natural England can be found in our district. A key issue within South Cambridgeshire is that the distinctive character and quality of the district’s landscape has been eroded by changes made to the land as a result of agriculture or development.

**Issue 30: Landscape Character**

To protect the distinctive landscape characters, the Local Plan could include a policy to require development proposals to reflect and enhance the character and distinctiveness of the landscape. This should include consideration of the relevant National Character Area, and other available information including landscape character assessments. Further information could continue to be provided in a Supplementary Planning Document (SPD) (currently the Landscape SPD).

**Question 30:**

**Should the Local Plan include a policy requiring development proposals to reflect and enhance the character and distinctiveness of the landscape?**

Please provide any additional comments.

**Protection of Agricultural Land**

- 8.6 Within the district are large areas of high quality agricultural land. Much of the best agricultural land lies around Cambridge and the larger settlements, which may be the most sustainable locations for future development. The need to identify and maintain a large supply of land for development means there is pressure for development of agricultural land. The Local Plan needs to balance these competing demands.

**Issue 31: Agricultural Land**

National Policy requires the Council to take into account the economic and other benefits of the best and most versatile agricultural land (grades 1,2 and 3a). The Local Plan could seek to protect the best agricultural land within the district from significant development unless sustainability considerations and the need for the development outweigh the need to protect the agricultural value of the land.

This has already been taken into consideration in developing the site options within Chapter 5: Development Options.

**Question 31:**

**Should the Local Plan include a policy seeking to protect best and most versatile agricultural land (grades 1, 2, and 3a) from unplanned development?**

Please provide any additional comments.

## Biodiversity

8.7 National legislation and planning guidance place a duty on Local Authorities to consider biodiversity through their Local Plans. South Cambridgeshire has a range of important sites and habitats for biodiversity, recognised through designations, from international to local importance, and through local Biodiversity Actions Plans. Some of these are also of geological importance. The Local Plan needs to provide appropriate protection, having regard to the importance of these sites, and seek opportunities for biodiversity enhancement and the creation of new habitat through development. For example, where habitats would be fragmented by new developments, it may be possible to create biodiversity corridors for animals linking habitat areas.

### Issue 32: Biodiversity

The Local Plan needs to include policies to ensure that development proposals minimise negative impacts on biodiversity and provide net gains in biodiversity where possible.

The Local Plan could require development to aim to maintain, enhance, restore or add to biodiversity, and seek to reduce habitat loss and fragmentation. Priorities for habitat creation could reflect biodiversity action plan targets, and creation of areas that link habitats.

The Local Plan will continue to identify and map components of the local ecological network, including the hierarchy of international, national and locally designated sites of importance for biodiversity or geodiversity.

Further guidance could continue to be provided in the Biodiversity Supplementary Planning Document.

[www.scambs.gov.uk/ldf/spds](http://www.scambs.gov.uk/ldf/spds)

### Question 32:

**A: The Local Plan needs to protect and enhance biodiversity. Have we identified the right approaches?**

**B: Do you think the Council should retain and update the Biodiversity Supplementary Planning Document?**

Please provide any comments.

## Green Infrastructure

- 8.8 Green Infrastructure is a relatively new term in planning, and refers to the network of multi-functional green spaces and green links, which can include country parks, wildlife habitats, rights of way, commons and greens, nature reserves, waterways and bodies of water and other open spaces.
- 8.9 In 2011 a partnership of local organisations, including the Council, produced the Cambridgeshire Green Infrastructure Strategy. This highlights shortages in certain parts of the district regarding access to countryside open spaces. The level of growth planned for South Cambridgeshire and Cambridge will also put pressure on existing green infrastructure and will require investment to develop the green infrastructure network. Delivery of green infrastructure can contribute to improving links between different areas of green space; including wildlife corridors, areas of landscape character and biodiversity enhancement, climate change adaptation, as well as delivering public access to countryside open space. The link to this strategy is:
- [http://www.cambridgeshirehorizons.co.uk/our\\_challenge/GIS.aspx](http://www.cambridgeshirehorizons.co.uk/our_challenge/GIS.aspx)
- 8.10 The Green Infrastructure Strategy identifies a range of opportunities for enhancement in and around the district, including:
- Wicken Fen Vision
  - West Cambridgeshire Hundreds Habitat Enhancement Project
  - Wimpole Cycle Link
  - Cambourne and Northstowe Large-scale public open space provision
  - Coton Countryside Reserve
  - Gog Magog Countryside Project
  - North Cambridge Heritage Trail
  - Cambridge Sport Lakes
  - Trumpington Meadows Country Park
  - Chalk Rivers project
  - Fowlmere Nature Reserve extension and development of facilities
  - Linear monuments
  - Woodland linkage project
  - Fens Waterways Link
  - The Environment Agency Ouse Washes Habitat Creation Project
- 8.11 A bid has been made to the government to recognise a Cambridgeshire and Peterborough Local Nature Partnership, which would have a key role in implementing the Green Infrastructure Strategy.

### **Issue 33: Green Infrastructure**

An option for the Local Plan could be that all new development should be expected to contribute towards the provision of additional green infrastructure and the protection and enhancement of the district's existing green infrastructure. Specific opportunities may be identified in the Local Plan in relation to major development proposals, subject to the viability of the development and local opinion.

#### **Question 33:**

**A: Should the Local Plan include a policy requiring development to provide or contribute towards new or enhanced Green Infrastructure?**

**B: Are there other new Green Infrastructure projects that should be added?**

Please provide any additional comments.

### **The Green Belt**

- 8.12 As detailed in the Chapter 4: Spatial Strategy, the Green Belt is a key designation in the district, designed to protect the setting and special character of Cambridge. This section looks at how the rural character can be protected and enhanced, and the particular opportunities offered by the Green Belt for recreation.
- 8.13 Even where exceptional circumstances warrant changes to the Green Belt or a development proposal is considered an appropriate form of development in the Green Belt, it still needs to be designed and landscaped to ensure it does not have an adverse impact on wider rural character and openness.

### **Issue 34: Impact of Development on the Green Belt**

The Local Plan could require that where development takes place in or adjoining the Green Belt; it is designed and appropriately landscaped so that it minimises its impact on the rural character and openness of the Green Belt.

**Question 34:**

**Should the Local Plan include policies to ensure that development in and adjoining the Green Belt does not have an unacceptable impact on its rural character and openness?**

Please provide any additional comments.

- 8.14 The Council's existing plan identifies a small number of 'major developed sites' in the Green Belt (Babraham Hall, Fulbourn and Ida Darwin Hospital, and Girton College), where national policy allowed limited infilling to support their continued economic use.
- 8.15 The new National Planning Policy Framework (NPPF) no longer refers to identifying specific 'major developed sites', but instead refers to appropriate development in the Green Belt including *'minor limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.'*

**Issue 35: Redevelopment in the Green Belt**

The NPPF now enables limited infilling on, or complete redevelopment of, previously developed sites in the Green Belt. An issue for the Local Plan is whether to rely on this national guidance, or whether more detailed guidance should be included in the Local Plan, addressing issues such as floor area, footprint, height and degree of impact from development.

**Question 35:**

**Regarding infilling on, or complete redevelopment of, previously developed sites in the Green Belt, should the Local Plan:**

- i. Rely on National Planning Policy Framework guidance for determining planning applications; or
- ii. Include more detailed guidance regarding design, such as scale and height of development?

Please provide any additional comments.

- 8.16 The Cambridge Green Belt plays an important role in providing opportunities for access to the countryside for local people. This is recognised in the Cambridgeshire Green Infrastructure Strategy (see section on Green Infrastructure above). The major urban extensions already planned around Cambridge will create additional demands at the same time as providing opportunities to deliver new areas of Green Infrastructure. Any planned new development could create further opportunities.
  
- 8.17 The NPPF guidance on Green Belt continues to allow for the provision of ‘appropriate facilities’ for outdoor sport and recreation where it does not conflict with Green Belt purposes. With the growth proposed in the extensions around the City in the Cambridge Green Belt it is likely that land will become more intensively used, which could result in uses such as playing fields being relocated to, or specifically developed on, Green Belt land. It is important this is done in a way which protects the overall rural character of the Cambridge Green Belt, rather than creating a character more associated with the urban environment.

**Issue 36: Green Belt and Recreation Uses**

The Local Plan could continue to support recreation uses in the Green Belt, but require the cumulative impact of sports pitches and recreation development to be considered, to avoid the over-concentration of such sports grounds where it would be detrimental to the character and rural setting of Cambridge and the Green Belt villages.

**Question 36:**

**Should the Local Plan include a policy requiring the cumulative impact of sports pitches and recreation development to be considered, to avoid the over-concentration of such sports grounds where it would be detrimental to the character and rural setting of Cambridge and Green Belt villages?**

Please provide any comments.

**Protected Village Amenity Areas**

- 8.18 The Council’s existing plan identifies open areas that are considered important to the amenity and character of villages, known as Protected Village Amenity Areas (PVAA). They include land in a variety of uses, such as allotments, playing fields or recreation areas, but also some private areas such as gardens. In these areas development which would have an adverse impact on the character, amenity, tranquillity or function of the village will not be permitted. PVAA’s are only identified within village frameworks where the risk of harm is greatest.

- 8.19 The existing policy has successfully protected these areas and an issue for the Local Plan will be to consider whether to review the existing areas protected within villages and consider if any additional ones should be identified. See also issue 38 below on Local Green Space.

**Issue 37: Protected Village Amenity Areas**

The Local Plan could retain the approach to Protected Village Amenity Areas, in order to protect the character, amenity, tranquillity or function of valued open spaces in villages.

The plan making process can offer the opportunity to review the sites included, or for new ones to be suggested. The existing PVAAs are shown on the Proposals Map -

[www.scamb.gov.uk/ldf/adoptedproposalsmap](http://www.scamb.gov.uk/ldf/adoptedproposalsmap)

**Question 37:**

**A: Should the existing policy for Protected Village Amenity Areas be retained in the Local Plan?**

**B: Please provide any comments, including if there are any existing PVAAs in villages (as shown on the Proposals Map) that you think should be removed or any new ones that should be identified.**

Please provide any additional comments.

**Local Green Space**

- 8.20 An issue for the Local Plan is also to consider whether to include a policy for the new designation of Local Green Space, introduced by the NPPF, and whether any particular spaces should be identified. There are some similarities between PVAAs and the new Local Green Spaces (LGSs), although the level of protection given by the PVAA policy is not as strong and not all PVAAs would be suitable for the LGS designation. A LGS could also be located on the edge of a village beyond the development framework, whereas PVAAs have been identified within villages only.

### **Issue 38: Local Green Space**

The NPPF has introduced a new designation of Local Green Space, to identify and protect green areas of particular importance to a local community. An issue for the Local Plan is whether it should identify Local Green Spaces, and the issues and options consultation is an opportunity for local communities to suggest where such spaces should be identified that meet the tests set out in the NPPF which state that “the designation should only be used:

- where the green space is in reasonably close proximity to the community it serves;
- where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- where the green area concerned is local in character and is not an extensive tract of land.

### **Question 38:**

**Should the Local Plan identify any open spaces as Local Green Space and if so, what areas should be identified, including areas that may already be identified as Protected Village Amenity Areas?**

Please provide any comments, including particular sites, with a map if possible.

## **Important Countryside Frontage**

- 8.21 In South Cambridgeshire there are many villages where parts of the village are open to views of the wider countryside or where open countryside separates two parts of the built up area. These areas have been identified in existing plans to show that the frontage and the open countryside beyond should be kept open and free from development to protect the setting, character and appearance of the village.

### **Issue 39: Important Countryside Frontages**

The Local Plan could continue to protect important countryside frontages, because such land enhances the setting, character and appearance of the village by retaining a sense of a rural connection within a village.

The plan making process also offers the opportunity for people to comment on the frontages currently identified, or suggest new ones that warrant protection. The existing important countryside frontages are shown on the Proposals Map -

[www.scambs.gov.uk/ldf/adoptedproposalsmap](http://www.scambs.gov.uk/ldf/adoptedproposalsmap)

**Question 39:**

**Should the existing policy for Important Countryside Frontages be retained in the Local Plan?**

Please provide any comments, including if there are any existing Important Countryside Frontages in villages that you think should be removed or any new ones that should be identified.

### **Community Orchards and Allotments**

- 8.22 South Cambridgeshire District Council is supporting local people to establish or restore community orchards. They provide a range of benefits, including biodiversity, landscape enhancement, and fruit for local communities and a catalyst for the community to come together. Allotments are also valued locally.

**Issue 40: Community Orchards and Allotments**

An option for the Local Plan is to include a policy to support the planting of community orchards or new woodland, or allotments in or near to villages. New development could also be required to utilise opportunities for enhancing existing or delivering new orchards or allotments, as part of landscaping and open space proposals.

**Question 40:**

**Should the Local Plan seek to encourage the creation of community orchards, new woodland areas or allotments in or near to villages and protect existing ones?**

Please provide any comments.

### **The River Cam and Other Waterways**

- 8.23 Rivers and streams are particularly important features in South Cambridgeshire in contributing to the biodiversity of the district. However, these waterways are also a major recreation and tourism resource, and careful management is required to preserve the special qualities that attract users.

### **Issue 41: River Cam and Other Waterways**

An issue to be considered in the Local Plan is whether a policy should be included for consideration of development proposals affecting the waterway networks in the district given their importance in providing wildlife corridors. This would need to be balanced between biodiversity, landscape, and the role for tourism and leisure, while also considering their crucial role for drainage.

Alternatively the Local Plan could have no specific policy relating to waterways within the district, and rely on other policies within the Local Plan.

### **Question 41:**

**Should a policy be developed for the consideration of development proposals affecting waterways that seeks to maintain their crucial importance for drainage, whilst supporting their use as a recreation and biodiversity resource?**

Please provide any additional comments.

## **Heritage Assets**

- 8.24 The high quality of life enjoyed within South Cambridgeshire owes much to the historic environment within the district which makes it a special place, with different areas having distinctive characters. There are a wealth of 'heritage assets' in the district, ranging from listed buildings, areas rich in historic character identified as Conservation Areas, as well as historic landscapes and features influenced by centuries of occupation by man. The Local Plan will have a valuable role in providing a positive strategy for the conservation, enhancement, and enjoyment of this historic environment that balances the importance of protecting heritage assets with ensuring they are able to adapt to modern living.
- 8.25 'Heritage assets' is an all-embracing term used to describe a significant building, monument, site, place, area or landscape. The NPPF says that such assets should be conserved in a 'manner appropriate to their significance', so that they can be enjoyed for their contribution to the quality of life of this and future generations.

- 8.26 The Local Plan is important for implementing the NPPF principles, ensuring local character and distinctiveness of different areas of the district are protected and reinforced, and contributes to place-making. Development proposals using traditional and modern approaches need to respect the local identity of a village and its surroundings. The Local Plan will establish policy principles, supported where appropriate by Supplementary Planning Documents, which elaborate on policy, and provide information including on historic character and significance, to assist applicants to develop their proposals.

#### **Issues 42: Heritage Assets**

The Local Plan needs to include policies to provide appropriate protection and enhancement of the historic environment, having regard to the importance of these sites.

Existing planning policies in the district consider historic landscapes; archaeological sites; listed buildings and their settings and Conservation Areas as separate policies.

An alternative option for the Local Plan is to follow the lead provided by the NPPF and cover all types of heritage assets in a single policy.

Further information and guidance will continue to be provided in Supplementary Planning Documents, (currently the District Design Guide SPD, Development Affecting Conservation Areas SPD and Listed Buildings SPD).

[www.scambs.gov.uk/ldf/spds](http://www.scambs.gov.uk/ldf/spds)

#### **Question 42:**

**Taking account of the importance of the heritage asset, should the Local Plan include:**

- i. Individual policies addressing historic landscapes; archaeological sites; listed buildings and their settings and Conservation Areas; or
- ii. A single policy regarding the protection of all heritage assets

Please provide any additional comments.

8.27 Many heritage assets within South Cambridgeshire have national statutory protection. Others are still of significant local historic importance that should be given proper weight in considering proposals that affect their historic interest. A formal list of some of these assets, such as locally important historic buildings, could be created, subject to the availability of resources.

**Issue 43: Assets of Local Importance**

An option for the Local Plan is to consider protecting undesignated heritage assets to support appropriate consideration of their contribution to the local environment. This could include assets identified in Neighbourhood or Community Led Plans identified as locally important.

A list of these assets and further guidance on their consideration could be provided in a Supplementary Planning Document.

**Question 43:**

**A: Do you consider the Local Plan should protect undesignated heritage assets?**

**B: If so, are there any specific buildings or other assets that should be included?**

Please provide any comments.

**Heritage Assets and Adapting for Climate Change**

8.28 Historic buildings can be good examples of sustainable layouts and construction, and an efficient use of energy and local resources. Their survival reflects their success and adaptability. Conserving and re-using historic buildings retains their materials and ‘embodied energy’ which is the energy used in the materials and construction.

8.29 The energy efficiency of buildings is covered in Chapter 6: Sustainable Development, Climate Change, Water and Flooding. However, the implications of energy efficient measures for historic buildings need particular consideration. There are opportunities in most historic buildings to improve energy conservation without causing harm, through measures such as secondary glazing, improved loft insulation using natural materials, low energy lighting, and use of fuel efficient boilers. In some situations, renewable energy technologies can also be installed without causing harm. Where harm would be caused by energy conservation or renewable energy measures, then less harmful measures should be considered. Where conflict is unavoidable, the benefits of the energy conservation measures and the extent of harm to the heritage significance should be weighed against public benefits.

- 8.30 The South Cambridgeshire Listed Building SPD provides guidance on general sustainability, improving energy efficiency and renewable energy relating to listed buildings. An issue for the Local Plan is how climate change mitigation can be carried out on historic assets. Future detailed guidance could be provided in an SPD.

**Issue 44: Heritage Assets and Adapting for Climate Change**

An option for the Local Plan is to include a policy that provides guidance on how listed buildings can be adapted to improve their environmental performance. The preferred method would be the one that causes the least harm to the heritage significance of the building. The Council could encourage the use of innovative design solutions to mitigate climate change whilst making every effort to preserve the historic fabric by the use of traditional construction methods to achieve the adaptation.

**Question 44:**

- A: Should the Local Plan include a policy to provide guidance on how listed buildings and buildings in Conservation Areas can be adapted to improve their environmental performance?**
- B: If so, where should the balance lie between visual impact and the benefits to energy efficiency?**

Please provide any comments.



## Chapter 9 Delivering High Quality Homes

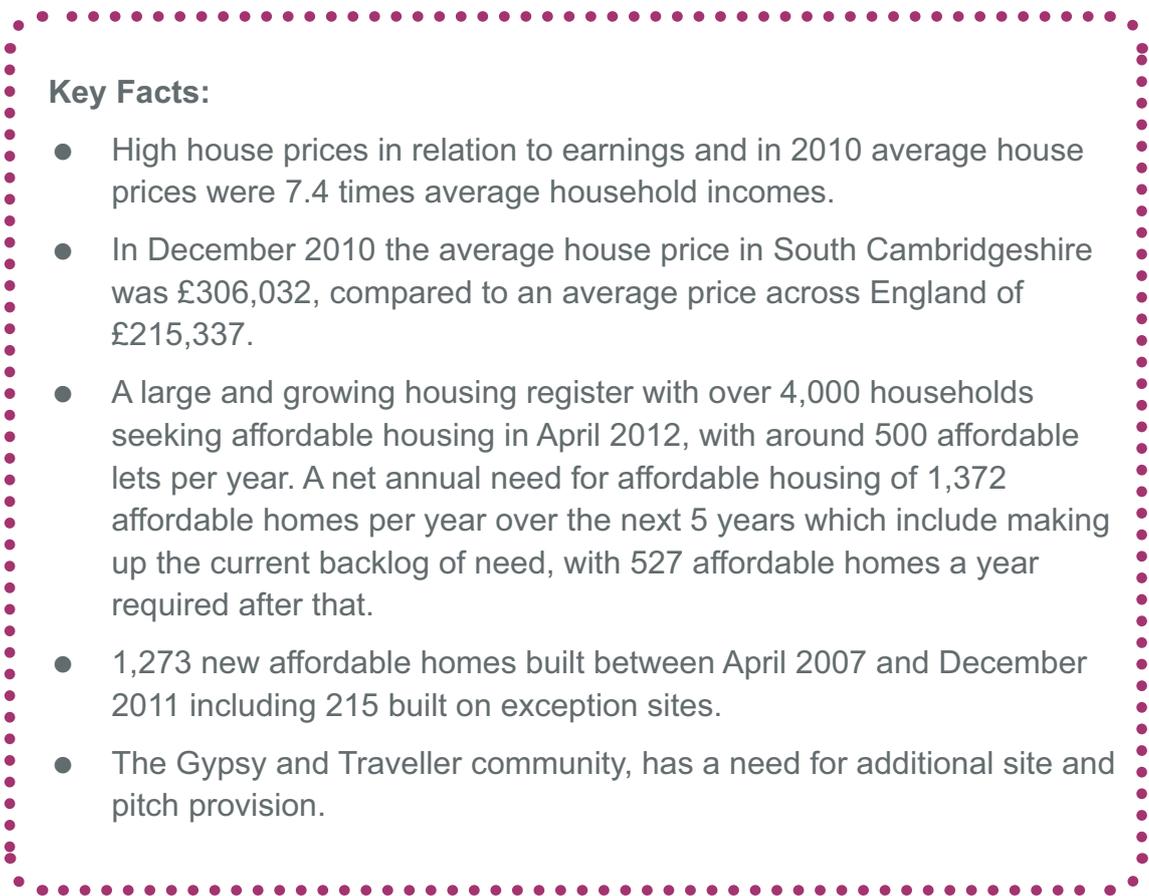


Summersfield, Papworth Everard, South Cambridgeshire



## Chapter 9 Delivering High Quality Homes

- 9.1 Building new market and affordable homes to meet housing needs will support the creation of healthy communities and contribute to the success of the local economy. Building the right type of homes in the right places can also promote energy efficiency and help to reduce fuel poverty. The Local Plan needs to do this whilst ensuring the protection and enhancement of our natural, built and historic environment.
- 9.2 The Local Plan needs to consider the housing needs of the whole community including single person households, families, elderly people, people with disabilities, service families, Gypsies and Travellers, and people wishing to build their own homes. A proportion of the housing will need to be available to buy or rent at below market costs to help households who cannot afford open market prices or rents.
- 9.3 Housing needs and aspirations can often be met by extending existing homes or by replacing them. Where non-residential buildings lie vacant, turning them into homes can provide attractive places to live, provided that this is not at the cost of providing appropriate local places of employment. National planning policy requires that the Local Plan considers restricting inappropriate development in gardens and limiting new housing development in the countryside.



### Key Facts:

- High house prices in relation to earnings and in 2010 average house prices were 7.4 times average household incomes.
- In December 2010 the average house price in South Cambridgeshire was £306,032, compared to an average price across England of £215,337.
- A large and growing housing register with over 4,000 households seeking affordable housing in April 2012, with around 500 affordable lets per year. A net annual need for affordable housing of 1,372 affordable homes per year over the next 5 years which include making up the current backlog of need, with 527 affordable homes a year required after that.
- 1,273 new affordable homes built between April 2007 and December 2011 including 215 built on exception sites.
- The Gypsy and Traveller community, has a need for additional site and pitch provision.

- South Cambridgeshire has an ageing population with growth forecast between 2001 to 2021 of 95% of the 60-74 age group and 108% for those 75+.
- In 2001 the census recorded that 44% of homes were detached houses or bungalows, 35% semi-detached houses or bungalows, 17% terraced houses or bungalows, 4% flats or maisonettes, and 1% were caravans and other dwellings.
- In 2001 the census recorded that 24.4% of households were of one person (12.2% pensioners), 29.3% were households with dependent children, 9% were households with non-dependent children, 32.8% were households with no children (10% pensioners), and 4.5% were other types of household.

### Housing Density

- 9.4 The density of residential development describes the number of houses or flats that are developed on an area of land. Achieving the right density of development for a location is important to the character of a place and impacts on quality of life. The appropriate density for any particular location is determined by the nature of the area and by its surroundings. If designed well, higher densities can produce high quality, sustainable developments with a strong sense of place. In other circumstances, lower densities are required to fit in with existing character, but also need to be carefully designed so not to create developments which contribute little to local character.
- 9.5 Previous national planning guidance discouraged developing land at densities below 30 dwellings per hectare (dph) and encouraged higher density development in town centre locations and where there is good accessibility by public transport. This policy approach has increased the efficiency with which land is used but may have given insufficient recognition to local character and amenity. In recognition of these concerns the National Planning Policy Framework (NPPF) does not set minimum density requirements, but instead requires Councils to set out their own approach to housing density to reflect local circumstances but expecting developments to make best use of development sites.
- 9.6 The issue of car parking standards is addressed in Chapter 12: Promoting and Delivering Sustainable Transport and Infrastructure. The options consider the case for varying the parking standards for different size of villages, reflecting that car ownership is higher in areas with poorer public transport. These can all be accommodated within the density options without needing a different approach.

### Issue 45: Housing Density

A number of choices exist concerning our approach to the density of development.

- i. Provide no guidance on density - development proposals would be decided using the NPPF guidance to optimise the potential of a site, and other local plan policies dealing with design, amenity, housing mix and heritage.
- ii. Include a policy setting an average density target of 30 dph for all sites in the District but allowing for variation from site to site to reflect local circumstances – most of Cambourne has been developed at 30 dph.
- iii. Include a policy with higher average target densities in the most sustainable locations and lower densities in the less sustainable but allowing for variation from site to site to reflect local circumstances. This would reflect differences in access to services, facilities and jobs, and the ability to get around without using a car.

Cambridge Fringe	40 dph
New Settlements	40 dph
Rural Centres	30 dph or 40 dph
Minor Rural Centres	30 dph
Better Served Group Village	30dph
Group Villages	30 dph

It would not be appropriate to apply density policies to small scale development in Infill villages, which should be guided by a design-led approach taking account of the character of the area in which it is located.

### Question 45:

**Which of the following options do you agree with:**

- i. Provide no specific guidance on density
- ii. Include a policy with a density target of an average of 30 dph on a development but allowing for variation from site to site to reflect local circumstance
- iii. Include a policy with higher average target densities in the most sustainable locations and lower average densities in the least sustainable but allowing for variation from site to site to reflect local circumstances.

Please provide any comments.

## Housing Mix

- 9.7 In order to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, it is important that we plan for a mix of housing based on the needs of different groups in the community including families with children, older people, people with disabilities and people wishing to build their own homes. The high cost of housing in South Cambridgeshire also affects the size of home that many people can afford, even if their preference would be for a larger property, and it is important to provide for everyone’s needs and help create mixed and balanced communities.
- 9.8 The current plan includes targets for housing mix to reflect the trend over the previous 10-15 years for a very high proportion of very large new homes, with more than 50% of housing over that period being of 4 bedrooms or larger. That trend has started to change since the introduction of the policy and a better overall mix has been achieved.

### **Issue 46: Housing Mix – House Types**

A number of choices exist concerning our approach to housing mix (house types).

- i. Provide no guidance on the issue, development proposals would be decided on a site by site basis after consideration of local circumstances, affordable housing need and the NPPF guidance on optimising the potential of a site and plan policies dealing with design, amenity, and heritage.
- ii. Provide guidance only for the market housing (the affordable housing mix will always be determined by need at the time of the development).
- iii. Apply the policy guidance to all housing sites or only to larger sites providing 10 or more homes.
- iv. Provide housing mix guidance which seeks to balance demographic trends for smaller homes with market preferences for larger homes:  
At least 30% 1 or 2 bedroom homes,  
At least 30% 3 bedroom homes  
At least 30% 4 or more bedroom homes  
With a 10% allowance for flexibility which can be added to any of the above categories taking account of local circumstances.

**Question 46:**

**Which of the following options do you agree with?**

- i. Provide no guidance on housing mix (house types).
- ii. Include a policy on housing mix (house types) but only for market housing.
- iii. Any policy on housing mix (house types) should only apply to sites of 10 or more homes.
- iv. Any policy on housing mix (house types) should seek to balance demographic trends for smaller homes with market preferences for larger homes by seeking the provision of market housing as follows:
  - At least 30% 1 or 2 bedroom homes,
  - At least 30% 3 bedroom homes
  - At least 30% 4 or more bedroom homes
  - With a 10% allowance for flexibility which can be added to any of the above categories taking account of local circumstances.

Please provide any comments.

- 9.9 The Lifetime Homes Standard (November 2011 ) is a widely used national standard for ensuring that the spaces and features in new homes can readily meet the needs of most people, including those with reduced mobility. The Government's strategy requires all new housing built with public funding to meet the Lifetime Home standard by 2011. There have been a number of studies into the costs and benefits of building to the Lifetime Homes standard. These have concluded that the costs range from around £550 to £1650 per dwelling.
- 9.10 Having homes built to the Lifetime Homes Standard helps to ensure that housing suits householders' needs and changing circumstances. Whilst lifetime homes can accommodate or adapt to the needs of many wheelchair users, the standards do not match the enhanced accessibility provided by a property constructed to the Wheelchair Housing Design standards. At present provision of fully wheelchair accessible housing is only made as part of the affordable housing element of schemes and in response to identified need.

**Issue 47: Housing Mix – Flexible Housing to Support Reduced Mobility**

Choices exist concerning our approach to housing mix to provide for changing needs and reduced mobility.

- i. Provide no guidance on making provision in new developments for those with reduced mobility and an ageing population. Provision would be regulated by the Building Regulations which currently do not go so far as the Lifetime Homes Standard.
- ii. Include a policy in the Local Plan to require 5% of market housing and all affordable housing to meet Lifetime Homes standards. The policy would not require a set provision for fully wheelchair accessible housing. Such provision to be limited to the affordable housing element of developments and then only in response to an identified need.

**Question 47:**

**What approach do you think the new Local Plan should take to securing houses adapted to meet the needs of people with reduced mobility, looking at the following options?**

- i. Provide no guidance on the provision of housing for people with reduced mobility.
- ii. All affordable and 5% of market housing should be designed to Lifetime Homes standards.

Please provide any comments.

**Affordable Housing**

- 9.11 Affordable housing is housing that is subsidised and provided to eligible households in the district whose needs are not met by the market. It includes rented housing and housing where occupiers purchase part of the property.
- 9.12 The provision of affordable housing to meet housing need is a key issue for the Council. The Housing Strategy 2012-2016 aims to deliver a range of homes that are affordable to all and where people want to live that will support economic growth and economic activity. The key driver affecting the need for affordable housing is the high cost of buying or renting on the open market in comparison to local household incomes. There is a high level of housing need in the district, with provision of 15,049 affordable dwellings being required to fully meet identified needs in the period to 2031.

- 9.13 The NPPF states that where there is a need for affordable housing, Local Plans should set policies for meeting this need on site, unless off site provision or a financial contribution of broadly equivalent value can be justified. The policies should contribute to the creation of mixed and balanced communities and be sufficiently flexible to take account of changing market conditions over time.
- 9.14 Affordable Housing in South Cambridgeshire is provided by the District Council and a number of Registered Providers (Housing Associations). Over the last twenty years new Affordable Housing has been provided mainly by Housing Associations but the Council is now able to deliver its own affordable housing. This will include the replacement of old, unpopular and difficult to manage housing stock with more modern accommodation, as well as providing additional new homes. Nevertheless, the main source of new affordable housing will continue to be through market housing developments and it is important to ensure an appropriate policy in the Plan to address housing need.

#### **Issue 48: Affordable Housing**

Given the scale of need it would not be reasonable to stop seeking affordable housing contributions from housing development schemes, but choices exist concerning our approach to the target for affordable housing:

- i. We could choose to maintain the current 40% level of affordable housing provided it is accompanied by policy provisions which allow greater flexibility to take account of current and changing market conditions over time. Evidence from the Annual Monitoring Report shows that in almost all cases the Council has been able to secure 40% affordable housing from new housing development, either on site or via financial contributions as an exception to the normal policy of provision on site. However it is proving to be challenging to achieve this level for very large strategic scale sites and there is viability evidence undertaken as part of the Strategic Housing Land Availability Assessment which shows that achieving this level currently in some parts of the district with low house prices would threaten the viability of development.
- ii. A specific reduction in the level of affordable housing to be sought to 30% for very large strategic scale sites and in those parts of the district with low house prices, with 40% elsewhere. Such a change could be accompanied by policy text which would allow flexibility to increase the level to 40% in response to changing market conditions over time.

A separate issue is the appropriate threshold for provision of affordable housing to be made. There is evidence that the current threshold of a scheme size of 2 dwellings is discouraging small scale development by placing a greater requirement on very small schemes. The Council could increase the threshold to 3 or more, subject to viability, to encourage more small scale developments to come forward.

**Question 48:**

**A: What target should the Local Plan include to address the need for affordable housing?**

- i. The target for affordable housing remains at 40% of the number of dwellings granted planning permission accompanied by policy provisions which explicitly allow greater flexibility to take account of current and changing market conditions over time.
- ii. The target for affordable housing is reduced to 30% of the number of dwellings granted planning permission in relation to very large strategic scale sites and in those parts of the district with low house prices and remains at 40% elsewhere. Such a change could allow flexibility to increase the level to 40% across the district in response to changing market conditions over time.

**B: The threshold for seeking affordable housing provision could be increased to 3 dwellings or another higher number. What number would you prefer and why?**

Please provide any comments.

### Exception Sites Affordable Housing

- 9.15 Many of our rural villages face particular difficulties in securing an adequate supply of land for affordable housing to address local needs. Village house prices are often high and existing social rented housing is usually under long term occupancy and properties are rarely available to re-let. An exception site is currently a site that provides 100% affordable housing located within or adjoining a rural settlement, as an exception to normal planning policy.
- 9.16 There is a high level of unmet need for local affordable housing in our rural villages as revealed by village need surveys. The Council has a very good record of delivering exception sites and much progress has been made to deliver new local affordable housing in this way. However more could be done if landowners were prepared to make additional land available and the NPPF asks that the Local Plan consider allowing some market housing to enable the provision of significant additional affordable housing to meet local needs.

### **Issue 49: Exception Sites Affordable Housing**

The Local Plan could continue to require that 100% of the housing provided on exception sites is affordable. However, it is no longer expected that there will be government grant available to help fund affordable housing and therefore some new method needs to be identified to help secure funding for affordable houses on exceptions sites if such sites are to continue to come forward. As set out in the NPPF, the proposed method is to allow some market housing to help cross fund affordable housing. Options are:

- i. To allow the minimum amount of market housing necessary on an exception site make the provision of significant affordable housing viable.
- ii. Considering the wider issue of housing provision in smaller villages as discussed in Chapter 4: Spatial Strategy, if there is a desire to provide for a little more market housing to achieve dual objectives of securing affordable housing and also some limited additional market housing in villages, the level could be set at a higher level than 40% so that a greater proportion of affordable housing is secured than on normal market sites.

See also the consideration of village frameworks at Issue 15. The two issues need to be considered together and if there is a desire to see greater flexibility at villages, this will help inform a decision on which approach may best target meeting local housing needs, having considered whether there is a desire to continue to secure exceptions sites in some form. See also Issue 7 on Localism.

A further issue is whether it would provide greater flexibility in providing for local needs if the exception site policy allowed the housing needs of a group of neighbouring villages to be taken into account in bringing forward an exception site, particularly to assist those villages where need is very low and it is proving difficult to identify suitable exception sites or villages where need is high but there are no suitable exception sites. This would allow the occupation of exception site affordable housing to include:

- Those resident in the parish within which the exception site is located; and
- Those resident in the group of neighbouring villages even if outside the parish; and
- Those who have an employment connection to the village within which the exception site is located; and
- Those who have a family connection to that local community.

Figure 11: Illustration of Exception Site Affordable Housing Options



**Question 49:**

**A. What approach do you think the Local Plan should take to affordable housing on rural exception sites?**

- i. Allow the minimum amount of market housing necessary on exception sites to make the affordable housing viable?
- ii. Provide more market housing to support local communities, the Local Plan could allow a greater amount of market housing on exception sites to support the provision of a significant amount of affordable housing.

**B. Do you think the Local Plan should allow greater flexibility in the occupation of exception site affordable housing to include the needs of a group of neighbouring villages?**

Please provide any additional comments.

See also Question 15 on Approach to Village Frameworks and Question 7 on Localism.

## Residential Space Standards

- 9.17 The provision of sufficient space within and associated with new homes is an important element of good residential design and new dwellings should provide sufficient space for basic daily activities and needs. The NPPF states that Local Planning Authorities should plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community such as families with children, the elderly and people with disabilities. Currently we do not set any guidance with regard to the space within new market homes but all new affordable housing is expected to meet national standards set by the Homes and Communities Agency's (HCA). The Council's current Affordable Housing SPD specifies affordable housing 'should meet Housing Corporation Design and Quality Standards or any future replacement', which provide guidance on space standards and layout. The Council's Scrutiny Committee Report on Orchard Park identified small bedroom size as a concern to residents.
- 9.18 One of the Council's Housing Strategy objectives is around making best use of existing homes. Older people and other households wishing to down-size, thus freeing-up family-sized housing, can often be discouraged from doing so if they don't consider the new home to be of a reasonable size.
- 9.19 The introduction of new policy for space standards will help align private market housing with that of affordable housing in South Cambridgeshire, and help to make better use of existing homes. However, it is acknowledged that such a requirement may impact upon the viability of developments, and that developers and landowners may have concerns.

### **Issue 50: Residential Space Standards**

We need to decide whether we should provide guidance on residential space standards. If we provide no guidance space standards in new market housing would essentially be controlled by the market and what people want to buy and can afford to buy. If we wanted to provide guidance we could either include space and layout standards in the Local Plan or include a more general policy in the Local Plan and include the space and layout standards in a Supplementary Planning Document, this latter option would allow the standards to be more easily changed if national standards change or if experience points to the need for changes to better meet local conditions.

**Question 50:**

**Do you think that new homes are often too small? How do you think we should deal with the size of new homes?**

- i. Not include a policy on residential space standards in the Local Plan.
- ii. Include a policy on residential space standards in the Local Plan which would cover both affordable and market housing and which would be consistent with national standards set by the Homes and Communities Agency.
- iii. Include a more general policy on residential space standards in the Local Plan and include the actual standards in a Supplementary Planning Document.

Please provide any comments.

### **Extensions to Dwellings in the Countryside**

- 9.20 There is a wide range of properties in the countryside outside villages, from large farmhouses and substantial residences to small dwellings built at a time when families had few possessions and were used to living in cramped, crowded conditions, many of whom would have worked on the land. These dwellings although small, often sit on large plots of land. Today these properties can be ill-suited for modern family life but remain expensive to purchase or rent because of the land that comes with the dwelling. Such properties are found across the district but with a notable concentration at the Land Settlement Association Estate at Great Abington (see chapter 11: Site Specific Issues).
- 9.21 The existing policy aims to control the scale of extensions to dwellings in the open countryside to avoid a situation where all countryside properties become large and unaffordable to those on more average or lower incomes, particularly those who still work in agriculture or rural businesses. It imposes a limit that prevents increases in floorspace or volume greater than 50% of the original building and, prevents extensions that would enable the creation of a separate dwelling. However, experience of implementing the policy has seen a number of decisions where the policy has been overturned at planning application stage and on appeal.

### **Issue 51: Extensions to Dwellings in the Countryside**

A number of choices exist concerning our approach to extensions to dwellings in the countryside. The Local Plan could:

- i. Delete the policy and rely on design policies to consider matters such as design quality, local character, traffic, countryside and landscape character and the scale and nature of the development.
- ii. Include a simplified version of the policy which would remove limitations concerning height, floorspace, volume and the requirement for the extension to be in scale and character with the existing dwelling (relying on the design policies to ensure design quality and amenity).
- iii. Include a simplified version of the policy as in ii, which would in addition remove limitations concerning the creation of a separate dwelling.

All of these choices if any were to be followed in the Local Plan would mean that no specific policy would be required for the Land Settlement Association Estate at Great Abington.

### **Question 51:**

**How do you think the Local Plan should deal with extensions to dwellings in the countryside?**

- i. Not include a policy.
- ii. Include a simplified version of the policy requiring the extension to be in scale and character with the existing dwelling.
- iii. Include a simplified version of the policy as in ii), but also remove from it limitations concerning the creation of a separate dwelling.

Please provide any comments.

### **Replacement Dwellings in the Countryside**

- 9.22 Similar issues apply to proposals to replace existing dwellings in the countryside outside villages to those for extensions to dwellings and to minimize the impact of development on the countryside. The existing policy limits extensions to no greater than 15% more than the size of the existing dwelling.
- 9.23 This policy may be too restrictive for very small houses and make updating to modern living standards impossible. It may also have had the unintended effects of preventing the re-use of large housing plots to provide high quality executive homes and for small and medium sized plots of preventing their use for self-build housing - one key attractions of self-build is to allow people to live in a more spacious home than could otherwise have been afforded. There is a growing trend for people to build their own homes which is limited by the availability of land and the NPPF asks that this issue be considered when planning for housing.

### **Issue 52: Replacement Dwellings in the Countryside**

A choice exists concerning our approach to extensions to replacement dwellings in the countryside. The Local Plan could:

- i. Keep the existing policy and continue to limit replacement dwellings in the countryside to being no more than 15% larger than the dwelling they replace; or
- ii. Keep the requirement that the use of the dwelling has not been abandoned and that caravans will not be permitted to be replaced by permanent dwellings but delete the remainder of the policy and rely on the design policies of the Local Plan to consider such matters as design quality, scale, local character and countryside impact.

### **Question 52:**

**How do you think the Local Plan should address the issue of replacing existing housing in the countryside?**

- i. Keep the existing policy and continue to limit replacement dwellings in the countryside to being no more than 15% larger than the dwelling they replace.
- ii. Include a less restrictive policy on replacement dwellings in the countryside.

Please provide any comments.

## **Development of Residential Gardens**

- 9.24 Over the years there has been a trend for development to take place in residential gardens as one of the only means available to provide new housing in villages and a means of property owners gaining value from their land. Such developments include where an existing house or houses are demolished for redevelopment, and where an existing house is retained and new dwellings are erected in the garden.
- 9.25 This has led to concerns about impacts on residential amenity, local character, heritage and from increased traffic. Gardens represent an important part of the character and amenity value of many villages which can be harmed by inappropriate development. The NPPF asks us to consider the case for including policies in our Local Plan to resist the inappropriate development of residential gardens.

### **Issue 53: Development of Residential Gardens**

What approach should the Local Plan take towards the development of residential gardens? In some cases, development on gardens may be appropriate as it:

- Reduces the need to extend development into the countryside;
- Creates new homes without the need for significant increased infrastructure provision;
- Provides better use of land in areas where people no longer demand large gardens due to lifestyle changes; and
- Provides small sites appropriate for local developers who employ local people.

Arguments against developing on gardens include:

- Increased building mass;
- Loss of or change in local character;
- Increased population density;
- A gradual associated increase in demand on local infrastructure;
- Loss of green space and paving over gardens;
- A reduction in habitats and biodiversity; and
- An increased risk of flash flooding due to increased run off.

In considering proposed development on residential gardens the following factors are taken into account: local character and the implications for residential amenity, siting, design, scale, materials, access, traffic and parking, heritage, biodiversity and trees, and implications for the development of adjoining sites.

#### **Question 53:**

**What do you think the Local Plan should say about the development of residential gardens? In seeking to resist inappropriate development should the plan:**

- i. Seek to prevent the loss of residential gardens except where it can be clearly demonstrated that there will be no harm to local character.
- ii. Allow for development of residential gardens in principle so long as the proposed development is consistent with the design policies of the Local Plan.

Please provide any comments.

### Re-use of Buildings in the Countryside

- 9.26 South Cambridgeshire has a rich heritage of agricultural buildings, some which are no longer needed for agricultural purposes. The Council is supportive of economic enterprise, including making the best use of our rural assets. Current policy gives priority to re-use for employment purposes and only exceptionally for residential conversion in order to concentrate housing development within our larger villages where residents would have better access to services, facilities and public transport.
- 9.27 The NPPF has changed Government planning policy to be less restrictive stating that such residential conversions are acceptable where there are special circumstances including where the development would re-use redundant or disused buildings and lead to an enhancement to the immediate setting.

#### Issue 54: Re-use of Buildings in the Countryside

A number of choices exist concerning our approach to the re-use of buildings in the countryside. The Local Plan could:

- i. Not include a specific policy and rely on that in the NPPF.
- ii. Include a policy based on the NPPF taking account of local circumstances, setting out the factors that would be taken into account, including whether the building is disused or redundant, the degree of reconstruction required, the need for extensions, their scale and impact, and scope for enhancement of setting.

#### Question 54:

**How do you think the Local Plan should address reuse of buildings in the countryside?**

- i. Not include a policy on the re-use of buildings in the countryside for residential use?
- ii. Include a policy on the re-use of buildings in the countryside for residential use setting out what factors would be taken into account.

Please provide any comments.

## Working at Home

- 9.28 A growing number of people are working at home either full time or part time and in self-employment or as an alternative to going into the office. Many successful businesses have been set up and operated from residential properties before moving on to purpose built business accommodation. Home working can help to maintain economic prosperity and employment and relieve commuting pressure on our roads, and can be expected to grow further as rural broadband speeds increase. Normally the use of part of an existing dwelling for homeworking will not require planning permission. The level of demand for new purpose built properties designed to enable a wide range of home working may have been held back by the lack of a specific plan policy to encourage provision.

### Issue 55: Working at Home

A number of choices exist concerning our approach to working at home. The Local Plan could:

- i. Not include a specific policy on the issue and rely on other plan policies and the policy of the NPPF that where a plan is silent on an issue grant planning permission unless the adverse impacts of doing so would outweigh the benefits of the development.
- ii. Include a policy on working at home stating that proposals will be approved unless there would be an effective loss of residential use, or there would be unacceptable impacts on factors such as residential amenity, local character, heritage assets, and traffic and parking.

### Question 55:

#### What approach should the Local Plan take to working at home?

- i. Not include a policy on working at home and rely on the other policies of the Local Plan and the NPPF to consider proposals.
- ii. Include a policy on working at home stating that proposals will be approved unless there would be an effective loss of residential use, or there would be unacceptable impacts on factors such as residential amenity, local character, heritage assets, and traffic and parking.

Please provide any comments.

### **Countryside Dwellings of Exceptional Quality**

- 9.29 The Council's Economic Development Strategy shows an unfulfilled demand for large high quality homes in the £1 million plus category suitable for business executives. The desirability of the district as a place to live and work is key to attracting and retaining businesses in the area. So too is the availability of homes that meet the needs of top executives.
- 9.30 The NPPF says we should avoid the construction of isolated country homes which may be suitable for such executives unless there are special circumstances such as the exceptional quality and innovative nature of the design, that the house would enhance its immediate setting and that it is sensitive to the defining characteristics of the local area.

#### **Issue 56: Countryside Dwellings of Exceptional Quality**

A number of choices exist concerning our approach to countryside dwellings of exceptional quality. The Local Plan could:

- i. Rely on the normal policies for housing development in the countryside along with the design policies of the plan and the policy guidance in the NPPF to control such proposals.
- ii. Introduce a new policy concerning such homes with criteria based upon the NPPF guidance and taking into account local circumstances.

#### **Question 56:**

**What approach should the Local Plan take to new countryside homes of exceptional quality?**

- i. Not include such a policy.
- ii. Include a policy on exceptional homes in the countryside.

Please provide any comments.

### **Gypsy, Traveller and Travelling Showpeople Accommodation**

- 9.31 The Council has a responsibility to plan for the housing needs of all resident. Gypsies and Travellers together form South Cambridgeshire's largest minority ethnic community, comprising around 1% of its population. The Council's Gypsy and Traveller Community Strategy commits it to:
- improve access for Gypsies and Travellers to services
  - work with partners to address social exclusion
  - foster good community relationships
  - address accommodation needs, and
  - seek to address unauthorised camping in an efficient and effective way, having regard to the welfare requirements, rights and responsibilities of Gypsies and Travellers, the environment and the potential level of nuisance for local residents.
- 9.32 Over the last few years the Council has twice consulted on the early stages of a Gypsy and Traveller Development Plan Document, including the criteria for identifying suitable new sites, the role that major developments should have in providing for Gypsy and Traveller needs, and a number of possible site options have also been considered.
- 9.33 Account has been taken of comments already made in drawing up the options for the Local Plan Issues and Options consultation. These comments will inform the preparation of the draft Local Plan regarding the criteria to be used to guide land supply allocations and the criteria to be used to judge the merits of planning applications for 'windfall' site proposals. In term of the site options previously consulted on, several were rejected following the last consultation in the light of views received. The others remain as options that the Council can draw on as appropriate when preparing policies for meeting the needs of this group.
- 9.34 The Council has now determined that Gypsy and Traveller and Travelling Showpeople planning issues should be addressed by the new Local Plan, rather than a separate document, reflecting the guidance in the NPPF. The main new issue to be considered in this consultation is the target for making provision of new permanent sites for Gypsies and Travellers and Travelling Showpeople.
- 9.35 Over the next 20 years assessments show an unmet need for the provision of 85 pitches of which 65 need to be provided in the period between 2011 and 2016. Since 2011 a total of 9 pitches have been developed, and a further site of 26 pitches has been permitted but not yet completed. This leaves a total of 30 pitches for which permanent sites need to be identified for the period 2011 to 2016, and a further 20 pitches for 2016 to 2031. This gives an overall total of 50 pitches for which permanent sites need to be identified to meet needs over the period 2011 to 2031. For the period 2016 to 2031 if site allocations cannot be identified, broad locations should be identified in the Local Plan. For this purpose, the conclusion from earlier consultations was that large scale new housing allocations can be considered to be broad locations as it will not be possible to allocate a specific site until master planning is much more advanced and fixed.

- 9.36 There is an important distinction between individual caravans and what is known as a “pitch” which can accommodate several caravans belonging to an individual family. At January 2011 there were 232 authorised residential pitches in the district. The highest concentrations of authorised sites are in the Chesterton Fen Road area of Milton parish, and Smithy Fen, Cottenham. There are a number of small sites located around the district, including in Rampton, Willingham, Meldreth, and Histon.
- 9.37 At time of writing there were also 69 pitches with temporary planning permission. This allows sites to be occupied for a set number of years. The majority of sites with temporary permission are in Chesterton Fen Road and at Willingham. Sites with temporary permission are not counted as part of supply, because there is no certainty that they will provide for Gypsy and Traveller needs in the long term. If any sites with temporary permission were granted permanent planning permission, they would then count towards the needs of the district.
- 9.38 In respect of Travelling Showpeople the numbers of plots needed is very low, and will arise over a long period. There is uncertainty over whether this will generate a need for a new site in the district in the longer term, or if need could be met on existing sites. It is therefore proposed to rely on additional provision coming forward as windfalls over the period of the plan for the longer term.

#### **Issue 57: Gypsy, Traveller and Travelling Showpeople Accommodation**

The Local Plan must include policies to meet the needs of our Gypsy and Traveller population. A target for the provision of new accommodation must be set to guide delivery of new sites over the plan period and the plan must allocate sites to meet identified needs. The Local Plan could:

- a. Set a target to provide 85 pitches for Gypsy and Traveller occupation over the period to 2031, which means we need to provide an additional 30 permanent pitches by 2016, and a total of 50 pitches over the period 2011 to 2031.
- b. Either set a target for Travelling Showpeople of 4 plots to 2016 and an additional 3 to 6 plots to 2031, or rely on an additional windfall site coming forward to meet this need over the plan period.
- c. Explore with adjoining local planning authorities the extent to which local needs can be met in adjoining districts.
- d. Include a policy that requires that site provision be made for Gypsy and Traveller occupation in all new settlements, and other allocated and windfall developments of at least 500 new homes. Any land not needed during the plan period to 2031 to be safeguarded for occupation after the plan period.

**Question 57:**

**What approach should the Local Plan take to the accommodation needs of Gypsies, Travellers and Travelling Showpeople?**

Do you agree with any or all of the following approaches?

- i. Set a target to provide 85 pitches for Gypsy and Traveller occupation over the period to 2031, which means we would need to provide an additional 50 permanent pitches by 2031.
- ii. Not set a target for Travelling Showpeople occupation and rely on an additional windfall site coming forward over the plan period.
- iii. Explore with adjoining local planning authorities the extent to which local needs can be met in adjoining districts.
- iv. The Local Plan require that site provision be made for Gypsy and Traveller occupation in all new settlements, and other allocated and windfall developments of at least 500 new homes.

Please provide any comments.

**Dwellings to Support a Rural Based Enterprise**

- 9.39 New housing in the countryside is generally resisted. However, the current plan sets out the circumstances in which it will be acceptable to build a new home for an employee of a rural based enterprise to help support successful rural businesses and retain a living countryside. The National Planning Policy Framework (NPPF) says that plans should avoid new isolated homes in the countryside unless there are special circumstances, one of which being ‘the essential need for a rural worker to live permanently at or near their place of work in the countryside’.

**Issue 58: Dwellings to Support a Rural Based Enterprise**

A number of choices exist concerning our approach to dwellings to support a rural based enterprise. The Local Plan could:

- i. Include a policy which sets out the circumstances in which it will be acceptable to build a new home for an employee of a rural based enterprise to help support successful rural businesses and retain a living countryside. The policy would be consistent with the guidance in the National Planning Policy Framework (NPPF), but add additional details concerning such matters as the evidence that would be required from the applicant, any restrictions to be placed on the occupation of such dwellings and when they might be relaxed and that dwellings associated with the keeping of horses would not be appropriate.
- ii. Not include such a policy in the plan and rely on the policy in the NPPF.

**Question 58:**

**How should the Local Plan address the needs of dwellings to support rural enterprises?**

- i. Include a policy which sets out the circumstances in which it will be acceptable to build a new home for an employee of a rural based enterprise.
- ii. Not include such a policy and rely upon the policy guidance in the National Planning Policy Framework (NPPF).

Please provide any comments.

# Chapter 10

## Building a Strong and Competitive Economy



Cambourne Business Park, South Cambridgeshire



## Chapter 10 Building a Strong and Competitive Economy

### Building a Strong and Competitive Economy

- 10.1 This chapter considers how the Council can assist the achievement of strong and sustainable local economic growth, where entrepreneurship, innovation and inward investment are actively encouraged.
- 10.2 South Cambridgeshire is intrinsically linked economically to Cambridge and the wider Cambridge Sub-Region. In developing the evidence base to support the plan review the Council has worked closely with partners including Cambridge City Council.
- 10.3 During the last 30 years, the Cambridge Sub-Region has developed into the premier location for high technology research and development in Europe. Planning policies favouring research and development and discouraging large scale office and warehouse development have helped foster one of the highest rates of job growth outside any of the UK's major cities.
- 10.4 The Council has recently adopted an Economic Development Strategy, seeking to maintain a progressive, modern, innovative, balanced and resilient economy and be open for new business. The Strategy was supported by an economic assessment, and developed through consultation with partners, stakeholders, businesses and residents. The findings and priorities of the Strategy have guided the development of options for the Local Plan which must anticipate growth sectors and capture opportunities provided by planned growth areas including Northstowe, and the urban extensions to Cambridge.
- 10.5 Recent evidence suggests that the local high-tech cluster is 'maturing' and that growth in the research and development sector will be slower than in the past, and other sectors will account for a higher proportion of growth. New sectors could include renewable technologies, the creative ICT sectors, digital, health/bioscience, professional business services, tourism and leisure.
- 10.6 The Local Plan needs to ensure there is sufficient employment land available, in the right places to support the economy, and provide the right balance between supporting growth, whilst protecting the quality of the built and natural environment.
- 10.7 The Local Plan must also address issues which underpin economic development including delivering strategic infrastructure such as affordable homes and services, and consider transport providing jobs close to people's homes, and where jobs can be accessed by means other than the car.

**Key Facts:**

- The District has a diverse high value economy with 81,200 jobs in 2011 (Source: Cambridge Econometrics).
- Sectors anticipated to grow in future include professional, computing and business services, construction, and health.
- Unemployment at 1.4% is lower than national level of 4%, and median pay levels are higher.
- The area has proved resilient of the impacts of the downturn with a range of successful business and research parks including Cambridge Science Park, Granta Park, and the Babraham Institute.
- Despite policies protecting employment in villages there is a gradual loss of premises.
- There is a significant agricultural sector with many farms diversifying into other sectors particularly tourism.
- There are a significantly higher proportion of micro businesses than regionally or nationally with 86% of businesses employing fewer than 10 people.
- Homeworking is growing making access to Broadband more important.
- Important local tourist attractions include Duxford Imperial War Museum, Wimpole Hall, the American Military Cemetery, Chilford Hall and Linton Zoo.
- Primary retail and service centres are outside the district (Cambridge and Market towns), but some larger villages provide services to smaller villages, and village shops are a vital service. New High Street facilities are planned for Cambourne and Northstowe.

**Employment Land Needs**

10.8 To support sustainable economic growth, Local Plans should objectively identify the development needs of businesses in the area and plan to meet those needs. The Council in partnership with Cambridge City Council commissioned an Employment Land Review (ELR), which has explored the need for different types of employment land up to 2031. The ELR has estimated the potential implications of the three economic growth scenarios identified in Issue 3, in terms of new employment building floorspace and land required to accommodate the number of jobs. Reflecting the anticipated jobs growth, the majority of the land requirement is focused on offices (use class B1a) and Research and Development (B1b).

**Figure 12: Jobs targets and forecast land requirements for South Cambridgeshire**

<b>Jobs Target (see Issue 3)</b>			<b>Office</b>	<b>R&amp;D</b>	<b>Other</b>	<b>Warehouse</b>	<b>TOTAL</b>
Low	14,000	Land (ha.)	21.3	10.7	-10.6	1.0	22.5
		Floorspace ('000 m2)	70.0	35.2	-44.4	5.2	66.0
Medium	23,100	Land (ha.)	30.6	15.3	-6.4	3.8	43.3
		Floorspace ('000 m2)	100.4	50.1	-27.2	19.5	142.9
High	29,200	Land (ha.)	36	19	-2	6	59
		Floorspace ('000 m2)	119.7	61.6	-9.9	30.1	201.5

Source: South Cambridgeshire and Cambridge City Employment Land Review 2012 and Cambridge Econometrics Forecasts.

### Employment Land Supply

- 10.9 South Cambridgeshire has a good supply and range of existing employment sites. Additionally commitments with planning permission provide a wide range variety of types and locations for employment development, including significant land areas at research parks. Planning permissions at March 2011 have a floorspace capacity of 160,000m2 with offices and research and development accounting for 55% of the total. In 2012 further planning permissions were granted at Granta Park and Cambridge Research Park for offices and research and development. Whilst there may be sufficient supply overall, not all sites are equally attractive to new employers. The ELR identified a particular need for office space in or on the edge of Cambridge. We must also consider sustainability and giving people the opportunity to live near their work.
- 10.10 A significant element of new employment provision is planned at Strategic Employment locations in Northstowe and Northwest Cambridge, delivering jobs in accessible locations close to new homes. The Northstowe Area Action Plan plans for approximately 20 hectares of employment land, including a substantial business area to be integrated with Northstowe town centre and a smaller area close to the Park and Ride site. Some of this land may come forward late, or even after, the plan period. The North West Cambridge site partly in Cambridge City is being developed to meet the needs of Cambridge University, and is planned to accommodate educational uses and research and development as part of a mixed use urban extension. Cambridge East was previously identified as a Strategic Employment Location but will not deliver in the lifetime of the Local Plan if at all.

### New Employment Provision

10.11 The ELR evidence suggests a shortage of office space, particularly focused on two areas of pressure: the city centre, and the northern fringe around Cambridge Science Park. To continue the success of the economy more office space is needed in these areas. There are two areas in South Cambridgeshire where more employment development is possible to address this issue.

#### Issue 59: New Employment Provision near Cambridge

Further employment opportunities could be sought through development at:

- Cambridge Northern Fringe East, where a new railway station and transport interchange is planned providing opportunities for further employment development. (Greater detail in the Chapter 13: Site Specific Policies.)
- Cambridge Science Park, where some of the early 1970's phases were built at low densities, which offers scope for intensification or redevelopment. Increased accessibility provided by the guided bus and the new railway station means that higher employment densities are suitable.

A further possibility would be to allocate new land for employment on the edge of Cambridge. This could be purely employment, or as part of a housing development. Chapter 4: Spatial Strategy explores the potential for growth through Green Belt review on the edge of Cambridge, and identifies and assesses 10 broad locations for consultation.

#### Question 59:

**The Local Plan needs to aim to meet in full the forecast employment growth in South Cambridgeshire depending on the option selected (at question 3), by providing a supply and range of employment sites over the Plan period.**

**Should employment provision be planned for:**

- Cambridge Northern Fringe East, and densification on the Cambridge Science Park?
- On new allocations on the edge of Cambridge which have previously been designated Green Belt (See identified broad locations in Chapter 4: Spatial Strategy)
- Both Option i and Option ii
- Neither Option i or Option ii

Please provide any comments.

### Previous Allocations for Employment Land

10.12 The previous plan includes a small number of employment land allocations located in villages around the district.

#### Issue 60: Employment Allocations

Current employment allocations are substantially complete and remaining areas of undeveloped land do not warrant consideration for alternative uses although faster take up could be encouraged:

- Pampisford: West of Eastern Counties Leather, London Road (1.9 hectares Class B1 Employment uses)
- Over: Norman Way (1.7 hectares for Class B1, B2 and B8 Employment Uses)
- Papworth Everard: Ermine Street South (2.5 Hectares for Class B1, B2 and B8 Employment Uses)

One employment allocation is for a completely new employment site where development has not commenced:

- Longstanton (6.7 Hectares Class B1 North of Hattons Road up to the proposed bypass).

#### Question 60:

**A: Should the existing employment allocations where development is partially complete be carried forward into the Local Plan?**

**B: Should the existing employment allocation North of Hattons Road, Longstanton be carried forward into the Local Plan?**

**C: Are there any other areas that should be allocated in the Local Plan for employment?**

Please provide details, including a map.

### Local Development Orders

10.13 South Cambridgeshire would like to consider the use of Local Development Orders to help speed up employment development. A Local Development Order would identify certain types and scales of development that could take place without the need for planning permission within a defined area, such as a business park or planned development site. A Local Development Order can include a number of conditions just like a planning permission, and would have the same requirements for the development to pay for any necessary infrastructure.

#### Issue 61: Local Development Orders

Although outside the plan making process, the Council could consider issuing LDOs to support economic development. We are therefore using this consultation to seek your views on the principle of making such orders and where they could be used help support employment development in an effective way.

#### Question 61:

**A: Should the Council consider issuing Local Development Orders to help speed up employment development?**

**B: If so, where?**

### Limitations on the Occupancy of New Premises in South Cambridgeshire

10.14 Earlier plans have encouraged high technology, research and development and related industries, which can demonstrate a need to be in the area. Large scale warehousing or industry that could locate away from the Cambridge area was not encouraged, due to the pressure on land resources and the need to protect the environment. Consultations leading to the Council's Economic Development Strategy highlighted that some businesses and stakeholders perceived planning policies to be insufficiently flexible (for change of use, extensions and new premises), and that the policy was a particular problem for small and medium sized businesses. A study on the future of the high technology cluster (The Cambridge Cluster at 50) also identified that the Cambridge area may not have been making the best use of its knowledge based assets, by discouraging large scale high value manufacturing, as well as headquarter functions of high-tech firms. The Cambridge area has nevertheless developed successfully whilst the policy has been in place, and pressure on resources remains. The policy has helped the development of existing clusters, and ensures there is enough land for these uses.

### **Issue 62: Limitations on the Occupancy of New Premises in South Cambridgeshire**

The review of the Local Plan should consider whether selective management of the economy as a policy approach should be continued, amended, or discontinued.

- Continuation of the policy could maintain a prioritisation of land for firms that can demonstrate a need to be here. This policy is a long running feature of planning policy for the area and it could be argued it has contributed to current economic success, and priorities land for uses that support the Cambridge clusters. However it also holds certain types of employment development back.
- Maintaining the policy on selected high technology business parks could continue to protect specific areas for research and development uses, whilst providing greater flexibility elsewhere.
- Amending the policy to additionally allow high value manufacturing and high tech headquarters could further support Cambridge's high technology research and development clusters, by encouraging them to further develop ideas into products and to bring high value jobs to the area.
- Maintaining a restriction on large scale warehousing and distribution, would mean new uses requiring a large land area but that do not need a Cambridge area location would not be permitted.
- Removing the restrictions entirely would allow the market to decide the type of employment use in new premises. This risks greater competition for land for uses such as research and development or lower value uses that need to locate here, but it could also allow other sectors to develop.

**Question 62:**

**What approach do you think the Local Plan should take to the Limitations on the Occupancy of New Premises policy?:**

- i. Retain the current policy approach to encourage high tech research and development but offices, light industry and warehousing being small scale local provision only.
  - ii. Retain the policy in its current form for specified areas:
    - Cambridge Science Park
    - Granta Park
    - Babraham Institute
    - Wellcome Trust
    - Melbourn Science Park
    - North West Cambridge (University)
  - iii. Amend the policy to allow for large scale, high value manufacturing and high tech headquarters to locate to South Cambridgeshire.
  - iv. Remove the policy apart from the restriction on large-scale warehousing and distribution.
  - v. Remove the policy entirely.
- Please provide any comments.

**The Promotion of Clusters**

- 10.15 The National Planning Policy Framework (NPPF) requires local planning authorities to plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries. The Council's Economic Development Strategy identified a particular need for premises to support start-ups and enterprise, and low cost lab/office space.

**Issue 63: The Promotion of Clusters**

Current policy sets out the clusters that are fundamental to the success of the Cambridge Phenomenon and positively promotes development that can demonstrate a clear need to cluster in the Cambridge area. The policy also supports the development of a range of units, including incubator units.

**Question 63:**

**Should the Local Plan continue to include a policy supporting the development of clusters?**

Please provide any additional comments.

**Shared Social Spaces as part of Employment Areas**

- 10.16 The Cambridge Cluster at 50 study identifies the fact that a number of peripheral employment sites are perceived to be isolated, both in relation to each other and in relation to Cambridge City Centre. The lack of a social aspect could be making them less attractive places to locate to.

**Issue 64: Shared Social Spaces as part of Employment Areas**

The Local Plan could include a policy to promote shared social spaces on employment parks, such as cafes, restaurants, or social hubs.

**Question 64:**

**Should the Local Plan seek shared social spaces on or near employment parks?**

Please provide any additional comments.

**Broadband**

- 10.17 The Council's Economic Development Strategy highlighted uneven delivery of broadband across the district as an issue affecting business competitiveness and economic productivity in the district. Provision of quality broadband is particularly important for rural areas, for community integration to help ensure a vibrant rural economy and assist with farm diversification, and for home working. The Strategy includes the objective to improve utilities and infrastructure (e.g. Broadband and ICT) for residents and employers, including those located in the new communities and rural locations. The Northstowe Area Action Plan seeks broadband provision for the new town but currently the same approach is not applied across the rural parts of the district.

### **Issue 65: Broadband**

Provision for broadband (such as ducting for cables) should be designed and installed as an integral part of development, which minimises visual impact and future disturbance during maintenance. All telecommunications infrastructure should be capable of responding to changes in technology requirements over the period of the development.

### **Question 65:**

**Do you think that the Local Plan should include a policy seeking provision for broadband infrastructure in new developments?**

Please provide any comments.

## **The Rural Economy**

### **Established Employment Areas in the Countryside**

- 10.18 South Cambridgeshire includes a number of existing employment areas in the countryside. There are currently 12 sites identified: Buckingham Business Park; Cambourne Business Park; Cambridge Research Park, Landbeach; Site to North of Cambridge Research Park, Landbeach; Granta Park, Great Abington; Wellcome Trust Genome Campus, Hinxton; Norman Way Industrial Estate, Over; Land at Hinxton Road, South of Duxford; Convent Drive / Pembroke Avenue site, Waterbeach; Brookfields Business Estate / Park, Twentypence Road, Cottenham; Spicers Ltd, Sawston; Daleshead Foods Ltd, Cambridge Road, Linton. Policies generally restrict development in the countryside. However, these major employment areas do not form a typical part of the countryside.

### **Issue 66: Established Employment Areas in the Countryside**

Existing policy allows employment development within these areas, subject to the requirements of other policies in the plan. Two additional potential sites have been identified. Both are around 10 hectares, and provide areas of significant existing employment development:

- Eternit UK site between Meldreth and Whaddon;
- Barrington Cement Works (area of existing and former buildings)

**Question 66:**

**A: Should development within established employment areas in the countryside be allowed?**

**B: Should additional areas (both around 10 hectares), be included at:**

i. Eternit UK site between Meldreth and Whaddon;

ii. Barrington Cement Works (area of existing and former buildings)

Please provide any comments.

### New Employment Development in Villages

- 10.19 Supporting employment development in villages can help maintain them as vibrant sustainable communities where people can live and work. It can also help provide a variety of local employment opportunities.

#### Issue 67: New Employment Development in Villages

Current plans limit the scale of development to specific floorspace sizes. These policies have proven to be insufficiently flexible and may have discouraged employment which might have been appropriate in villages but just fell the wrong side of the policy limitations. The Local Plan could consider a more flexible approach.

**Question 67:**

**What approach should the Local Plan take to the scale of employment development in villages?**

i. Continue to restrict to small scale development (employing 25 people) and the size limitations: Offices (B1a): 400 m<sup>2</sup>, High tech / R & D (B1b): 725 m<sup>2</sup>, Light Industry (B1c):800sq m<sup>2</sup>, General Industry (B2):850 m<sup>2</sup>, Warehousing (B8):1,250 m<sup>2</sup>).

ii. A more flexible approach that development should be in keeping with the category, character and function of the settlement.

Please provide any comments.

## New Employment Buildings on the Edge of Settlements

### Issue 68: New Employment Buildings on the Edge of Settlements

The Council's current plan includes flexibility to utilise previously developed land adjoining or very close to the larger villages in the district for small scale employment uses. A more flexible approach could be to allow development of greenfield land adjoining the village frameworks of any villages. This could benefit the local economy, but could also impact on the rural character of the edges of settlements and could be exploited to secure inappropriate housing development on the basis that there was no demand for employment. Other considerations will include accessibility of the site, particularly for walking, cycling or public transport, and that it would not have an adverse impact on the character of the area. These will be addressed by other policies in the Local Plan.

#### Question 68:

#### A: What approach should the Local Plan take to employment development on the edges of villages?

- i. Flexibility to utilise previously developed land adjoining or very close to the village frameworks of any villages.
- ii. Flexibility to utilise green-field land adjoining, and logically related to the built form of the settlement of Rural, Minor Rural Centres [and Better Served Group villages if added as a new category of village – see question 13].

#### B: Should applicants be required to demonstrate there is a lack of suitable buildings and sites within the settlement?

Please provide any comments.

## Extensions to Existing Businesses in the Countryside

- 10.20 There are many existing firms in the rural areas. In order to support the continued development of their business, they may need to adapt or expand their premises. Policies are generally restrictive towards new development in the countryside, but the Local Plan could consider how to support and retain these existing firms.

### **Issue 69: Extensions to Existing Businesses in the Countryside**

The Local Plan could continue to apply a generally restrictive approach to development in the countryside, and proposals would have to demonstrate exceptional circumstances, or it could support the appropriate expansion of existing firms in the countryside.

#### **Question 69:**

#### **What approach should be taken to extension of existing businesses in the countryside?**

- i. continue to apply a generally restrictive approach, where proposals would have to demonstrate exceptional circumstances; or
- ii. support expansion of existing firms where schemes are of an appropriate scale, do not have an adverse effect in terms of character and amenity, and can be justified through submission of a business case.

Please provide any comments.

### **Conversion or Replacement of Rural Buildings for Employment**

- 10.21 South Cambridgeshire contains a stock of agricultural buildings. When they are no longer needed for agriculture they can be converted to provide employment opportunities. There are many examples around the district of converted agricultural buildings supporting successful rural businesses. Where conversion would bring about environmental improvements and result in improvements in the design of the building and its integration with the surroundings, and result in a more sustainable form of development, the replacement with a building of the same size may have been accepted. It may also be important to consider whether development is in scale with its location, so that those attracting significant numbers of visitors or employees are located where they can be accessed by means other than the car.

### **Issue 70: Conversion or Replacement of Rural Buildings for Employment**

The Local Plan could continue to support the economic reuse of rural buildings, where they are appropriate to the location, and are appropriately accessible.

**Question 70:**

**A: Should the Local Plan should continue to prioritise employment uses for rural buildings where traffic generation is not a problem?**

**B: Should the Local Plan support extensions where they enhance the design and are not out of scale and character with the location.**

Please provide any comments.

### **Farm Diversification**

- 10.22 Farm diversification schemes, such as farm shops, holiday accommodation, and farm based food processing and packaging, can help maintain working farms.

#### **Issue 71: Farm Diversification**

The Local Plan could support farm diversification, where schemes directly support a working farm, are in scale with their location, reuse existing buildings where possible, and any new development forms part of an existing group of buildings.

**Question 71:**

**Do you consider that the Local Plan should continue to support farm diversification?**

Please provide any comments.

### **Retention of Employment Sites**

- 10.23 High land values for housing in the district mean there is considerable pressure to redevelop employment sites for housing, even when they are still in active use. Without appropriate policies, the uncontrolled loss of employment sites, particularly in villages, could reduce the availability of jobs, increase commuting levels, make it harder for those people less able to travel to access jobs, and impact on the vitality and viability of villages. Existing policy protects employment land in villages from change of use to non-employment uses unless certain criteria are met.

**Issue 72: Retention of Employment Sites**

The current approach is that conversion, change of use, or redevelopment of existing employment sites to non-employment uses in villages will be resisted unless it can be demonstrated as inappropriate for continued employment use (demonstrated by evidence of it being appropriately marketed for at least 12 months), overall community benefit outweighing the loss, or the existing use generating environmental problems (and alternative employment use would continue to generate problems).

Despite this policy, sites are being lost principally to housing development which is a cause of concern to a number of local communities who are sceptical about the marketing processes carried out to comply with the current Local Plan policy. Alternative tests could be:

- An impact assessment of the relative sustainability for the village including accessibility to alternative employment by modes of travel other than the car.
- Evidence of 12 months appropriate marketing of the facility for continued employment use. The marketing exercise should include extensive advertising. Both freehold and leasehold options should be made available without restrictive covenants preventing re-use as an employment use. All details of offers should be provided to the Council during the marketing period together with full reasons as to why any offer has not been accepted. The facility should only be marketed at an appropriate value agreed by the Council and an independent assessor for its existing use.
- Where an applicant is seeking to prove that the employment use is no longer economically financially viable, full financial evidence produced by a suitably qualified independent assessor must be presented which clearly demonstrates that the premises are no longer viable and cannot be made viable for employment use.

**Question 72:**

**A: Should the Local Plan continue to resist the loss of employment land to alternative uses:**

- i. in villages only;
- ii. include areas outside frameworks on the edges of villages.

**B: Should the Local Plan include the alternative more detailed tests in Issue 72 for determining when alternative use of an employment site should be permitted?**

Please provide any comments.

### **Tourist Accommodation**

- 10.24 The area draws large numbers of visitors every year generating significant demand for visitor accommodation. Cambridge City Council has undertaken a study of the need for Hotel Accommodation for Cambridge, and is exploring options in their Local Plan. Taking account of existing and planned facilities in and on the edge of the city, additional need is limited. The South Cambridgeshire Local Plan does not therefore need to allocate land specifically for tourist accommodation but can continue to provide policy guidance for any new or expanding accommodation businesses that come forward.

#### **Issue 73: Tourist Accommodation**

Whilst major hotel facilities should continue to be focused in the City of Cambridge, the Local Plan could support appropriately scaled development in villages, and the conversion/redevelopment of rural buildings for small scale visitor and holiday accommodation. Alternatively, the Local Plan could additionally provide greater flexibility, and permit the use of previously developed land in the countryside for small scale holiday and visitor accommodation.

#### **Question 73:**

- A: Should appropriately scaled development for visitor and holiday accommodation in villages, and the conversion or redevelopment of rural buildings in the countryside be supported?**
- B: Should the Local Plan provide greater flexibility for new visitor accommodation by allowing redevelopment of any previously developed land in the countryside for small scale holiday and visitor accommodation?**

Please provide any comments.

### **Tourist Facilities and Visitor Attractions**

- 10.25 Within the District, there are a number of assets which have become major tourist visitor attractions, such as the WW2 airfield at Duxford which is now home to the Imperial War Museum, and Wimpole Hall which is owned by the National Trust. Facilities such as these can only be developed where the assets exist.

#### **Issue 74: Tourist Facilities and Visitor Attractions**

New development or expansion of existing tourist facilities and visitor attractions in the countryside could be permitted where the need for a rural location has been demonstrated, and the use cannot be located elsewhere. The need for new buildings should be demonstrated, including evidence that opportunities for reuse or replacement of existing buildings have been explored. Proposals must also not detrimentally impact on landscape, be in scale with the location, and provide appropriate transport accessibility, including by sustainable modes.

#### **Question 74:**

**A: Should the Local Plan contain a policy supporting the development of appropriate tourist facilities and visitor attractions?**

**B: Could these be located in the countryside?**

Please provide any comments.

### **Retail**

#### **The Retail Hierarchy**

- 10.26 The NPPF aims to maintain the vitality and viability of town centres, promoting their competitiveness, and requiring plans to deliver sites to meet retail needs. It requires the operation of a sequential approach to development, focusing development of major retail and other main town centre uses into town centres. In South Cambridgeshire primary centres are located outside the district, in the City of Cambridge, and the ring of Market Towns surrounding the district.

**Issue 75: The Retail Hierarchy**

The Local Plan needs to establish a retail hierarchy for the district.

The new town of Northstowe will have a new town centre.

Village centres at Rural Centres and other villages fulfil the role of local centres, providing a small rural hinterland with local shopping facilities. These out of town locations are not a suitable location for uses that serve wider urban areas that would be subject to the sequential test. New Local Centres are proposed in the growth areas on the edge of Cambridge and at Northstowe to meet the local shopping needs generated by these new developments. Again, these centres would not be suitable for large scale uses serving a wider area.

**Question 75:**

**Where should new retail and service provision occur?**

- i. New retail provision and main town centre uses should be in scale with the position of the centre in the retail hierarchy as follows:
  - a. Town centres: Northstowe;
  - b. Rural Centres village centres;
  - c. All other villages.
- ii. New facilities should be provided differently – if so, how?

Please provide any comments.

**Assessing the Impact of Retail Development**

10.27 It is important that the impact of retail proposals large enough to have an impact on the vitality and viability of other centres and on the rural economy, including village shops, is properly assessed. The NPPF sets a default threshold of 2500m<sup>2</sup> gross retail floorspace above which impact assessments would be required. Only the very largest superstores in the district would reach this threshold. Given the rural nature of the district it is likely that a much smaller development could impact on the viability of other village centres. It is therefore reasonable to consider whether the Local Plan should set a lower threshold.

### **Issue 76: Assessing the Impact of Retail Development**

When assessing applications for retail development or change of use development outside of town centres, which are not in accordance with an up-to-date Local Plan,

local planning authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold. The following options have been identified:

- a) 2500m<sup>2</sup>. The default scale set by the National Planning Policy Framework(NPPF). Only large superstore proposals would be assessed. Example: Most large superstores in the district are significantly above this threshold. An equivalent size would be approximately twice the size of Budgens in Sawston.
- b) 500m<sup>2</sup>– The size of the larger central village supermarkets in the Rural Centres. Setting this threshold would enable village scale supermarkets to be developed without a retail assessment, but there could be less consideration of cumulative impact than setting a lower threshold. Example: Similar in scale to Tesco Express Great Shelford
- c) 250m<sup>2</sup> – Reflects the scale of a more typical village shop. Using this threshold would enable continued development of small shops, but larger stores would require an assessment. This could mean additional information required from applicants, but it would enable greater consideration of cumulative impact. Example: Similar in scale to Co-op at Melbourn.

NOTE: floorspace figures are gross (the whole of the retail premises), not net (the sales floor area only).

#### **Question 76:**

**What should be the floorspace threshold above which retail impact assessments are required?**

- i. 2500m<sup>2</sup> - large superstore
- ii. 500m<sup>2</sup> - village scale supermarket
- iii. 250m<sup>2</sup> - typical village shop

Please provide any comments.

### Meeting Retail Needs

- 10.28 In order to explore future needs for retail development, Cambridge City Council and South Cambridgeshire District Council commissioned the Cambridge Sub-Region Retail Study 2008. This showed that retail in Cambridge was performing well and provided an assessment of the need for new floorspace for both comparison goods (items not generally purchased on a frequent basis e.g. clothing, shoes, electrical goods, furniture, books.) and convenience goods (everyday and essential items e.g. food and drink) to 2021. It identified that additional needs were generally related to serving the planned major developments such as Northstowe.
- 10.29 A Supplementary Retail Study commissioned in 2010 examined the specific retail needs of the northwest Cambridge area. This was necessary because a number of sites were being planned in the same area, and there was a need to consider how their shopping needs could best be accommodated. It provided a partial update of the 2008 study and led to the adoption of Informal Planning Policy Guidance on foodstore provision in North West Cambridge.

#### Issue 77: Meeting Retail Needs

Informal planning policy guidance for North West Cambridge sets out a strategy for two medium sized supermarkets of 2,000 m<sup>2</sup> net floorspace, one in the local centre at the University site and one in the local centre at the NIAB site (planned in the Cambridge City part of the development), and one small supermarket in the local centre at Orchard Park. The Informal Planning Policy Guidance also sets out a number of development principles in relation to the development of foodstores and local centres, which should be followed by developers. The Local Plan could incorporate the information guidance into policy.

#### Question 77:

**Should the Informal Planning Policy Guidance on foodstore provision in North West Cambridge be reflected in the new Local Plan?**

Please provide any comments?

- 10.30 Depending on the nature of any new developments allocated in the Local Plan, additional retail provision may be needed in order to meet the needs generated. This will depend on the nature and location of development.

### Village Shops and Related Local Services

- 10.31 Village shops are a vital local amenity, important for ensuring people can access services locally, and maintaining the vitality of village communities.

### **Issue 78: Village Shops and Related Local Services**

The Local Plan should support development of new or improved village shops of an appropriate size related to the scale and function of the village.

#### **Question 78:**

**Do you think that the Local Plan should support development of new or improved village shops and local services of an appropriate size related to the scale and function of the village?**

Please provide any comments.

### **Retail in the Countryside**

- 10.32 Sporadic development in the countryside could result in unsustainable patterns of development, and harm the vitality and viability of villages, but some retail is appropriately found in the countryside, supporting the local economy and farm diversification.
- 10.33 This includes sales from farms and nurseries of produce and craft goods, where the majority of goods are produced on the farm or in the locality, and sales support farm diversification and local businesses. There may also be cases where sales of convenience goods ancillary to other uses are appropriate, for example at a garage forecourt.

### **Issue 79: Retail in the Countryside**

In the countryside, retail development should not be permitted, other than sales from farms and nurseries of produce and craft goods, where the majority of goods are produced on the farm or in the locality, or sale of convenience goods ancillary to other uses, where it does not have a significant adverse impact on surrounding villages.

#### **Question 79:**

**Do you think that retail development in the countryside should be restricted?**

- i. As described.
- ii. To include additional facilities.

Please provide any comments.



# Chapter 11

## Promoting Successful Communities



Park Life Event, Milton Country Park, South Cambridgeshire



## Chapter 11 Promoting Successful Communities

### Promoting Successful Communities

- 11.1 Healthy and sustainable communities are about people and places. Developments need to be designed to promote good health, including the right balance of services and facilities that are delivered when needed, opportunities to access open space, and to move around safely by walking and cycling. The people that move into the newly built houses are as important for the development of a healthy and sustainable community as the houses and buildings that are provided for them. The Local Plan needs to ensure they are given the right support to form communities.
- 11.2 A number of new communities are already planned in South Cambridgeshire, at the new town of Northstowe and a number of urban extensions to Cambridge. These follow on from Cambourne, which in over a decade has grown into a rural centre with a range of facilities and a thriving community. As outlined in the development strategy chapter, there are options for growth which could see further new communities planned.
- 11.3 The Local Plan also needs to support and develop existing communities. South Cambridgeshire is a predominantly rural authority with 105 villages of varying sizes, providing a variety of services and facilities for their local communities. Larger villages by and large provide a greater choice since they serve larger populations and a larger catchment area. Many smaller villages have very few facilities, but those facilities can be very important in ensuring at least a basic level of services is available locally. The Council aims to play its part in protecting and improving rural services, in order to maintain viable and sustainable communities.
- 11.4 Equally important to health, the Local Plan needs to ensure that development is suitable for the location, that it is not exposed to unacceptable levels of pollution, and also that it does not have an unacceptable adverse impact on the surrounding environment.

#### Key Facts:

- The “health” of people living in the district is generally better than the average for England. South Cambridgeshire has an ageing population. The highest growth is expected to occur in the 65+ age group.
- Whilst services and facilities are concentrated in larger villages, rural shops and services are vital for maintaining communities supporting access to the less mobile members of society.
- New developments need a range of new services and facilities to meet the need generated, but also need support to develop into new communities.
- Sport and play space is important for supporting healthy lifestyles.
- There are high levels of demand for new allotments, which provide opportunities to support healthy lifestyles.
- Areas around the A14 north of Cambridge, and the centre of Cambridge, are designated as Air Quality Management Areas.

## Improving Health

- 11.5 A key role of the Local Plan is to provide for development in a way that supports and encourages active and healthy lifestyles as an important part of sustainable development.

### **Issue 80: Health Impact Assessment**

Health Impact Assessment (HIA) is a method of considering the positive and negative impacts of development on health of different groups of the population, in order to enhance the benefits and minimise any risks to health. To ensure that new developments have a positive impact on the health and well-being of new and existing residents, the Local Plan could continue to require Health Impact Assessments (HIA) of major development proposals. However, HIA is most effective on large scale developments, and smaller developments can be sufficiently addressed in sustainability and design and access statements. An option for the Local Plan could be to include a higher threshold when an HIA is required.

### **Question 80:**

**A: Should the Local Plan continue to seek Health Impact Assessments (HIA) to accompany major development proposals?**

**B: Should the threshold when HIA are required:**

- i. Remain at 20 or more dwellings or 1,000m<sup>2</sup> floorspace; or
- ii. Be raised to 100 or more dwellings, or 5,000m<sup>2</sup> floorspace.

Please provide any additional comments.

## Protection of Existing Village Services and Facilities

- 11.6 Village services and facilities in South Cambridgeshire perform a vital function in rural communities, particularly for the less mobile. The National Planning Policy Framework (NPPF) advises that plans should guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs.

### Issue 81: Protecting Village Services and Facilities

The Local Plan should resist the loss of local services and facilities where it would cause an unacceptable reduction in the level of service provision in the locality. Village services include village shops, pubs, post offices, libraries, community meeting places, health centres or leisure facilities.

Significance of the loss is currently determined by the availability of accessible alternative services, and the future economic viability of the use (demonstrated by marketing over a 12 month period).

Alternatively, the Local Plan could include more detailed and stringent tests. Relevant evidence to demonstrate the facility is no longer needed will come from:

- Up to date studies, including a local needs survey;
- 12 months marketing of the facility for community use;
- Details of spare capacity in alternative facilities and how remaining uses will cope with displaced users; and
- The accessibility of alternative facilities.

The marketing exercise should include extensive advertising. Both freehold and leasehold options should be made available without restrictive covenants preventing re-use as a community facility and ensure potential community groups are not excluded. All details of offers should be provided together with full reasons as to why any offer has not been accepted.

The facility should only be marketed at an appropriate value agreed by the Council and an independent assessor for its existing purpose, i.e. a community facility.

The new Localism Act creates the ability for setting up an asset register of land and buildings of value to local communities which are worthy of protection. The Council will work with Parish Councils to prepare a Community Asset Register. The Act also provides communities with the opportunity to set up or take over and run their own facilities, such as local pubs and shops.

**Question 81:**

**A: Should the Local Plan seek to continue to protect where possible local services and facilities such as village shops, pubs, post offices, libraries, community meeting places, health centres or leisure facilities?**

**B: Are there any other services and facilities that should be included?**

Please provide any comments.

**C: Should the Local Plan include the alternative more detailed and stringent tests proposed in Issue 81 for determining when an alternative use should be permitted?**

**D: If not, why not? What alternative policies or approaches do you think should be included?**

Please provide any additional comments.

### **Provision of New Services and Facilities**

- 11.7 It is important that adequate provision of community facilities and infrastructure, based upon local needs, is provided in accessible locations. Where development increases the burden on existing infrastructure, it should support improvement of existing facilities, or provision of new facilities, depending on the scale and location. This could include services and facilities, community buildings, sports facilities, faith, leisure and cultural facilities.
- 11.8 The Council has commissioned an infrastructure study to explore the infrastructure needs of development, and consider issues regarding development viability. The government has introduced the option of setting a Community Infrastructure Levy (CIL), which applies a standard charge for development to address wider infrastructure requirements. Planning obligations (section 106 agreements) will still play an important role in mitigating site specific impact and securing infrastructure. If the Council decides to implement a CIL charging schedule, it will also be required to publish an infrastructure list under CIL regulation 123 identifying those items that will be paid for in whole or in part by the CIL receipts.

### **Developing New Communities**

- 11.9 The development strategy and site options allocated in the new Local Plan will determine where there are to be new communities or expansions to existing communities. Experiences from developing Cambourne, and the on-going work to deliver Northstowe and the urban extensions to Cambridge, can help guide new development.

- 11.10 The work of different agencies needs to be coordinated to deliver the range of public, commercial and voluntary services, when they are needed. Depending on the scale and nature of development, assessments and strategies for service provision will be required, prepared in partnership with the landowner and stakeholders, which will also need to address future management and governance issues.
- 11.11 New developments take time to develop into new communities. Support is needed to help people to settle and start the groups, clubs and activities found in more established neighbourhoods. Community Development Strategies provide a useful method of coordinating actions, outlining roles, partnership working and the professional people needed to help establish the new community. This could include support to help establish good communication and information for new residents, establish new groups, support mechanisms, sports clubs and community events.

### **Issue 82: Developing New Communities**

When developing policies, the Local Plan should be based on the following principles for service and facility provision:

- Accessibility to the people using services and facilities, for example focussing provision at town, district or local centres, accessible on foot or cycle and public transport;
- Combining or concentrating services and facilities which will be mutually supportive and convenient for the public, as well as cost efficient to service and facility providers. Enables journeys for one purpose the opportunity to serve another purpose, reducing the number of journeys, and providing opportunities for community interaction;
- Reflecting the range of needs of different groups within the population, including the specific needs generated by older and younger age groups, people with disabilities, different faiths, and be adaptable to population growth and demographic change;
- Community involvement engaging positively and creatively with the new community to establish a strong feeling of community ownership of facilities and community space. Encouraging and securing continued community involvement in future management of their community;
- A high standard of design and quality to be flexible to community needs, and adaptable to population growth and demographic change, making the most of the latest technology, and responding to climate change;
- Timely delivery when they are needed, including the provision of key services and facilities for early phases of the development, and interim facilities and meeting places or short term rent subsidies to help build sense of community and minimise car dependency;
- Community development support, initial and on-going, to help establish vibrant and sustainable communities from the outset of development;
- Management and maintenance to ensure robust and effective implementation, adoption and maintenance in the long term.

**Question 82:**

**A: Do you agree with the principles of service provision in Issue 82?**

**B: If not, why not? What alternative issues do you think should be included?**

Please provide any additional comments.

**Provision for Sub Regional Sporting, Cultural and Community Facilities**

- 11.12 Studies into arts, culture, and major sporting facilities undertaken for Cambridgeshire Horizons identified Cambridge as a possible location for new sub-regional facilities, including a community stadium, ice rink and concert hall. There are also proposals for a multi-lane rowing facility.

**Issue 83: Provision for Sub Regional Sporting, Cultural and Community Facilities**

As Cambridge and the sub-region grow it is important that this is accompanied by a range of facilities to meet the wider needs of the area. This will enable people to develop pride in the places where they live and work, create local distinctiveness and help make communities healthy and sustainable, and support economic success of the area. However, there is limited land available in Cambridge and there are a number of competing uses. Cambridge City Council and South Cambridgeshire District Council are working in partnership to consider the needs of the area and plan for appropriate provision of these sub-regional facilities in appropriate locations.

**Question 83:**

**A: Is there a need for any other sub-regional sporting, cultural and community facilities that should be considered through the Local Plan review?**

**B: If there is a need, what type and size of facility should they be?**

**C: If there is a need, where is the most appropriate location?**

**D: Is there a need for any other sub-regional sporting, cultural and community facilities that should be considered through the Local Plan review?**

**E: If there is a need, what type and size of facility should they be?**

If there is a need, where is the most appropriate location?

Please provide any additional comments.

## Community Stadium

- 11.13 The term ‘community stadium’ is used to describe a stadium facility that delivers amenities and services to local communities beyond its core operations. These may include health, leisure and general community provisions and/or sports and education facilities, as well as local retail and other local businesses. A community stadium also aims to be accessible to the local community at all times during the day and evening, on weekdays and weekends. Studies have identified the potential benefit to the Cambridge Sub-Region of a community stadium, meeting the needs of one or more of its major sports clubs and providing supporting facilities to local communities.
- 11.14 Cambridgeshire Horizons undertook studies in 2006 and 2007 into the need for a community stadium and an appropriate location. The study used a range of evaluation criteria including site size, proximity to housing, ground condition, visibility, current facilities, neighbouring uses, other plans for the location, plans for neighbouring sites, planning status, transport and access, ownership and development implications, to test 10 sites options: Cambridge East, Northstowe, the Southern Fringe, Cowley Road (Northern Fringe), North West Cambridge site, Blue Circle site, Barton Road, Cambridge Rugby Union FC, Milton, Arbury (Orchard) Park. It concluded three sites around the fringes of Cambridge could be suitable. These were Milton, Cambridge East and land at Cowley Road. However, all were found wanting - the Milton site is in the Green Belt and not well related to any community, for Cambridge East timing and availability was a barrier, and land at Cowley Road would restrict the size of stadium.
- 11.15 For information, the Council has received a proposal from Grosvenor Estates to build a new Community Stadium adjacent to the Trumpington Meadows urban extension to Cambridge. The promoter’s proposal is located in the Green Belt, within broad location 4, which is considered at Issue 12. Please note that the Council has not reached a view on the merits of the proposal and is consulting at this stage ONLY on the principle of providing a community stadium somewhere in the Cambridge area, and on the merits of the broad location in the Green Belt on the edge of Cambridge.

### **Issue 84: Community Stadium**

The Local Plan could make provision for a community stadium and develop an appropriate policy. Any provision would be subject to proven need and support for such a facility as well as finding a suitable location. As this facility would include facilities to serve the whole of the Cambridge Sub-Region as well as others for a more local community, this location may not necessarily be in South Cambridgeshire.

**Question 84:**

**A: Is there a need for a community stadium?**

**B: If there is a need, what type and size of facility should it be, and where is the most appropriate location?**

Please provide any additional comments.

**Ice Rink**

- 11.16 The concept of an ice rink emerged a few years ago and was first referred to in the Major Sports Facilities (MSF) Strategy for the Cambridge Sub-Region (2006, prepared by Cambridgeshire Horizons) which identified gaps in sports provision within the Cambridge Sub-Region. Analysis showed that there is demand for a facility and proposals have been developed by a group known as Cambridge Leisure Ice Centre (CLIC). The MSF Strategy recommended that an ice rink is developed with a vision to provide an ice centre which offers a range of ice based activities (ice hockey, public skating, figure skating, curling etc.) with a focus on providing opportunities for community, local clubs and the University. CLIC have looked at various locations including North West Cambridge, Cambourne and West Cambridge but no firm proposals have been put forward.

**Issue 85: Ice Rink**

The Local Plan could include provision for an ice rink and develop an appropriate policy. Any provision would be subject to proven need and support for such a facility as well as finding a suitable location. As this facility would serve the whole of the Cambridge Sub-Region, this location may not necessarily be in South Cambridgeshire.

**Question 85:**

**A: Is there a need for an ice rink in or near to Cambridge?**

**B: If there is a need, where should it be located?**

Please provide any additional comments.

## Concert Hall

- 11.17 The concept of a concert hall also emerged a few years ago and was first referred to in the Arts and Cultural Strategy for the Cambridge Sub-Region 2006 prepared by Cambridgeshire Horizons which identified gaps in arts and cultural provision within the Cambridge Sub-Region. The analysis found that although there is a wide range of small and medium scale music venues in and around Cambridge, there is a growing interest in testing the case for a purpose built auditorium for large scale music. Cambridge East was suggested at that time as a possible location for a purpose built concert hall. Whilst the proposal has not yet been taken forward, it is appropriate for the Issues and Options consultation to explore the issue.

### Issue 86: Concert Hall

The Local Plan could make provision for a concert hall and develop an appropriate policy. Any provision would be subject to proven need and support for such a facility as well as finding a suitable location. As this facility would be to serve the whole of the Cambridge Sub-Region, this location may not necessarily be in South Cambridgeshire.

### Question 86:

**A: Is there a need for a concert hall in or near to Cambridge?**

**B: If there is a need, where should it be located?**

Please provide any additional comments.

- 11.18 Due to the interrelationship with land in Cambridge, the District Council is committed to working in partnership with Cambridge City Council in order to consider the issue of provision for sub-regional sporting, cultural and community facilities in suitable locations.

### Meeting Needs for Open Space

- 11.19 The villages of South Cambridgeshire and the parts of the district on the edge of Cambridge have a range of sports pitches and pavilions, children’s play spaces, and informal open spaces for activities such as dog walking. These are primarily owned and operated by Parish Councils, although the use of management companies is becoming more common within new developments. Access to good quality open space and children’s play facilities has significant benefits for community health and wellbeing. It is important that new developments provide new open spaces or contribute to the improvement of existing facilities to meet the new needs generated and benefit existing communities.
  
- 11.20 The Council has carried out an assessment of open space, sports and recreation facilities across the district. This includes an audit of the quality, quantity and accessibility of existing facilities and an assessment of future needs, with input from stakeholders including Parish Councils, sports clubs, and sports governing bodies. This concluded that the Council’s current open space standards remain appropriate.

#### Issue 87: Open Space

The Local Plan should continue to require all new residential development to contribute to the provision of open space in new developments. The standards for provision should remain as the existing plan:

Minimum standard of 2.8 hectares per 1,000 people, comprising:

Outdoor Sport	1.6 hectares per 1,000 people
Children’s Play Space	0.8 hectares per 1,000 people
Informal Open Space	0.4 hectares per 1,000 people

#### Question 87:

- A: Should the Local Plan continue to include a policy for open space provision?**
- B: Do you agree with the standards of provision listed in Issue 87 that is similar to the current adopted policy?**
- C: If not, why not? What alternative policy or approach do you think should be included?**

Please provide any additional comments.

## Allotments

- 11.21 Consultations with local stakeholders have highlighted that allotments are an important form of open space to the people of South Cambridgeshire. They help support a healthy lifestyle, provide a source of food and exercise, and provide an important community resource. The Council has already informally adopted a standard for allotment provision in the major developments on the edge of Cambridge, consistent with that in Cambridge.

### Issue 88: Allotments

The Local Plan could include a requirement for allotments to be provided through new housing developments. The new assessment of open space needs identified that a standard of 0.4 hectares of allotments per 1,000 people, equivalent to around 32 allotments per 1,000 households, was appropriate for the district.

#### Question 88:

**A: Should major new housing developments include provision of allotments?**

**B: Do you agree with the standard of provision proposed in Issue 88?**

**C: If not, why not? What alternative policy or approach do you think should be included?**

Please provide any additional comments.

## Scale of Development where Open Space should be Provided On-site

- 11.22 Currently the Council secures the provision of, or funding for, open space for all residential development to meet the needs generated. On-site provision is preferable, where practicable, to provide accessible spaces integral to the development close to where people live. Generally smaller developments can only deliver informal open space or play areas, whilst larger sites are capable of delivering a wider range of spaces, including sports pitches. Further guidance on the quantity, quality, and accessibility of open space is provided in the Open Space Supplementary Planning Document (SPD). This will be reviewed after adoption of the Local Plan.

- 11.23 The Local Plan needs to establish when on-site provision will be sought. Existing policy requires developments of 10 dwellings or more to include children’s play space, because it is large enough to deliver a useful space capable of being maintained. Sports pitches and outdoor sport generally require a larger space, and need a larger scale of development to enable effective delivery. The Open Space SPD provides guidance seeking on-site provision from developments of 200 dwellings or more. The threshold for allotments has also been identified as 200 dwellings, sufficient to deliver a site of six typical allotment plots.
- 11.24 On individual sites negotiation may take place on the types of space provided on-site, taking account of the needs of the area, existing provision and deficiencies.

#### **Issue 89: On-site Open Space**

On-site provision of open space should be sought from the following scales of development so that provision is integrated into the development and can maximise benefits to health and wellbeing of new residents:

Informal open space: all scales of development

Children’s play space: 10 or more dwellings

Sports pitches and outdoor sport: 200 or more dwellings

Allotments: 200 or more dwellings

#### **Question 89:**

**A: Do you agree the thresholds for when on-site open space will be required in new developments?**

**B: If not, why not? What alternative policy or approach do you think should be included?**

Please provide any additional comments.

- 11.25 Other forms of larger open space are also important resources for local people, such as country parks, and access into the countryside for leisure is also valuable to health and well-being. The provision of green infrastructure, such as public rights of way, is dealt with in Chapter 8: Protecting and Enhancing the Natural and Historic Environment.

## Allocations for Open Space

- 11.26 The current plan allocated a number of sites for open space and recreation uses. These were identified, in conjunction with the local Parish Council, in areas where there was an identified shortage of existing provision. These issues still remain. Whilst there has been progress in bringing forward some allocations, on most there has been no progress and there is no imminent prospect of their delivery.

### Issue 90: Allocations for Open Space

The Site Specific Policies Development Plan Document currently allocates a number of sites for recreation and open space. The local need for additional open space remains and the Local Plan could include a policy carrying forward the allocation:

Extensions to existing recreation grounds:

Land east of recreation ground, Over 2.19 ha.

Land east of Bar Lane, Stapleford and west of the access road to Green Hedge Farm 1.42 ha.

Land north of Hatton's Road, Longstanton 2.65 ha.

Land north of recreation ground, Swavesey 2.16 ha.

Land east of recreation ground, New Road, Impington 5.7 ha.

New areas for recreation use:

Land east of Mill Lane, Impington.

Land to the south of Manor Park, Histon.

Land at Barrowcroft (Gunns Lane), Histon

### Question 90:

**A: Should the Local Plan carry forward the existing allocations for recreation and open space?**

**B: Are there other areas that should be allocated?**

Please explain your reasons in relation to any particular sites.

Please provide any additional comments.

### Protecting Existing Playing Fields and Recreation Facilities

- 11.27 Most villages in the district have playing fields, recreation grounds, pavilions, or buildings providing sport and play facilities for local communities. These form an important part of village life, and are a valuable resource.

#### Issue 91: Protecting Existing Recreation Areas

The Local Plan should protect existing recreation areas (land or buildings), and ensure alternative uses are only considered where it would be replaced by equivalent or better facilities in a suitable location, where the proposal includes sufficient open space, sport or recreation facilities to outweigh the loss, or it is demonstrated to be surplus to requirements in all functions it can perform, taking into account views of local people and users.

#### Question 91:

**A: Should the Local Plan include a policy seeking to protect existing playing fields and recreation facilities?**

**B: If not, why not? What alternative policies or approaches do you think should be included.**

Please provide any additional comments.

### Indoor Community Facilities

- 11.28 Indoor community facilities, including village halls, community halls, church halls and other publicly accessible buildings, play a crucial role in maintaining a sense of local identity, as well as providing a base for a variety of different groups and activities, from pre-school groups, to indoor carpet and short mat bowls, yoga, meetings or coffee mornings. The Council is keen to ensure that all residents have access to facilities which are appropriate and suit their needs.
- 11.29 South Cambridgeshire District Council commissioned a community facilities assessment in 2009 to understand the size and condition of village halls, community halls, church halls and other publicly accessible facilities. It identified a standard approach for indoor community space per capita that can be used when considering the needs generated by new development, which has been used to guide negotiations on planning obligations since January 2010. As for open space, only very large developments would justify provision of new facilities within the development, therefore contributions for off-site provision would be sought, whether via a planning obligation or through a Community Infrastructure Levy.

### **Issue 92: Indoor Community Facilities**

The Community Facilities Assessment indicates that the Local Plan should require new development to contribute to the provision of indoor community space, at a standard of:

111m<sup>2</sup> of indoor community space per 1,000 people.

A higher standard may be needed in new communities, where existing facilities do not exist.

#### **Question 92:**

**A: Should the Local Plan include a policy for indoor community space provision?**

**B: If not, why not? What alternative policy or approach do you think should be included?**

Please provide any additional comments.

## **Light, Noise and Odour Issues**

### **Issue 93: Light, Noise and Odour Issues**

Noise can have a significant impact upon environmental quality, public health and amenity. It is important that noise sensitive developments are located away from existing sources of significant noise, and that potentially noisy developments are located in areas where noise will not have an unacceptable impact on surrounding land uses or the environment, unless its impact can be mitigated.

Similarly, the Local Plan needs to ensure development would not have an unacceptable adverse impact as a result of odour emissions. Odour assessments may be required to demonstrate this.

Although artificial light is needed for safety and amenity, it can have negative effects if it is not properly designed or appropriately located. The Local Plan needs to ensure development proposals avoid adverse impact on nearby uses or the surrounding countryside.

**Question 93:**

**A: Should the Local Plan include policies dealing with lighting, noise, and odour issues?**

**B: If not, why not? What alternative policies or approaches do you think should be included?**

### Contaminated Land

- 11.30 Across the district there are sites with residual contamination from former uses, from industry to agriculture. The planning system can ensure appropriate investigation and remediation so that land is suitable for redevelopment.

#### Issue 94: Contaminated Land

Where development is proposed on contaminated land, or land suspected of being impacted by contaminants, the Council will require developers to investigate and identify any remedial measures that may be required. The Council will require best practice mechanisms to enhance remediation of contaminated sites to ensure land is of an appropriate standard for the proposed use, and encourage in principle the transformation of land back into beneficial use.

**Question 94:**

**A: Should the Local Plan include a policy seeking appropriate investigation and remediation of contaminated land?**

**B: If not, why not? What alternative policy or approach do you think should be included?**

Please provide any additional comments.

### Air Quality

- 11.31 Air pollution and poor air quality can have detrimental impacts on health and the environment. The Council has a general duty to protect its local area from air pollution, and has produced a Local Air Quality Strategy.

### **Issue 95: Air Quality**

Where development proposals would be subject to unacceptable air quality standards or would have an unacceptable impact on air quality standards, they should be refused.

#### **Question 95:**

**A: Should the Local Plan include a policy dealing with air quality?**

**B: If not, why not? What alternative policies or approaches do you think should be included?**

Please provide any additional comments.

### **Low Emissions Strategies**

- 11.32 Clear links have been established between air quality and land-use planning, with transport identified as the main source of pollutants in towns and cities. Good planning can help by guiding the location of new development, reducing the need to travel by co-locating uses, and promoting smarter and cleaner transport choices. Site-based Low Emission Strategies can help minimise emissions from developments, by integrating design and low emissions transport measures. Examples of measures include travel to work plans, residential travel plans, priority parking for low emission vehicles and provision of infrastructure for recharging electric vehicles.
- 11.33 Further guidance is included in the current South Cambridgeshire District Design Guide SPD ([www.scambs.gov.uk/ldf/spds](http://www.scambs.gov.uk/ldf/spds)) and good practice guidance has been produced by the Department for Environment, Food and Rural Affairs (DEFRA): <http://www.defra.gov.uk/environment/quality/air/air-quality/laqm/guidance/policy/>

### **Issue 96: Low Emissions Strategies**

The Local Plan could include a policy that requires proposals for development that have the potential to contribute significant emissions to the local area to prepare and implement a site-based Low Emissions Strategy (LES).

This would apply to:

- Developments within or adjacent to an Air Quality Management Area;
- Proposals resulting in increased congestion change in traffic volumes (an Average Annual Daily Traffic (AADT) or peak traffic flow which increases by more than 5% for roads with more than 10,000 AADT).
- Proposals which change the traffic composition (i.e. increase the proportion of Heavy Goods Vehicles).
- Proposals that include car parking or the increase in provision for more than 300 spaces.
- Developments that could give rise to significant dust emissions in areas where people and/or commercial activities could be exposed.

#### **Question 96:**

**A: Should the Local Plan include a requirement for Low Emissions Strategies?**

**B: If not, why not? What alternative policy or approach do you think should be included?**

# Chapter 12

## Promoting and Delivering Sustainable Transport and Infrastructure



Guided Bus Stop, Histon, South Cambridgeshire



## Chapter 12 Promoting and Delivering Sustainable Transport and Infrastructure

- 12.1 Transport provides a key element in achieving sustainable development. The transport system needs to be balanced in favour of sustainable modes; walking, cycling and public transport, in order to provide people with a real choice about how they travel. Cambridgeshire County Council, as the local transport authority, is responsible for producing the Cambridgeshire Local Transport Plan (LTP) which seeks to address existing transport challenges as well the needs generated by new development, and plan for the delivery of new transport infrastructure, such as road improvements.
- 12.2 In parallel with this issues and options consultation, Cambridgeshire County Council is consulting on a new Transport Strategy for Cambridge and the surrounding area. Work on the strategy is at an early stage and is being undertaken alongside the development of the new Local Plan and Cambridge City Council's new Local Plan. The aim is to co-ordinate. There will be a series of joint exhibitions with the County Council and people can make their views known at these or online at:  
<http://www.cambridgeshire.gov.uk/tscsc>
- 12.3 The Local Plan can have a significant impact on transport. It can directly influence where and how development takes place, ensuring that distances and links between homes and employment, education, health, shopping, leisure and other services and facilities, are practical. The Local Plan can also ensure development mitigates its traffic impacts. This can include measures designed to encourage people to make sustainable travel choices, such as car clubs, car sharing, electric charging points, and provision of cycle lanes and parking. The Local Plan can ensure that development is designed to promote road safety, and to create places where walking and cycling have priority over motorised traffic, so that people feel safe.
- 12.4 South Cambridgeshire is located at the crossroads of the M11 / A14 roads and has direct rail access to London and Stansted Airport. The A14 is a major east / west route linking the east coast ports with the Midlands and the north, and carries considerable international freight traffic. The A14 is also a key route for local and regional commuter, business and freight traffic and, like some other major routes, has high traffic flows and congestion, particularly around Cambridge, and high levels of accidents. In July the Government announced a range of options it is exploring to relieve congestion on the route.
- 12.5 There are a number of major road corridors between the market towns and Cambridge, and villages located along these routes tend to be well served by public transport and cycling infrastructure. Away from these corridors, rural parts of the district are more isolated. In these areas Community Transport is particularly important, and the Council has adopted a Community Transport Strategy to help coordinate and develop services. A recent significant improvement to public transport is the Guided Busway between Cambridge and St. Ives. It provides services to a number of villages as well as the planned new town at Northstowe. This will also link to the planned new railway station at Chesterton on the edge of Cambridge.

**Key Facts:**

- There are high levels of congestion on radial routes into Cambridge at peak times.
- Average commuting distances have increased (10.2 miles in 2010 compared to 8.1 miles in 2009), and 62% of journeys are by car or van.
- High levels of traffic on the A14 and radial routes into Cambridge at peak times.
- Good public transport services in larger villages, but limited services in many smaller villages away from transport corridors.
- Cycling levels are higher than the national average.

**Planning for Sustainable Travel**

12.6 The National Planning Policy Framework (NPPF) requires that plans and decisions ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. The development strategy, addressed in Chapter 3: Development Needs, considers the development needs of the district, and options regarding where that development should be focused. Achieving sustainable transport has been a key consideration influencing the strategy, and the identification of site options for allocation in the Local Plan. Transport impacts of individual developments will still need to be considered at the planning application stage.

**Issue 97: Planning for Sustainable Travel**

The Local Plan needs to ensure the transport impacts of developments are fully considered when considering proposals. The following principles should be developed into policies in the Local Plan:

- Developments should not be approved that are likely to give a significant increase in travel demands, unless the site has or can provide sufficient standard of accessibility, offers an appropriate level of travel choice by walking, cycling or public transport.
- Developments should be expected to address the transport issues they generate, such as through improvements to provide safe road access, improvements to the road, footway or cycleway network, or to address environmental impacts such as noise or air quality. This could be through the direct provision of transport infrastructure through the development, or financial contributions through planning obligations or the Community Infrastructure Levy (CIL), to address transport infrastructure in the wider area.

- Development can provide opportunities to encourage sustainable travel, and, in particular, increase the use of non-car modes (public transport, walking and cycling), by providing safe, direct routes that offer people real travel choice for some or all of their journey. Developers should be expected to demonstrate they have maximised opportunities to integrate travel modes, and access by non-motorised modes.
- New cycle and walking routes should connect to existing networks, strengthening connections between clusters of villages, and Northstowe, Cambridge, and market towns.
- In a rural area like South Cambridgeshire, the wider Rights of Way network provides an important resource for walkers, and in some cases, for cyclists and horse riders. As well as providing links between villages, they offer leisure and recreation routes improving access to the surrounding countryside as part of a healthy lifestyle. Developments should protect such routes, and may provide opportunities for improvement to the network.

**Question 97:**

**Should the Local Plan include the principles regarding sustainable travel in outlined in Issue 97, and are there any additional issues that should be included?**

Please provide any comments.

### Transport Assessments and Travel Plans

- 12.7 Transport Assessments and Travel Plans are required from developers to explore the transport impacts of their proposals, how they will be addressed, and how sustainable travel will be delivered in the long term. National guidance refers to the requirement applying to developments which generate ‘significant amounts of movement’. For smaller developments with lower impacts, a simpler ‘Transport Statement’ is required.
- 12.8 Given the existing constraints on parts of the transport network even small levels of additional traffic could have a significant impact in some locations, therefore an option could be to retain a general threshold for major development when a Transport Assessment and Travel Plan will be required, but require that where appropriate they may also be sought on smaller developments. This could include developments in particularly congested locations and/or generating larger numbers of trips, where there are particular local travel problems, or affecting Air Quality Management Areas.

### **Issue 98: Transport Assessments and Travel Plans**

Transport Assessments and Travel Plans could be required for:

- major developments (over 20 dwellings or 0.5ha. for residential development and over 1,000m<sup>2</sup> or 1 ha. for other development) and
- smaller developments where they are:
  - in particularly congested locations; and/or
  - generating larger numbers of trips;
  - where there are particular local travel problems; or
  - affecting Air Quality Management Areas.
- Other smaller developments would continue to provide a Transport Statement.

#### **Question 98:**

**A: Should the Local Plan continue to require ‘major developments’ to produce a Transport Assessment and Travel Plan, as well as smaller developments with particular transport implications?**

**B: Should an alternative threshold be used, if so what, and why?**

Please provide any comments.

### **Car Parking**

- 12.9 The provision of car parking has a significant influence on the design of development, and the amenity of its eventual occupiers.
- 12.10 Historically, national policy sought to restrict the level of car parking provision in new development, imposing maximum car parking standards. This was considered to be a tool for minimising car use as part of a comprehensive approach to encouraging use of more sustainable modes of travel, such as public transport, cycling and walking. However, car ownership and car use should not be confused as being the same. Where good convenient pedestrian or cycle routes, or public transport, facilities are provided, people may choose to use those in preference to driving for regular journeys. They are still very likely to own a car for convenient use for other journeys.

### **Car Parking Standards**

- 12.11 Changes to government guidance mean there is now greater flexibility on how councils address parking in local plans.
- 12.12 The Council's current plan reflects previous national policy and includes a set of maximum standards, indicating the maximum number of spaces per house allowed in a development. The Council could continue this approach, which could help promote more sustainable travel choice, but it could also mean insufficient parking where ownership is high, particularly in more remote parts of the district. This can result in spill-over parking in inappropriate and sometimes dangerous locations, causing nuisance and/or hazard to other road users. In particular, comments made to the Council about new developments are often that the road widths are too narrow and yet on-street parking takes place anyway and causes problems for other road users.
- 12.13 Whilst the way we use our cars may be becoming both more restricted and expensive, ownership of cars is expected to grow until 2021. This would suggest levels of car parking need to rise to accommodate the extra vehicles. The 2001 census showed average vehicle ownership levels per household in South Cambridgeshire's larger villages as typically 1.5 or less; and smaller villages typically between 1.6 and 2.0. The 2011 census figures are not yet available. In response, the local plan could raise the current maximum standards in the new Local Plan to allow for current and future levels of demand.
- 12.14 A further option would be to include no standard. This would allow for a designed approach whereby car parking provision could be tailored to reflect the specific development in terms of its location (whether there are local services available which may reduce the need to travel long distances by car), the density of development, the residential properties proposed (whether flats or large houses), together with consideration of any 'smart' measures being incorporated into the development, (such as car clubs), which may reduce the level of need for private car parking.
- 12.15 This third approach could potentially lead to better quality of built design, with potentially less land required for car parking if it is provided in innovative way, for example on appropriately designed streets and/or in small communal car parking areas which can be designed into the 'street scene'. It would allow greater flexibility for some developments, in appropriate locations, to reduce overall levels of car parking. Disadvantages are that it would provide less clarity to developers.

### **Issue 99: How Car Parking is provided within Residential Developments**

What approach do you think the Local Plan should take to parking provision in new development?

- i. Current policy sets a maximum standard of an average of 1.5 spaces per dwelling, up to a maximum of 2 spaces per 3 or more bedrooms in poorly accessible areas (garages count as parking spaces). Lower parking levels may be sought in areas with good accessibility to services, facilities, and public transport in appropriate circumstances.
- ii. An alternative option is that the level of provision could be raised slightly to take into account rising levels of car ownership. This could retain an average of 1.5 spaces per dwelling for developments on the edge of Cambridge, but increase to an average of 2 spaces per dwelling across the remainder of district, with an average of 2.5 spaces per 3 or more bedrooms in less accessible areas.
- iii. A further option could be to remove all car parking standards and make developers determine a suitable level of car parking provision through a comprehensive design-led approach, reflecting the location, (whether there are local services available which may reduce the need to travel long distances by car), the density of development, the residential properties proposed (whether flats or large houses), together with consideration of any 'smart' measures being incorporated into the development, (such as car clubs), which may reduce the level of need for private car parking. The developer would need to demonstrate that they have provided enough car parking to ensure highway safety. Further guidance could be provided in the District Design Guide SPD.

Further information exploring residential parking issues is included in Appendix 4. See also Issue 28 in Chapter 7 on Street Widths.

**Question 99:**

**A: What approach should the Local Plan take towards residential car parking standards? (note – all options are subject to achieving appropriate highway safety)**

- i. Maximum parking standards - an average of 1.5 spaces per dwelling, up to a maximum of 2 spaces per 3 or more bedrooms in poorly accessible areas.
- ii. Maximum parking standards - an average of 1.5 spaces per dwelling for developments on the edge of Cambridge, but increase to an average of 2 spaces per dwelling across the remainder of district, with an average of 2.5 spaces per 3 or more bedrooms in poorly accessible areas.
- iii. Remove all car parking standards and adopt a design-led approach to car parking provision in new developments.

**B: Are there any alternative policies or approaches you think should be included?**

Please provide any comments.

### Allocation of Car Parking within Residential Developments

- 12.16 Historically the most common approach to the provision of car parking in residential developments is within designated space on a private driveway or in designated communal parking areas (particularly with flats). Allocating spaces in this way has tended to lead to inflexibly designed developments, often with narrow streets unable to accommodate households with a larger number of vehicles.
- 12.17 Residential Car Parking Research undertaken by the government shows that allocating car parking spaces to individual properties reduces the efficiency of car parking provision across the whole development, as not all households own a car. This results in some on-plot car parking spaces not being used, whilst some other households may have more cars than allocated spaces. Not allocating spaces would allow provision of much less car parking overall yet still able to serve the overall needs of the whole development.
- 12.18 Even allocating a limited amount of car parking to individual properties, for example one space per dwelling, could reduce the overall level of provision and therefore the amount of land-take within the development for parking. Those households that own more than one car would be able to park additional cars in unallocated parking areas. Unallocated parking could be in the form of small communal parking areas, but it could also be in the form of on-street parking, which can be incorporated into the design of the development to ensure that road widths and specific areas are provided so it is safe to park without causing nuisance or hazard to other road users.

### **Issue 100: Allocation of Car Parking within Residential Developments**

An issue for the Local Plan is whether it should include a policy regarding the allocation of parking spaces within a development:

- i. In order to maximise the efficiency of car parking provision across the whole development, it could require parking spaces to not be allocated to individual properties. This would reduce the overall levels of car parking needed to serve the development as a whole.
- ii. An alternative option would be to only allocate a proportion of car parking spaces needed to serve the whole development to individual properties, for example one space per dwelling. The design of the development could incorporate safe areas on-street or in designated areas to ensure additional cars can be parked without nuisance or hazard to other road users. This could ensure that on-street parking is properly designed into a development and help avoid the concerns often raised about new developments.
- iii. Alternately the Local Plan could not set a specific requirement, and the issue could be left to the design of individual developments to consider.

Further information exploring parking allocation is included in Appendix 4.

#### **Question 100:**

##### **A: What approach should the Local Plan take to the allocation of car parking spaces in residential developments?**

- i. The Local Plan should maximise the efficiency of car parking provision by not allocating any residential car parking to individual properties.
- ii. The Local Plan should only allocate a proportion of the car parking spaces to individual properties.
- iii. The Local Plan should not address the allocation of parking spaces, and it should be left to the design of individual developments.

##### **B: Are there any alternative policies or approaches you think should be included?**

Please provide any comments.

## Residential Garages

- 12.19 Residential garages provided in new developments are often too small to accommodate modern, larger, cars and residents frequently use garages for storage, due to inadequate storage provided within homes.

### Issue 101: Residential Garage Sizes

Current policy counts garages towards car parking provision but does not provide any minimum size requirements to ensure they are fit for this purpose. There is also a policy requirement for the provision of minimum levels of secure cycle parking, which is often accommodated within garages.

The Local Plan could specify minimum dimensions for residential garages that are able to accommodate modern cars, cycles and other storage needs before they can be counted towards car parking provision.

Further information exploring garage sizes is included in Appendix 4.

### Question 101:

#### What approach should the Local Plan take to residential garages?

- i) Specify minimum size dimensions for garages to count towards parking standards, to ensure they are large enough to easily accommodate modern cars, cycles and other storage needs; or
- ii) Not address the issue of residential garage sizes.

Please provide any comments.

## Car Parking Standards for Other Types of Developments

- 12.20 The Council's existing plan includes maximum parking standards for non-residential development, providing a range of different thresholds for different uses including employment, retail and community uses. Whilst these are maximum standards, the Council may still require a certain level of parking from individual developments on a case by case basis, in order to secure highway safety.

### **Issue 102: Car Parking Standards for Other Types of Developments**

The Council's current plan sets maximum parking standards for a range of non-residential uses. It also encourages shared use of car parking, particularly in mixed-use developments where there is a mixture of day time and night time uses. These could be carried forward into the new Local Plan.

For information: Existing standards can be found in the current Development Control Policies Development Plan Document

[www.scambs.gov.uk/ldf/dcpoliciesdpd](http://www.scambs.gov.uk/ldf/dcpoliciesdpd)

### **Question 102:**

**Should the Local Plan carry forward the maximum parking standards for non-residential development included in its existing plan?**

Please provide additional comments.

### **Cycle Parking Standards**

- 12.21 To achieve national and local objectives for sustainable transport, the transport system needs to be balanced in favour of sustainable modes, including cycling, in order to provide people with a real choice about how they travel. There is no national requirement to set cycle parking standards, although the provision of secure cycle parking at key destinations will encourage cycle use.
- 12.22 Nearly all of South Cambridgeshire is within 10km of Cambridge or a market town, which is a reasonable cycling distance. New and improved cycle infrastructure (cycle paths and parking) is continually being provided through new developments and through national funding of schemes. In addition, many businesses install showers as part of their Travel Plan, to encourage cycling to work. At the same time costs of motoring are rising and the increasingly publicised health benefits of cycling are causing more people to switch to cycling. As a result, this could be justification for requiring higher levels of cycle parking in homes, employment and other developments.

### Issue 103: Cycle Parking Standards

Residential development is currently required to provide one secure cycle space per dwelling, within the curtilage where possible. Alternatively, the level of provision could be raised to one secure cycle space per bedroom.

The existing plan also sets standards for non-residential development, with different levels for different types of use. The Local Plan could retain these, or consider higher standards.

An alternative option would be for the Local Plan to remove cycle parking standards, and make developers determine a suitable level of cycle parking provision through a comprehensive design-led approach.

For information: Existing standards can be found in the current Development Control Policies Development Plan Document

[www.scams.gov.uk/ldf/dcpoliciesdpd](http://www.scams.gov.uk/ldf/dcpoliciesdpd)

### Question 103:

#### A: What approach should the Local Plan take towards cycle parking standards?

- i) Retain the current minimum cycle parking standards for different types of development.
- ii) Continue to set minimum cycle parking standards for different types of development, but develop new higher levels of provision.
- iii) Remove cycle parking standards, but include a policy requiring cycle parking provision, adopting a design-led approach

#### B: Are there any alternative policies or approaches you think should be included?

Please provide any comments.

## Rail Freight Interchanges and Rail Freight

- 12.23 Cambridgeshire's roads already have higher than the national average heavy commercial vehicle traffic and the use of inappropriate routes can have considerable impacts on villages. Freight traffic is predicted to quadruple by 2030. Given the importance of supporting the economic prosperity of the Cambridge area and existing levels of congestion, it is important that existing freight interchange sites are protected.

**Issue 104: Rail Freight Interchanges**

Current policies promote the use of rail for freight movements by permitting freight interchange facilities where they accord with other policies in the plan. In addition, existing freight sites are safeguarded for such purposes.

The Local Plan could continue this approach.

**Question 104:**

**A: Should the Local Plan continue to protect rail freight interchange sites?**

**B: Are there any alternative policies or approaches you think should be included?**

Please provide any comments.

**Airfields and Public Safety Zones**

- 12.24 South Cambridgeshire has a long association with flying and there are a number of established aerodromes and smaller airfields in the district. Aviation contributes to national, regional and local economies and there are a number of industries established on local airfields. However, airfields can also raise environmental issues which need careful consideration to balance the different interests that can be in conflict. In particular, noise resulting from flying activities has been a source of complaints in the past and is still a very sensitive issue in some areas of the district.
- 12.25 Public safety zones have been established around Cambridge Airport and one falls within South Cambridgeshire district. Within this area development is restricted whilst the airport is operational in order to minimise the number of people at risk of death or injury in the event of an aircraft crash on take-off or landing.

**Issue 105: Aviation Related Development**

The current policy provides a number of criteria for assessing new airfields or flying sites, to ensure all the impacts are fully considered and, where necessary, appropriate conditions are applied, to ensure they remain compatible with surrounding land uses.

The Local Plan could continue this approach.

**Question 105:**

**A: Should the Local Plan continue to include a criteria-based policy for assessing and mitigating the impact of aviation related development proposals?**

**B: Are there any alternative policies or approaches do you think should be included?**

Please provide any comments.

**Cambridge Airport – Aviation Development**

- 12.26 Whilst Cambridge Airport remains in operation, consideration needs to be given to airport activity and the approach that would apply to any future aviation development proposals coming forward at Cambridge Airport in order to ensure that any development would not have a significant adverse effect on the environment and residential amenity. Whilst airports have permitted development rights which mean that some types of development in connection with the provision of services and facilities do not need planning permission, other proposals such as the construction or extension of a runway, or new passenger terminal above 500 m<sup>2</sup> or increasing the size of the existing building by 15% or more would need planning permission and a policy to deal with any such proposals is a reasonable option for consultation.

**Issue 106: Cambridge Airport – Aviation Development**

This option is to include a policy that would only permit aviation development at Cambridge Airport where it would not have a significant adverse effect on the environment and residential amenity.

Whilst this approach will only apply where certain types of airport development need planning permission, it would allow for due consideration of the impact of any proposals on the surrounding environment and residential amenity.

**Question 106:**

**A: Should the Local Plan include a policy that would only permit aviation development at Cambridge Airport where it would not have a significant adverse effect on the environment and residential amenity?**

**B: Are there any alternative policies or approaches do you think should be included?**

Please provide any comments.

### **Provision of Infrastructure and Services**

- 12.27 It is important that the infrastructure needs generated by development are appropriately planned for, and that infrastructure is available when it is needed.
- 12.28 The NPPF requires Local Plans to consider a wide variety of infrastructure needs, including transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat), health, security, community and cultural infrastructure and other local facilities.
- 12.29 The Council has commissioned an Infrastructure Delivery Study (IDS), in partnership with Cambridge City Council. It is being developed in consultation with stakeholders. It is exploring infrastructure needs and costs, when and where infrastructure will need to be provided, the scale of funding needed to achieve this, and potential sources of funding. The IDS will also identify infrastructure critical to the delivery of the Local Plan. The IDS examines three infrastructure categories, physical (transport, energy, water and drainage, waste), social (education, health care, leisure and recreation, community and social and emergency services) and green (open space).

### **Funding Infrastructure and Services**

- 12.30 Infrastructure provision will be funded through a number of sources. Mainstream funding, such as the County Council's capital programmes, service providers' investment programmes, and Government grant, will continue to infrastructure spending. However, other initiatives such as planning obligations and the Community Infrastructure Levy can provide an additional resource for locally determined priorities.
- 12.31 Developer funding makes an important contribution to infrastructure. When planning permission is granted for new development the Council can seek contributions from developers towards a range of infrastructure. Currently this mainly achieved through planning obligations (section 106 agreements), negotiated on individual developments to mitigate the impacts generated by the development.
- 12.32 The Government has introduced the option for Councils to develop a Community Infrastructure Levy (CIL). The CIL takes the form of a standardised charge applied per square metre of new development, to fund a range of infrastructure. This will replace planning obligations for many forms of infrastructure, although planning obligations can still be used for site-specific mitigation measures and for affordable housing provision.
- 12.33 If the Council decides to implement a CIL charging schedule, it will also be required to publish an infrastructure list under CIL regulation 123 identifying those items that will be paid for in whole or in part by the CIL receipts.

### **Issue 107: Provision of Infrastructure and Services**

The Local Plan needs to include a policy regarding infrastructure provision, to require that development has made appropriate arrangements for the improvement or provision of infrastructure necessary to make the development acceptable in planning terms.

The nature, scale and phasing of any infrastructure or funding sought will be related to the form of the development and its potential impact. Contributions could also be used to secure future upkeep or maintenance where this is deemed appropriate. This will be by means of either planning obligations and/or a future CIL.

#### **Question 107:**

**A: Should the Local Plan include a policy to require development to provide appropriate infrastructure?**

**B: Are there any alternative policies or approaches do you think should be included?**

Please provide any comments.

### **Waste Infrastructure**

- 12.34 Cambridgeshire County Council is responsible for minerals and waste planning in Cambridgeshire. The Cambridgeshire and Peterborough Minerals and Waste Plan was recently adopted, the Core Strategy in July 2011 and Site Specific Proposals Plan in February 2012. There is also an adopted Proposals Map, which shows allocated sites and areas of search for future minerals and waste facilities, and safeguarding areas for existing and future facilities.
- 12.35 The Site Specific Proposals Plan includes areas of search for waste recycling and recovery facilities at Cambridge Northern Fringe East, Cambridge East (the airport site and North of Newmarket Road), and Northstowe.
- 12.36 The draft plan had an allocation for a household recycling centre (HRC) south of the Addenbrooke's Road. However, following the examination into the plan, the Inspector recommended removal of this site due to its impact on the Green Belt and the historic environment and lack of conformity with the Cambridge Local Plan 2006. Reflecting the duty to cooperate, the Council will continue to work with the County Council and Cambridge City Council during the review of the Local Plan to try to identify a suitable site for a HRC to serve the south of Cambridge. However, this remains the responsibility of the County Council.



# Chapter 13

## Site Specific Issues



Photo: Nigel Young/Foster + Partners  
American Air Museum, Imperial War Museum, Duxford, South Cambridgeshire



## Chapter 13 Site Specific Issues

### Existing Site Specific Proposals

- 13.1 The Council's existing plans include a number of site specific policies and proposals for development to meet the needs of the district to 2016 and beyond or which relate to on-going matters not subject to change from year to year. Even where planning permission has already been granted, the policies should remain until the development has actually taken place. These proposals are in current adopted plans, have all been sustainability appraised and found sound at examination by an independent Planning Inspector.
- 13.2 These proposals include the following areas: 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.
- 13.3 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, and a similar approach will be needed in the new Local Plan.

### Cambridge East

- 13.4 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 108: 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 at 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 allocation could remain 'live' in case the area became available for development. This would provide flexibility, but as it could not be relied upon the Council could not include the housing numbers in its 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.

See Appendix 5 for map.

**Question 108:**

**What approach should the Local Plan take to Cambridge Airport?**

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

Please provide any comments.

**Land North of Newmarket Road, Cambridge East**

- 13.5 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. Almost all 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 decide what to do with the site in the Local Plan.

**Issue 109: 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 Local Plan. The Council could:

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

See Appendix 5 for map.

**Question 109:**

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

**Should the Council:**

- i) Conclude that development cannot be relied on and the site be treated in the same way as Cambridge Airport?
- ii) Rely upon the policies of the Cambridge East Area Action Plan to determine any planning applications for development?
- iii) Include a new policy for the site in the Local Plan allocating the land for a housing-led development?

**Please provide any comments.**

- 13.6 Subject to the outcomes of the above issues, South Cambridgeshire District Council and Cambridge City 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**

- 13.7 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.
- 13.8 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 Chapter 10: Building a Strong and Competitive Economy, 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.

- 13.9 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 110: 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 Cambridge 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.

See Appendix 5 for map.

**Question 110:**

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

- i. Do you agree with our vision for the area?
- ii. Have we identified the right key principles for development?
- iii. What sites should be included in the boundary of the area?

Please provide any comments.

**Papworth Everard – Hospital Site**

- 13.10 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.
- 13.11 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.
- 13.12 The new Local Plan 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 Local Plan.

### **Issue 111: Papworth Everard Hospital Site**

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

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

See Appendix 5 for map.

### **Question 111:**

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

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

Please provide any comments.

### **Papworth Everard – West Central**

- 13.13 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 112: 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.

See Appendix 5 for map.

**Question 112:**

**How can we best invigorate Papworth Everard?**

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

Please provide any comments.

**Fen Drayton Former Land Settlement Association Estate**

- 13.14 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.
- 13.15 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. The SPD is proving challenging to implement and we want to ensure our approach to the area remains effective and practical.

**Issue 113: 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.

See Appendix 5 for map.

**Question 113:**

**What approach should the Local Plan take to the Fen Drayton LSA Area?**

- i) 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?
- ii) How do you think the former Fen Drayton LSA should evolve?

Please provide any comments.

### **Great Abington Former Land Settlement Association Estate**

- 13.16 A second former Land Settlement Association 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 Local Plan that reflects the specific local circumstances in the former LSA to help local residents.

#### **Issue 114: 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. Issues 51 and 52 in Chapter 9 consider the approach to extension of existing dwellings in the countryside and redevelopment of existing homes respectively and ask whether the existing approach should remain or whether a more flexible criteria based approach would be more appropriate, that judged each case on its merits, relying on the design policies of the Local Plan to consider such matters as design quality, scale, local character and countryside impact. If the new Local 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 Local Plan includes a more flexible District wide policy, there would not be a need to include a specific policy for this area.

#### **Question 114:**

**Do you consider that if the Local 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 comments.

### **Linton Special Policy Area**

- 13.17 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.
- 13.18 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 Local Plan.

#### **Issue 115: 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.

See Appendix 5 for map.

#### **Question 115:**

**Should the Local Plan continue to restrict residential development south of the A1307 at Linton?**

Please provide any comments.

## Duxford Imperial War Museum

- 13.19 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 116: 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.

See Appendix 5 for map.

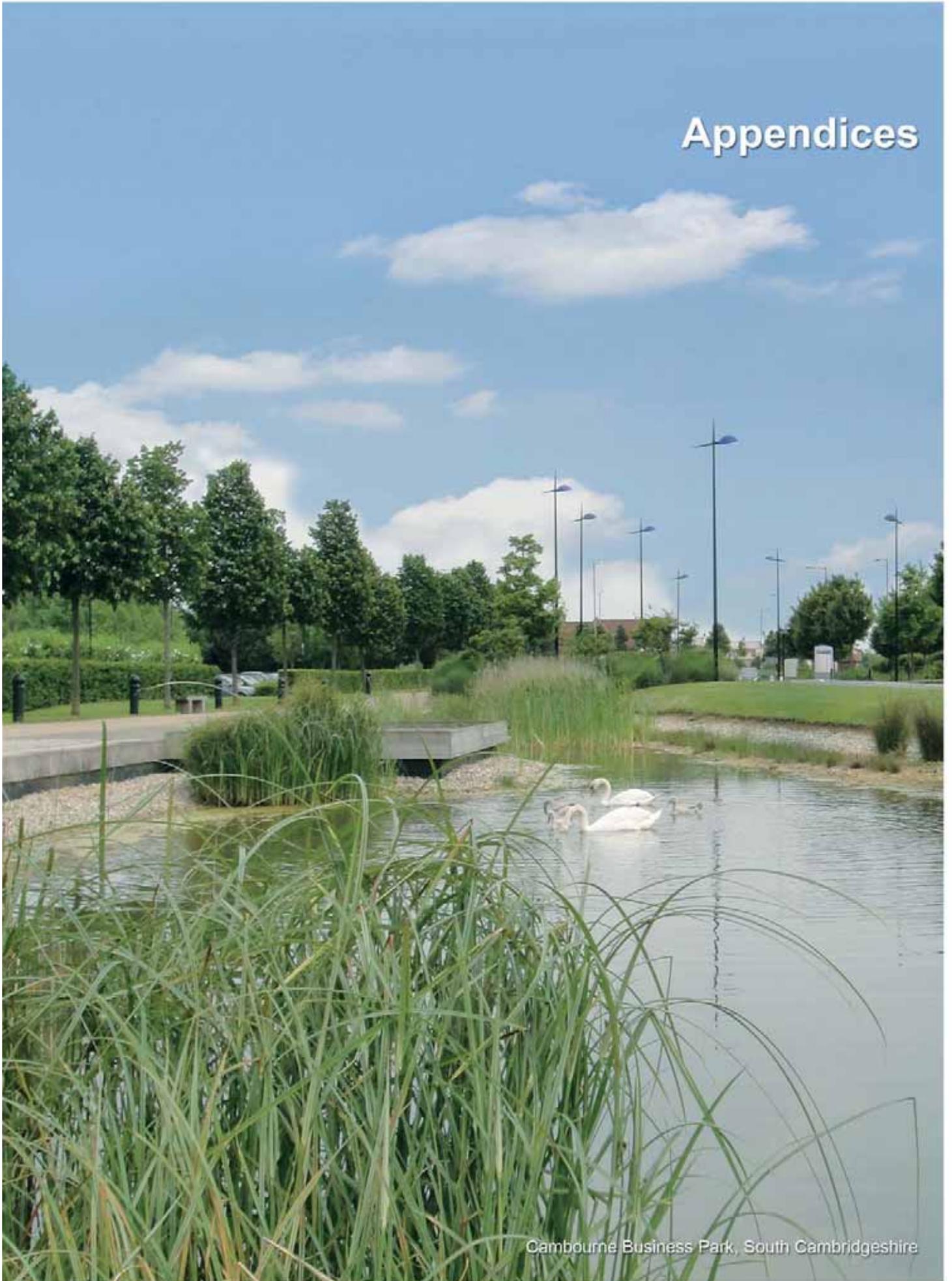
### **Question 116:**

**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 comments.



# Appendices



Cambourne Business Park, South Cambridgeshire



Document	Author (or prepared for)	Year published	Link
Strategic Housing Land Availability Assessment	South Cambridgeshire District Council	2012	<a href="http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/SHLAA.htm">http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/SHLAA.htm</a>
Sustainability Appraisal Scoping Report	South Cambridgeshire District Council	2012	<a href="http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/SCLP.htm">http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/SCLP.htm</a>
East of England Forecasting Model population runs for South Cambridgeshire to 2031	Cambridgeshire County Council	2012	<a href="http://www.cambridgeshire.gov.uk/business/research/economy/lab/Economic+forecasts.htm">http://www.cambridgeshire.gov.uk/business/research/economy/lab/Economic+forecasts.htm</a>
Cambridge Econometrics population forecasting for South Cambridgeshire to 2031	Cambridgeshire Local Planning Authorities	2012	<a href="http://www.cambridgeshire.gov.uk/business/research/economy/lab/Cambridgeshire+scenarios.htm">http://www.cambridgeshire.gov.uk/business/research/economy/lab/Cambridgeshire+scenarios.htm</a>
Cambridgeshire Development Study	Commissioned by Cambridgeshire County Council Consultants WSP in association with Pegasus Planning, SQW Consulting and Cambridge Econometrics	2009	<a href="http://www.cambridgeshire.gov.uk/environment/planning/projects/Cambridgeshire+Development+Study.htm">http://www.cambridgeshire.gov.uk/environment/planning/projects/Cambridgeshire+Development+Study.htm</a>
Joint Statement on Strategic Planning in Cambridgeshire	Cambridgeshire Local Planning Authorities	2010	<a href="http://www.scambs.gov.uk/documents/retrieve.htm?pk_document=912470">http://www.scambs.gov.uk/documents/retrieve.htm?pk_document=912470</a>
Joint Working Committee Report	Cambridgeshire Local Planning Authorities	2012	<a href="http://www.cambridgeshire.gov.uk/CMSWebsite/Apps/Committees/Meeting.aspx?meetingID=471">http://www.cambridgeshire.gov.uk/CMSWebsite/Apps/Committees/Meeting.aspx?meetingID=471</a>
South Cambridgeshire Village Classification Report	South Cambridgeshire District Council	2012	<a href="http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/EvidenceBase/villageclassification.htm">http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/EvidenceBase/villageclassification.htm</a>

Document	Author (or prepared for)	Year published	Link
South Cambridgeshire Local Plan Workshops – Notes (Stakeholders, Members, Parishes, Developers)	South Cambridgeshire District Council	2012	<a href="http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/SCLP.htm">http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/SCLP.htm</a>
SCDC Housing Strategy 2012-2016	South Cambridgeshire District Council	2012	<a href="http://www.scambs.gov.uk/Housing/StrategyAndDevelopment/Strategies/Housingstrategy.htm">http://www.scambs.gov.uk/Housing/StrategyAndDevelopment/Strategies/Housingstrategy.htm</a>
Strategic Housing Market Assessment	Cambridgeshire Horizons	2007 (plus updates)	<a href="http://www.cambridgeshirehorizons.co.uk/our_challenge/housing/shma.aspx">http://www.cambridgeshirehorizons.co.uk/our_challenge/housing/shma.aspx</a>
Balanced and mixed communities – a good practice guide	Cambridgeshire Horizons	2008	<a href="http://www.cambridgeshirehorizons.co.uk/our_challenge/community/balanced.aspx">http://www.cambridgeshirehorizons.co.uk/our_challenge/community/balanced.aspx</a>
Village Housing Needs Surveys (Cambridge Sub Regional Rural Housing Enabling Project led by Cambridgeshire ACRE)	South Cambridgeshire District Council	Various	<a href="http://www.scambs.gov.uk/housing/strategyanddevelopment/research/villagesurveys.htm">http://www.scambs.gov.uk/housing/strategyanddevelopment/research/villagesurveys.htm</a>
Cambridgeshire Gypsy and Travellers Joint Strategic Needs Assessment	Cambridgeshire PCT and partners	2010	<a href="http://www.cambridgeshirejsna.org.uk/travellers/travellers">http://www.cambridgeshirejsna.org.uk/travellers/travellers</a>
South Cambridgeshire Gypsy and Traveller Community Strategy 2010-2013	South Cambridgeshire District Council	2010	<a href="http://www.scambs.gov.uk/CouncilAndDemocracy/Equality/">http://www.scambs.gov.uk/CouncilAndDemocracy/Equality/</a>
Cambridge Sub-Region Gypsy and Travellers Accommodation Needs Assessment	Cambridge Sub Region Local Authorities	2011	<a href="http://www.scambs.gov.uk/Environment/TravellerIssues/TNA.htm">http://www.scambs.gov.uk/Environment/TravellerIssues/TNA.htm</a>
Cambridgeshire Economic Assessment: South Cambridgeshire Profile	Cambridgeshire County Council	2011	<a href="http://www.cambridgeshire.gov.uk/business/economicandcommunitydev/ecodevelopment/economicassessment.htm">http://www.cambridgeshire.gov.uk/business/economicandcommunitydev/ecodevelopment/economicassessment.htm</a>

Document	Author (or prepared for)	Year published	Link
South Cambridgeshire Economic Assessment	PACEC on behalf of South Cambridgeshire District Council	2010	<a href="http://www.scambs.gov.uk/Business/edstrategy.htm">http://www.scambs.gov.uk/Business/edstrategy.htm</a>
South Cambridgeshire Economic Development Strategy 2010-2015	South Cambridgeshire District Council	2010	<a href="http://www.scambs.gov.uk/Business/edstrategy.htm">http://www.scambs.gov.uk/Business/edstrategy.htm</a>
Employment Land Review	South Cambridgeshire District Council and Cambridge City Council	2008	<a href="http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/EvidenceBase/Employment_Land_Review.htm">http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/EvidenceBase/Employment_Land_Review.htm</a>
Employment Land Review UPDATE	South Cambridgeshire District Council and Cambridge City Council	2012	<a href="http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/EvidenceBase/Employment_Land_Review.htm">http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/EvidenceBase/Employment_Land_Review.htm</a>
Cambridge Cluster at 50: The Cambridge Economy Retrospect and Prospect	East of England Development Agency and Partners	2011	<a href="http://www.stjohns.co.uk/wp-content/uploads/2011/04/Cambridge-cluster-report-FINAL-210311.pdf">http://www.stjohns.co.uk/wp-content/uploads/2011/04/Cambridge-cluster-report-FINAL-210311.pdf</a>
Cambridge Sub-Regional Retail Study	South Cambridgeshire District Council and Cambridge City Council	2008	<a href="http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/EvidenceBase/retail_study.htm">http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/EvidenceBase/retail_study.htm</a>
North West Cambridge Supplementary Retail Study	South Cambridgeshire District Council and Cambridge City Council	2010	<a href="http://www.scambs.gov.uk/environment/planning/districtplanning/localdevelopmentframework/foodstoreprovisio n nwc.htm">http://www.scambs.gov.uk/environment/planning/districtplanning/localdevelopmentframework/foodstoreprovisio n nwc.htm</a>
Informal Planning Policy Guidance on Foodstore Provision in North West Cambridge	South Cambridgeshire District Council and Cambridge City Council	2010	<a href="http://www.scambs.gov.uk/environment/planning/districtplanning/localdevelopmentframework/foodstoreprovisio n nwc.htm">http://www.scambs.gov.uk/environment/planning/districtplanning/localdevelopmentframework/foodstoreprovisio n nwc.htm</a>
Cambridge Hotel Futures Study	Cambridge City Council	2012	<a href="http://www.cambridge.gov.uk/public/docs/hotel-study.pdf">http://www.cambridge.gov.uk/public/docs/hotel-study.pdf</a>

Document	Author (or prepared for)	Year published	Link
Cambridge Green Belt Study	Landscape Design Associates for South Cambridgeshire District Council	2002	<a href="http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/Archive/GreenBelt.htm">http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/Archive/GreenBelt.htm</a>
Cambridge City Inner Greenbelt Boundary Study	Cambridge City Council	2002	<a href="http://www.cambridge.gov.uk/ccm/content/planning-and-building-control/research/policy-publications.en">http://www.cambridge.gov.uk/ccm/content/planning-and-building-control/research/policy-publications.en</a>
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Cambridgeshire Waste Design Guide	Cambridgeshire County Council	2012	<a href="http://www.cambridgeshire.gov.uk/environment/planning/mineralswaste/framework/recap/wastemanagementdesignguidespd.htm">http://www.cambridgeshire.gov.uk/environment/planning/mineralswaste/framework/recap/wastemanagementdesignguidespd.htm</a>

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Cottenham Village Design Statement Supplementary Planning Document	South Cambridgeshire District Council	2007	<a href="http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/SPDs/SPDCotttenhamVDS.htm">http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/SPDs/SPDCotttenhamVDS.htm</a>

**Evidence Base – On-Going**

Document	Author (or prepared for)	Anticipated
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A14 Headroom Study	Highways Agency and the Cambridgeshire Local Authorities	2012
A14 Highways Agency Study	Highways Agency	2012
Review of Merton Rule-style Policies in four Local Planning Authorities in Cambridgeshire	Cambridgeshire Local Planning Authorities	2012



## Appendix 2 Assessment of Broad Locations on the Edge of Cambridge

### **Broad Location 1: Land to the North & South of Barton Road**

**District: Cambridge City Council & South Cambridgeshire District Council**

**Ward/Parish: Newnham, Coton & Grantchester**

#### **Description:**

There is potential capacity in Cambridge for between 2,000 and 3,000 dwellings between the urban area and the administrative boundary, with significant additional land also in South Cambridgeshire.

#### **Context:**

Land on the western edge of the city up to the M11. A series of large agricultural fields and recreation grounds, mostly surrounded by hedgerows and occasional hedgerow trees, giving an open appearance when viewed from the west.

#### **Designations / Constraints:**

- Whole area is designated as Green Belt.
- Adjacent to Cambridge West Conservation Area.
- University sports fields to east are protected private open space.
- Archaeological remains of various dates.
- Hedgerows east of M11 are a County Wildlife Site and several hedgerows within this location are designated as a City Wildlife Site.
- Parts of the location around Barton Road are within Flood Zones 2 and 3a (medium to high probability of flooding).
- Part of the location will be affected by noise and air quality issues from the M11 and mitigation will be required.
- The location needs to be carefully considered in conjunction with ongoing development on the West Cambridge site, which was designed to create a new city edge.
- The uses alongside the edges of the area will raise potential overlooking issues; both within and out of the location.
- There are public rights of way to the north, to the west and through the centre.

#### **Planning History**

Land in this location has been previously considered for Green Belt release by a series of Inspectors since 2002 (Structure Plan, Cambridge Local Plan and South Cambridgeshire Site Specific Policies Plan). In all cases Green Belt release was rejected because of the importance of the land to Green Belt purposes. Inspectors have accepted that the Barton Road approach to Cambridge is important because it is undeveloped, that development would impinge on views, sometimes be directly in front of historic features, and would spoil the setting of the city even if set back and landscaped.

### **Green Belt / Landscape / Townscape**

- The 2002 Inner Green Belt Boundary Study (Cambridge City Council) found that all areas within the zone were of medium to very high importance to the setting of the City and medium to very high importance to Green Belt purposes. It is a smaller area adjacent to the urban area at Gough Way that is characterised as of medium importance.
- The 2002 Cambridge Green Belt Study (LDA for South Cambridgeshire District Council) characterised the area as “Landscape essential to the special character and setting of Cambridge. To be preserved. No scope for substantial development through Green Belt releases.”
- The majority of this zone is on flat farmland with some slight elevation to the north and south of the area. The land is mostly arable and divided into relatively small fields with managed hedgerows and ditches. The area to the south of Barton Road provides separation and setting to Grantchester. The southern part of this zone comprises the river Cam and its associated river valley landscape. The elevated southern parts of the zone, nearer to the M11, create small plateaus that are sometimes screened by their landform and by vegetation.
- Views are usually open and of abrupt urban edges with a soft green foreground. There are distant views from the rolling clayland hills to the west of Cambridge, particularly around Haslingfield. The tower of Haslingfield church can be seen from the edge of the City and there are clear views of the historic collegiate core of Cambridge seen above the urban edge in the near distance.
- This Green Belt western edge of Cambridge is one of the most sensitive areas of landscape around the City because of a combination of topography, open views and the proximity of the historic core of Cambridge to the edge of the City. All of these factors result in a landscape, which is very important to the setting of the City and for the purposes of Green Belt.
- The sites would represent a challenge to design in respect of achieving good points of access. Access points from either the Barton Road, Clerk Maxwell Road or from the High Cross part of the West Cambridge site will be necessary in order to enable a more comprehensive site layout and sufficient connectivity to the west side of the city. Access to existing minor residential streets e.g. Cranmer Road or Herschell Road, will need to be limited to pedestrian and cycling use only.
- Development could feel isolated from existing communities unless overcome with good urban design, connectivity and appropriate community provision to aid integration.

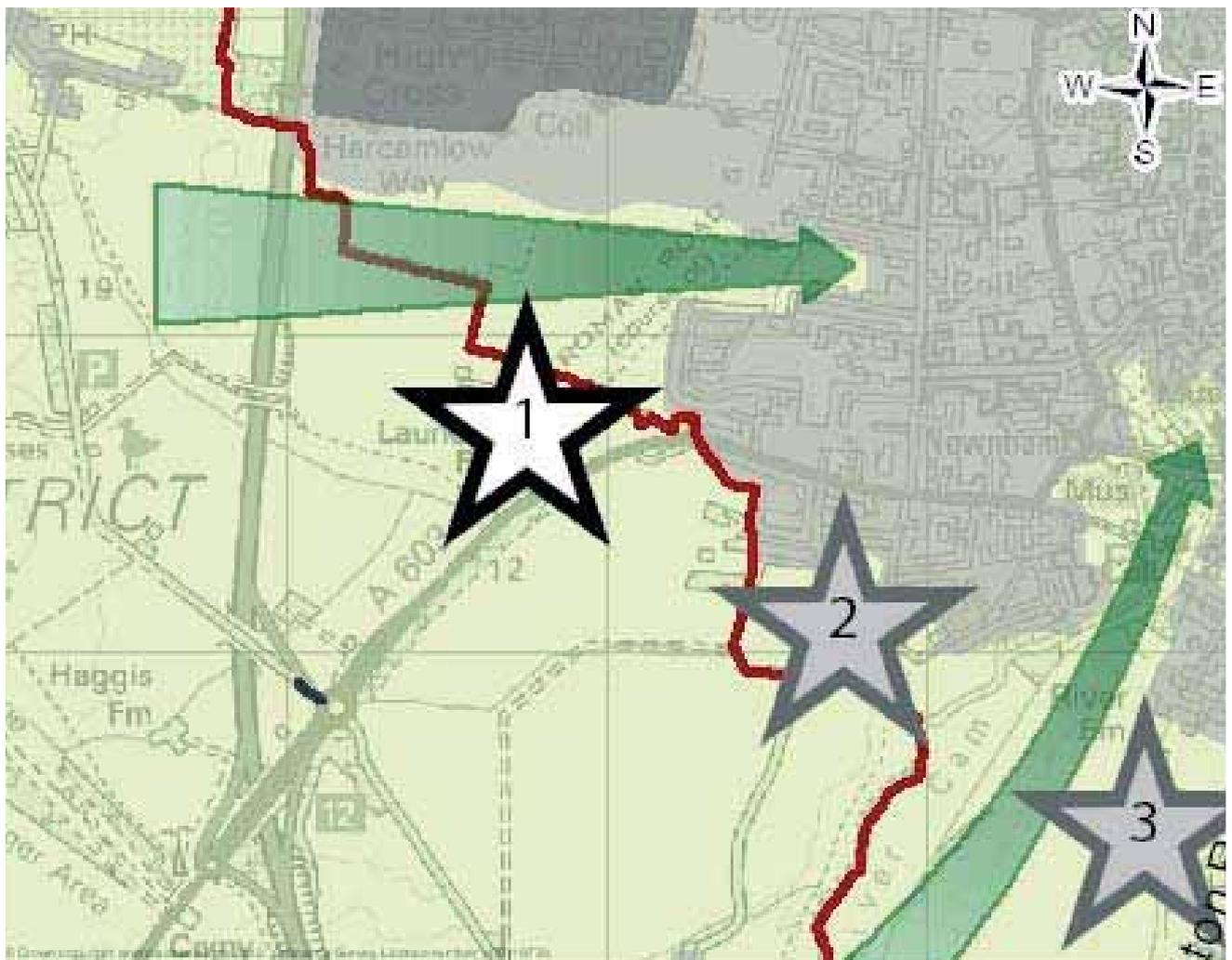
### **Supporting Infrastructure:**

Beyond 400m from existing local facilities. New school provision necessary. Improved utilities required. Large scale development would require new neighbourhood centre to be provided.

### Transport:

- The Highways Agency have commented that as it currently stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. Furthermore, travel demand to/from this location is likely to be largely Cambridge-centric, though a significant amount of trips could impact upon the M11 at J12 and J13.
- The County Highways team have commented that access onto Barton Road is feasible but requires modelling. New public transport services would be required. A significant level of infrastructure will be required to encourage more sustainable transport links. Transport modelling needs to be undertaken to understand the full implications as a whole of further development on the transport network.

### Broad Location 1: Land to the North & South of Barton Road



Note that the Parish Councils of Barton, Coton, Grantchester and Madingley have published a “Joint Vision for Cambridge’s Quarter-To-Six Quadrant” setting out their views on the qualities of the area after a public consultation exercise.

## **Broad Location 2: Playing Fields off Grantchester Road Newnham**

**District: Cambridge City Council & South Cambridgeshire District Council**

**Ward/Parish: Newnham & Grantchester**

### **Description:**

There is potential capacity in Cambridge for between 450 and 700 dwellings between the urban area and the administrative boundary, with additional land also in South Cambridgeshire.

### **Context:**

The location comprises a number of College playing fields along with Wests Renault Rugby Football ground located to the south of Newnham off Grantchester Road. The area is relatively level with views into open countryside to the south towards Grantchester and along the River Cam immediately east. The land is slightly elevated above the land to the east that forms part of the Cam river valley and Grantchester Meadows. The southern section of the Pembroke playing field is located in South Cambridgeshire.

### **Designations / Constraints:**

- The whole area is designated as Green Belt.
- Land within Cambridge is designated as Protected Open Space.
- Significant parts of the Rugby Club ground are in the functional floodplain (where water has to flow or be stored in times of flood) and therefore unsuitable for development.
- The West Cambridge and Newnham Croft Conservation areas lie to the north and north east.
- The hedgerows and river meadows are important for wildlife.
- Allotments adjoin the location to the south east.
- There is a Public Right of Way to the east and permissive Public Right of Way to the west.
- There are several protected trees in the area and a listed building.

### **Planning History**

- No significant recent planning history.

### **Green Belt / Landscape / Townscape**

- The 2002 Inner Green Belt Boundary Study (Cambridge City Council) found that all areas within this location were of medium to very high importance to the setting of the City and medium to very high importance to Green Belt purposes.
- The 2002 Cambridge Green Belt Study (LDA for South Cambridgeshire District Council) characterised the area as “Landscape essential to the special character and setting of Cambridge. To be preserved. No scope for substantial development through Green Belt releases.”
- This location is mostly arable and divided into relatively small fields with managed hedgerows and ditches.

- Grantchester is located to the south of the area on the western slope of the River Cam valley.
- The elevated parts of this location create small plateaus that are sometimes screened by their landform and by vegetation.
- Views are usually open and of abrupt urban edges with a soft green foreground. There are distant views from the rolling clayland hills to the west of Cambridge, particularly around Haslingfield.
- The tower of Haslingfield church can be seen from the edge of the City and there are clear views of the historic collegiate core of Cambridge seen above the urban edge in the near distance.
- This Green Belt western edge of Cambridge is one of the most sensitive areas of landscape around the City because of a combination of topography, open views and the proximity of the historic core of Cambridge to the edge of the City.
- All of these factors result in a landscape which very important to the setting of the City and for the purposes of Green Belt.
- In urban design terms the area would require direct access onto Grantchester Road, either in the form of an intersection serving either side of Grantchester Road or via other, additional, access points.
- Development would back onto existing development to the north and east, and would require pedestrian/cycle links within/beyond the location.
- There is no direct public access to the eastern most part of this location.
- Development could feel isolated from existing communities unless overcome with good urban design, connectivity and appropriate community provision to aid integration.

#### **Supporting Infrastructure:**

Beyond 400m from existing local facilities. New school provision necessary. Improved utilities required. Large scale development would require new neighbourhood centre to be provided.

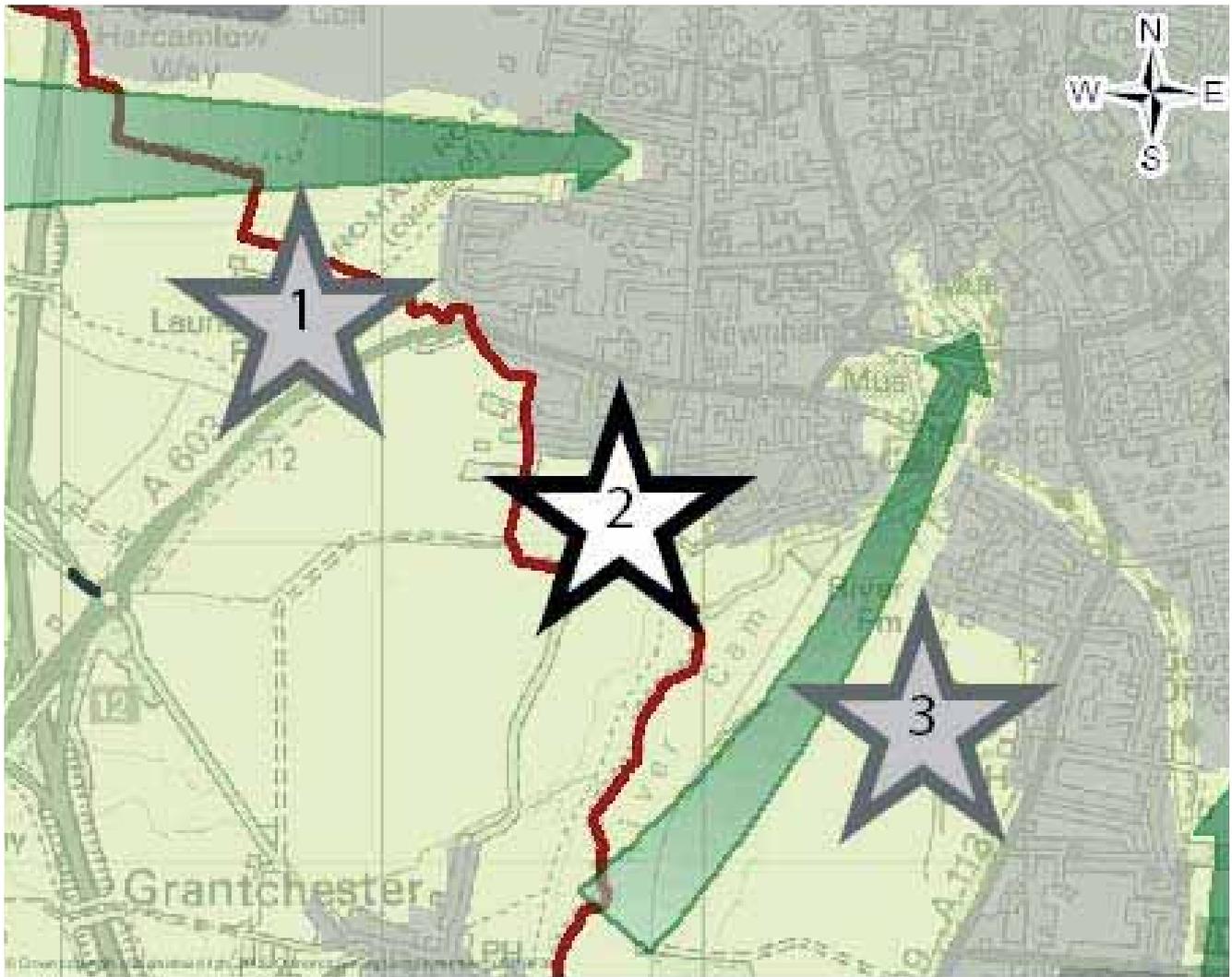
#### **Transport:**

- The Highways Agency have commented that as it currently stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. This site is likely to be closely related to the M11 at J 12, but is also reasonably well related to the City Centre. As such it would warrant a robust transport **assessment before**

#### **the Highways Agency could come to a definitive view.**

- The County Highways team have commented that Grantchester Road is narrow and incapable of supporting development at this scale without significant improvement. Modifications to Grantchester Road would be required and would result in the nature of the road changing significantly. The eastern part of this location has no direct access to the adopted public highway; South Green Road is private and unsuitable for intensification in its current form. Transport modelling needs to be undertaken to understand the full implications on the transport network. Better public transport links would be required.

**Broad Location 2: Broad Location 2: Playing Fields off Grantchester Road, Newnham**



### **Broad Location 3: Land West of Trumpington Road**

**District: Cambridge City Council**

**Ward/Parish: Trumpington**

#### **Description:**

There is potential capacity in Cambridge for between 1,000 and 1,500 dwellings on part of the location.

#### **Context:**

The location excludes land to the west towards Grantchester Meadows. The location is fairly flat and has some sports and recreational uses (including a football ground, golf course and playing fields) at the northern end and open arable land to the south. The area has a mature tree belt alongside Trumpington Road and several tree belts within the wider area. There are also woodland areas to the south, which are historically associated with Trumpington Hall. The western part of the area falls away to form the eastern slope of the River Cam valley. On the opposite side of the river valley are Grantchester Meadows and village. There is a noticeable, central ridge of land running north/south, which provides some interrupted views over the river valley to the west. There are existing housing areas to the north and the east.

#### **Designations / Constraints:**

- The whole area is designated as Green Belt.
- The most northerly field (playing field) on the area is within the Southacre Conservation Area.
- There are locally listed buildings adjacent to the location. The impact on existing properties in Trumpington Road and Latham Road would need to be considered.
- The Trumpington Road Woodland Wildlife Site is to the south of the location.
- The northern portion of the area has various protected open space areas including the Leys and St.Faiths School playing field, the football ground (outdoor sports facilities), and the Cambridge Lakes Golf Course.
- Significant parts of the Rugby Club ground are in the functional floodplain (3b) and therefore unsuitable for development.
- Location is part of Green Corridor. The hedgerows and river meadows are important for wildlife.
- Allotments are to the south east.
- There are a number of protected trees, alongside Trumpington Road, and along the field boundary to the north west, and between the Leys and St.Faiths playing field and the football ground.
- Archaeology finds include prehistoric pottery and ridge and furrow remains. Predetermination works required to obtain information on the character and significance of the archaeology in this area.
- There is a Public Rights of Way to the west which links to a permissive footpath to the south-east.

## Planning History

Land west of Trumpington Road was identified in the Cambridgeshire and Peterborough Structure Plan 2003 as an area to be assessed through the Cambridge Local Plan for its suitability for housing. The Cambridge Local Plan 2006 Inspector rejected this area on the grounds that the investigation undertaken by LDA in response to the Structure Plan concern about this land indicated that it was not suitable for development. The 2003 LDA study into the land west of Trumpington Road (for Cambridge City Council), concluded that there was no case for a Green Belt release in this location as it provided an attractive well managed rural setting to the historic core; the green approach along Trumpington Road is an important quality of the setting; the green gap between Trumpington and the urban gateway at Brooklands Avenue contributes positively to the perception of Cambridge as a compact City; urbanisation of this green approach would increase the perception that Great Shelford is part of the urban mass of Cambridge; the land provides a rural gap between Trumpington and the historic core. There are only certain areas of land within the location which in visual terms could be developed without harming publicly accessible views. The playing field and golf course contribute to the quality of the landscape setting.

## Green Belt / Landscape / Townscape

- The Inner Green Belt Boundary Study 2002 (Cambridge City Council) found that this area was categorised as ranging from low to high in terms of the importance to the setting of the City and low to very high in terms of importance for Green Belt purposes.
- The parts of the site, which were categorised as low were the sports grounds to the north of the site. These areas were seen as low because they were well screened by mature vegetation and were viewed as part of the urban edge of the City.
- It is also significant that the City Council reviewed this area in 2003 as a potential Green Belt release, and consultants advising the Council found that there was no case for release on the basis that, amongst other reasons, the “land provides an attractive and well managed rural setting to the historic core...”.
- The river valley also contributes to the importance for Green Belt purposes because it affords a significant green corridor from the countryside to the south into the centre of the City. This is an important factor to the historic character of the City.
- The protection of green corridors running into the heart of the historic core of the City has long been a key part of the contribution of the Cambridge Green Belt.
- From a design perspective access would need to be gained via Trumpington Road, with two access points required, one using the existing golf course access and the other via lands south of the mostly southerly residential property fronting Trumpington Road.

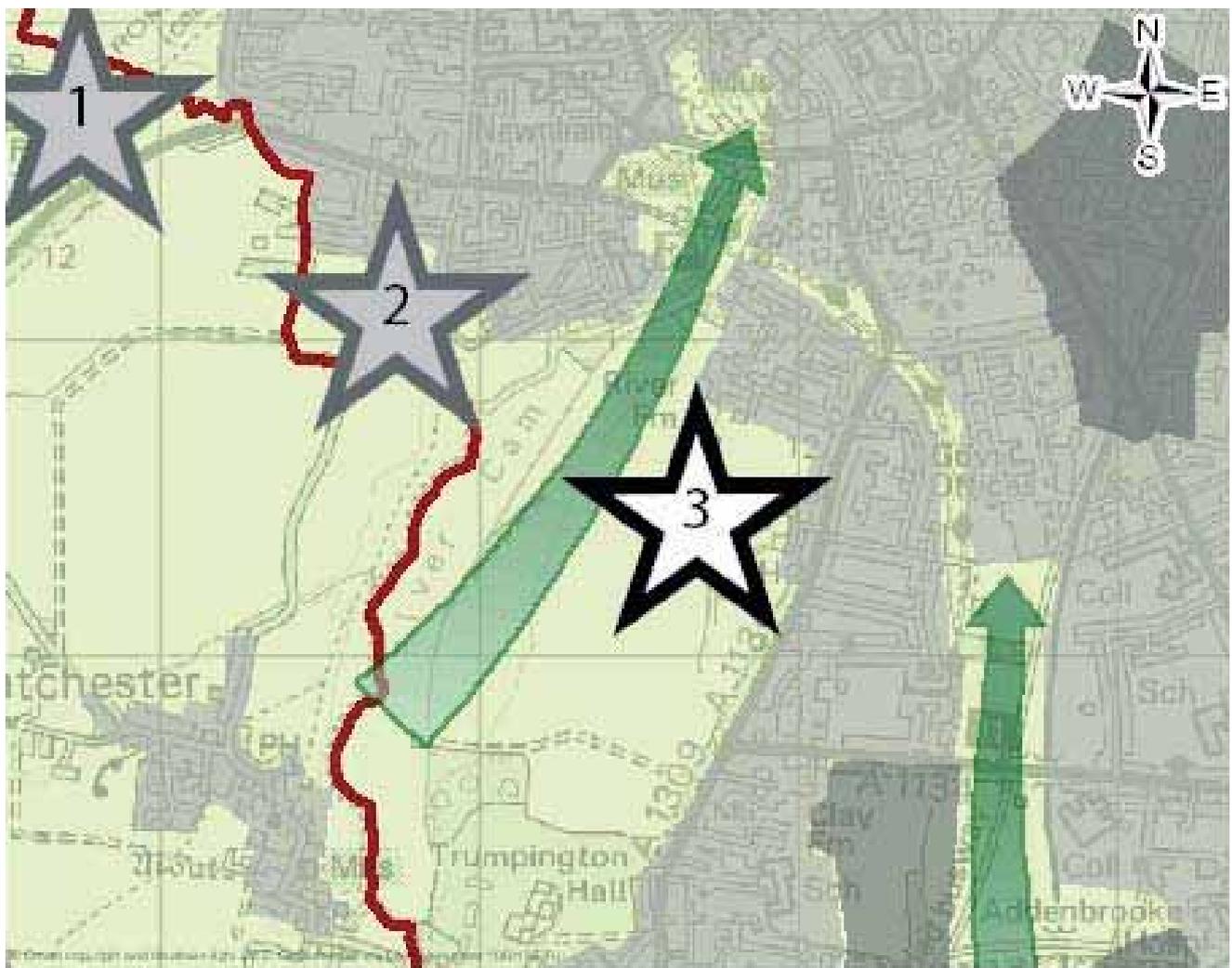
## Supporting Infrastructure:

The location is more than 400m from existing schools and local facilities, other than local nurseries. Improved utilities required.

**Transport:**

- The Highways Agency have commented that as it currently stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. This location is likely to be quite closely related to the M11 at J 11 and 12, but is also reasonably well related to the City Centre. As such it would warrant a robust transport assessment before the Highways Agency could come to a definitive view.
- The County Highways team have commented that there is a requirement for transport modelling to consider wider strategic impact. Potential impact on M11 Junction 11. A1309 corridor will need to be considered – capacity constraints at A1309 / A1301 and A1309 / A1134 junctions and along corridor into Cambridge will need to be addressed. The location is reasonably well serviced by public transport, but would need to be improved further to be high quality.

**Broad Location 3: Land West of Trumpington Road**



## **Broad Location 4: Land West of Hauxton Road**

**District: Cambridge City Council & South Cambridgeshire District Council**

**Ward/Parish: Trumpington & Haslingfield**

### **Description:**

There is potential capacity in Cambridge for between 110 and 160 dwellings between the urban area and the administrative boundary, with additional land in South Cambridgeshire.

### **Context:**

Gently sloping arable land without hedges between the planned Trumpington Meadows site and the M11. Planned Country Park to north west.

### **Designations / Constraints:**

- The whole area is designated Green Belt.
- Scheduled Monument (Romano British settlement) just outside the site to the north west.
- Traffic on the M11 generates noise and affects local air quality, assessments required.
- The location lies within the Lord's Bridge Consultation Area 1 requiring consultation on applications for industrial development or resulting in light pollution.

### **Planning History**

The Inspector examining the 2006 Cambridge Local Plan found the adjoining Trumpington Meadows site to be a sustainable location for development and released land to the north of this broad location from the Green Belt because a large proportion was previously developed, to improve the southern approach to the city which was dominated by a newly established P&R site and to ensure alignment with development to the north of the Addenbrooke's Road to the east of Hauxton Road. Similar conclusions were reached by the Cambridge Southern Fringe Area Action Plan Inspector in 2007 for land in South Cambridgeshire.

### **Green Belt / Landscape / Townscape**

- An open, south facing, gently sloping arable landscape.
- The Inner Green Belt Boundary Study 2002 (Cambridge City Council) identified the location to be of high importance to the setting of the city and for the purposes of Green Belt.
- The 2002 Cambridge Green Belt Study (LDA for South Cambridgeshire District Council) identified a key view from the top of junction 11 of the M11 in a northerly direction towards Cambridge which is of a green setting and foreground to the City which separates it from the M11.
- There are views into and across the area from the surrounding area including long distant views from the Haslingfield area.

- The urban extension at Trumpington Meadows has been designed to form the new urban edge to Cambridge and the meadows and farmland of this location are important as a setting to the city and to the new development. The new urban edge takes the City further south and closer to the M11. The M11 motorway is a major viewpoint for the site. The landscape foreground between the M11 and the new urban edge increases in importance in terms of setting of the City. This “edge” is continued in an easterly direction and comprises a consistent, planned southerly boundary including the Addenbrooke’s Road at the bottom of the Glebe Farm site, the south end of the Clay Farm site, and the south end of the Cambridge Biomedical Campus.
- Development here would bring housing significantly closer to the M11 by reducing the gap of approximately 380 metres by around half.
- Development could feel isolated from existing communities unless overcome with good urban design, connectivity and appropriate community provision to aid integration.

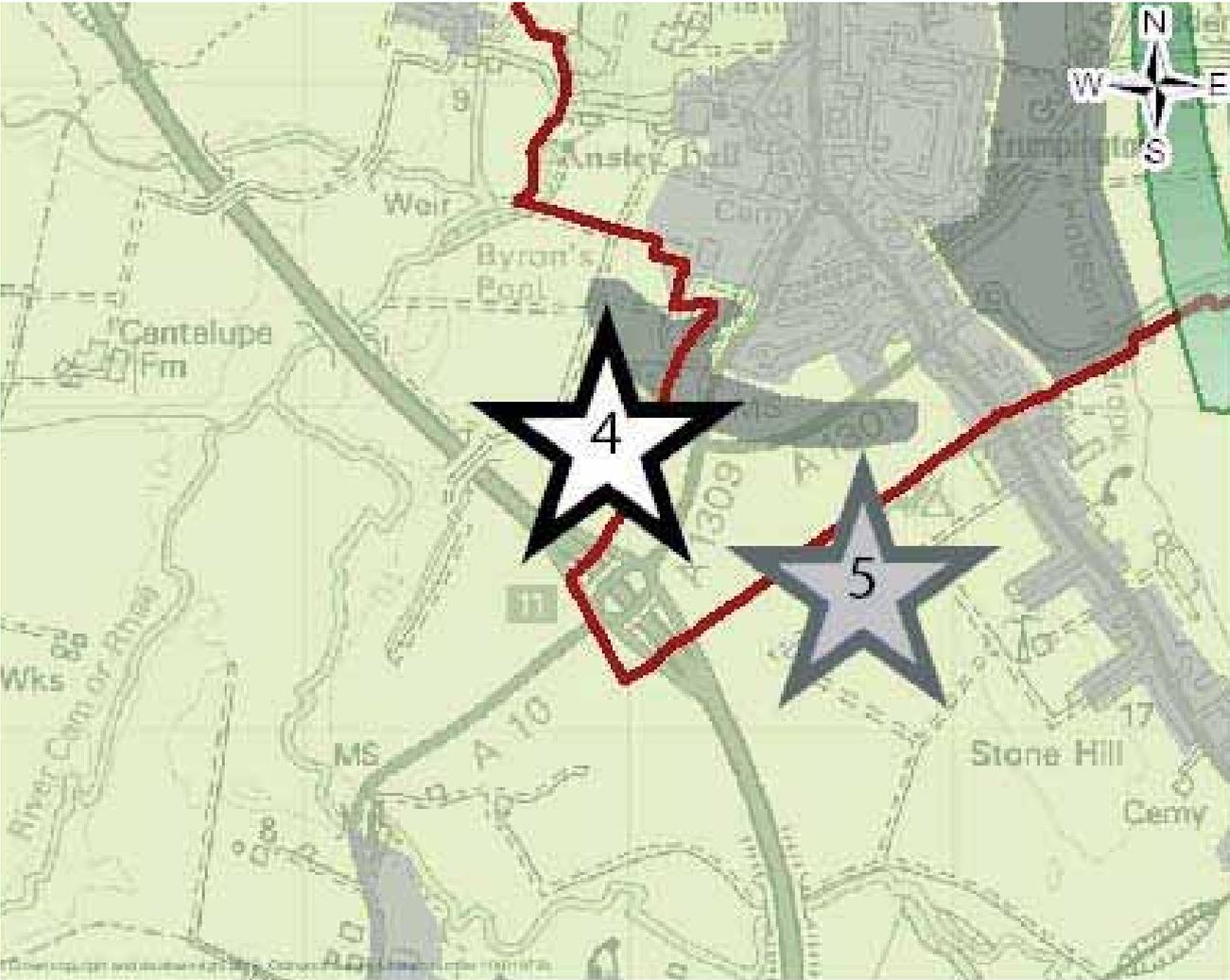
**Supporting Infrastructure:**

Beyond 400m from existing local facilities. New school provision necessary. The new Trumpington Meadows primary school has limited scope for expansion. Improved utilities required.

**Transport:**

- The Highways Agency have commented that currently as it stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. Sites clustered around M11 J11 while being fairly well integrated with Cambridge are likely to result in some additional pressure on the M11 corridor. Impact assessment required.
- The County Highways team have commented that no new access directly from Hauxton Road, scope exists to remodel existing junctions to provide required capacity. Impact on existing accident cluster on Trumpington Road would need assessment and mitigation. Transport modelling needs to be undertaken to understand the full implications as a whole of further development on the transport network. Public transport services would need to be reinforced.

**Broad Location 4: Land West of Hauxton Road**



## **Broad Location 5: Land South of Addenbrooke's Road**

**District: Cambridge City Council & South Cambridgeshire District Council**

**Ward/Parish: Trumpington & Great Shelford**

### **Description:**

There is potential capacity in Cambridge for between 750 and 1150 dwellings between the urban area and the administrative boundary, and an extensive area of land in South Cambridgeshire between between the M11 and the houses fronting Shelford Road.

### **Context:**

The location is between Addenbrookes Road, the M11 & Great Shelford. The land is open and exposed and is mainly on high, flat ground, which falls away slightly to the south towards the M11. There is a plateau area immediately to the west of Shelford Road that is less visible because of the landform. A few mature, well-managed hedgerows dissect the area and create well defined field boundaries. It is arable farmland. There are near distance views from the area over the hedgerows to the rising ground to the south and southwest. There are views into the site from the surrounding roads and area in general.

### **Designations / Constraints:**

- The whole area is designated Green Belt.
- Very small area in the southern part of the area, adjacent to the River Cam, is within flood zones 2, 3a and 3b.
- Scheduled Monument is located in part of this area.
- Small area of land to the west is within the Minerals & Waste LDF Mineral Safeguarding Area for sand and gravel.
- There is a County Wildlife Site (River Cam) on the southern boundary of the area.
- There are several Tree Preservation Orders along the boundary with Great Shelford.
- The Shelford Road frontage opposite Walden Way and Hobsons Acre, in the south east corner of the location, is designated an Important Countryside Frontage.
- The impact on existing properties in Shelford Road would need to be considered.

### **Planning History**

A proposal was submitted as part of the 2006 Cambridge Local Plan review to develop in this location. The Inspector in approving the allocation of Glebe Farm for development concluded the road would be the best boundary between the urban area and the Green Belt, and will provide a firm boundary across the extensive sector. The Inspector decided the location further south was not appropriate for housing development for reasons including; it is open land within Green Belt & outside the built-up area. A small area of land in the south eastern corner of the location has been considered and rejected for residential development through South Cambridgeshire Local Plans in 2004 and 1993, and refused planning permission. The northern part of the location was proposed for a Household Waste Recycling Centre, but was rejected by the Inspector examining the Minerals & Waste Local Development Framework, who concluded the development of this area would be very significantly inconsistent with Green Belt policy and noted the importance of this location.

### **Green Belt / Landscape / Townscape**

- The Inner Green Belt Boundary Study 2002 (Cambridge City Council) found that areas within this location ranged from negligible (west of Shelford Road) to high (east of Hauxton Road) in terms of importance to the setting of the City.
- The 2002 Cambridge Green Belt Study (LDA for South Cambridgeshire District Council) identifies the area to the south of Cambridge as a location from where the city is visible or where it forms part of the foreground to more distant isolated viewpoints.
- The Addenbrooke's Road and the developed area bring the urban edge further into the rural landscape and closer to the M11 than at present, and will make the land between the M11 and the new urban edge more important to the setting of the City. This is particularly true of a major part of the location that is situated on relatively higher and open land.
- The land immediately to the west of Shelford Road is more discrete being slightly lower than the highest part of the area.
- The location would "break" the established southern boundary of the City created through 2006 Local Plan site releases (recently upheld by an independent Inspector considering the Minerals & Waste LDF).
- From a design perspective depending on the size of development the location could require a number of different access points. Access from Addenbrooke's Road, likely opposite that access created for Glebe Farm, would be necessary for the northeastern part of the location. A larger north western part of the area would require a minimum of two access points, one from Addenbrooke's Road and one from Hauxton Road. Access from Hauxton Road may not be acceptable to the County or Highways Agency.
- Significant noise (and possibly) air quality measures would be required to mitigate the impacts from the M11.
- A larger southern location would require access from Shelford Road, and significant noise (and possibly) air quality measures would be required to mitigate the impacts from the M11.
- The size of the location could be sufficient for a very significant extension to the city similar to the scale/area of Clay Farm.
- Development could feel isolated from existing communities unless overcome with good urban design, connectivity and appropriate community provision to aid integration.

### **Supporting Infrastructure**

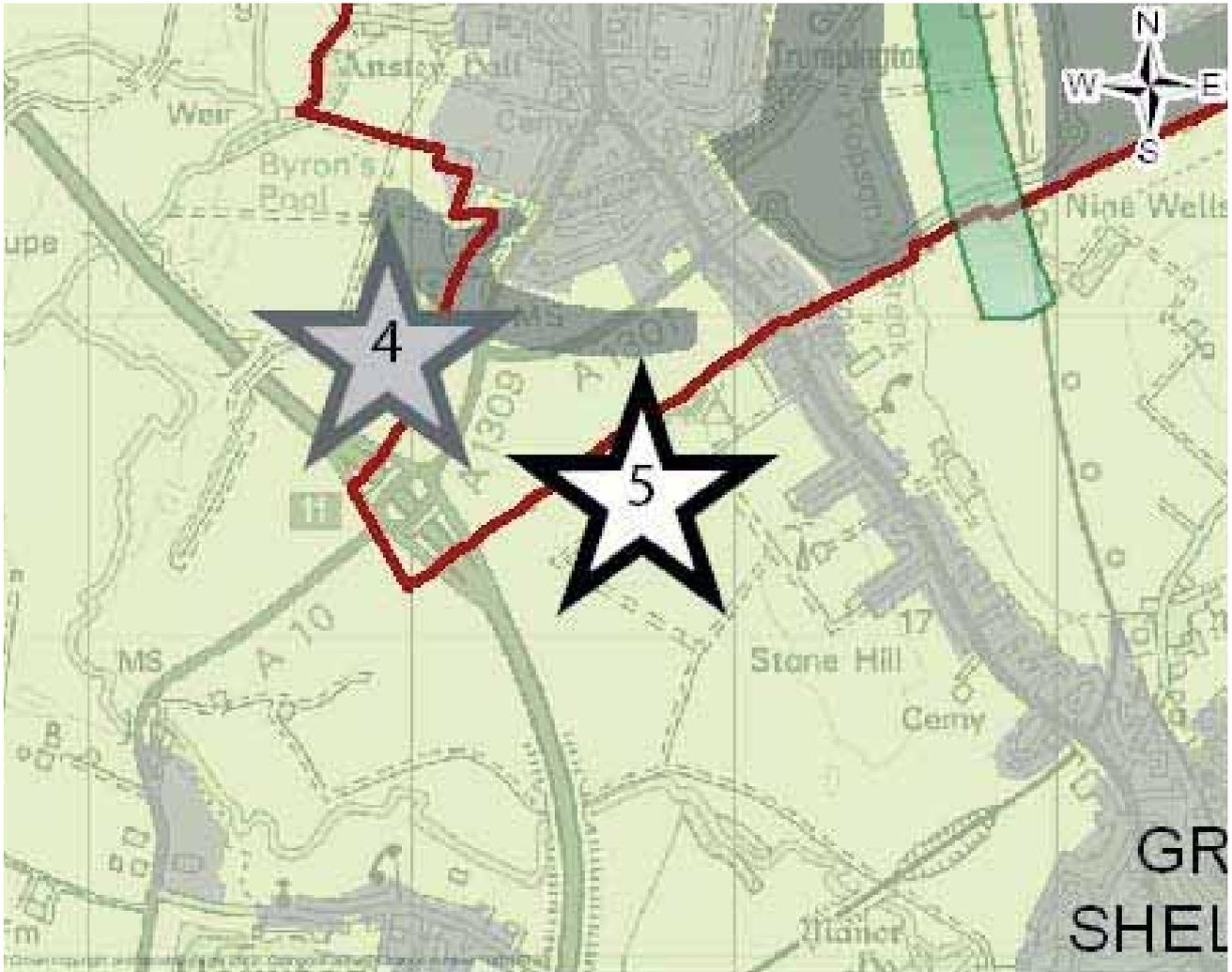
Improvement of utilities required. The capacity of existing and currently proposed schools & local facilities would need to be reviewed. Large scale development would require a new neighbourhood centre.

### **Transport:**

- The Highways Agency have commented that currently, the A14 corridor cannot accommodate any significant additional levels of new development traffic. This site is likely to be closely related to M11 at J11, but does have good public transport links to the City centre and beyond. A robust transport assessment is required before the Highways Agency could come to a definitive view. Highway Agency will need to be consulted on proposed access to the location, including access from the A1309.

- The access is acceptable in principle to the County Highways, but the impact on the M11 will need to be assessed. A secondary access onto Shelford Road may also be needed and possibly a third one should the number of dwellings get close to 3,000. Transport modelling needs to be undertaken to understand the full implications as a whole of further development on the transport network. The area is fairly sustainable being close to the city centre with good access to the Cambridge Guided Busway. Nevertheless, improvements to public transport services would be required.

**Broad Location 5: Land South of Addenbrooke's Road**



## **Broad Location 6: Land South of Addenbrooke's & between Babraham Road and Shelford Road**

**District: Cambridge City Council**

**Ward/Parish: Queen Ediths & Great Shelford**

### **Description:**

There is potential capacity in Cambridge for between 900 and 1400 dwellings between the urban area and the administrative boundary, with additional land in South Cambridgeshire.

### **Context:**

Large agricultural fields split by Granham's Road. To the north is Queen Edith's ward, including the site of the proposed residential redevelopment of the Bell School site. Further northwest is Addenbrooke's Hospital and the Clay Farm development and to the east the Babraham Park and Ride site. To the west lie the houses and properties fronting onto Shelford Road and Cambridge Road. All other boundaries comprise open fields, hedgerows or ditches.

### **Designations / Constraints:**

- The whole area is designated as Green Belt.
- The majority of the location lies within Flood Risk Zone 1 (the lowest level of risk).
- The location however is subject to surface water drainage issues.
- The hedgerows, drainage ditches and tree belts are important for wildlife.
- The area is adjacent to a number of nature conservation designations including the hedgerow to the north, which is a City Wildlife site.
- The area is of strategic importance for Countywide Green Infrastructure. This is a project, which proposes the restoration of part of the area to chalk grassland under the adopted 2011 Cambridgeshire Green Infrastructure Strategy.
- Public Rights of Way runs to the south west of this location towards Nine Wells Local Nature Reserve.
- There are permissive bridleways to the northwest.
- Predetermination works are required to obtain information on the character and significance of the archaeology in this area.
- The impact on existing properties alongside the Babraham Road, Shelford Road, Cambridge Road, Hills Road, and Red Cross Lane, as well as proposed new properties on the Bell School site would need to be considered.
- Part of the location is within the Addenbrooke's Waste Consultation Area as outlined in the Minerals and Waste Core Strategy 2011.

### **Planning History**

The Cambridge Local Plan 2006 promoted the creation of a new urban edge to the north. This is being implemented through the Addenbrooke's and Bell School developments to the north with the intention that this location would remain as Green Belt with an open aspect and view across to the new urban boundary. This area was picked up in the Hills Road Suburbs & Approaches Study as the fields and hedges being the predominant feature of this part of the city.

### **Green Belt / Landscape / Townscape**

- The Inner Green Belt Boundary Study 2002 (Cambridge City Council) has identified this location as of high value in terms of importance to the setting of the City and for Green Belt purposes.
- The 2002 Cambridge Green Belt Study (LDA for South Cambridgeshire District Council) characterised the area as “Landscape essential to the special character and setting of Cambridge. To be preserved. No scope for substantial development through Green Belt releases.”
- Whilst this location is flat the undulating land to the southwest rises up to White Hill before descending again towards Shelford and the railway line. Views from southwest of the location are therefore mostly elevated with clear vistas over the rural foreground to Addenbrooke’s Hospital and the City beyond.
- Not all views are clearly seen as they are interrupted by the topography and vegetation, but the urban edge of the City is clearly defined to the south of the hospital.
- The effect of developing this area will be to move the built edge further south and out into the countryside. It will create a new City edge closer to the elevated land of the Gog Magog Hills which in turn will result in the land south of the hospital becoming more important to the setting of the City and to Green Belt.
- In terms of townscape, the location will form a significant “ribbon development” extension to the city and significantly impact on the setting and foreground of the view to the city when seen from the Gog Magog Hills.
- The established southern edge of the city created via the 2006 Local Plan stretching from the west side of the Trumpington Meadows site to the southerly limit of the Bell Languages School site would effectively be broken.
- The location can effectively be considered in two halves, one south and one north of Granham’s Road. The location would have to be accessed via this road and possibly via other accesses (whether principal or secondary) to Babraham Road. Any development to the west of the location would need access from Shelford Road / Cambridge Road.
- Development could feel isolated from existing communities unless overcome with good urban design, connectivity and appropriate community provision to aid integration.
- This location could open up access to the rear of the Addenbrooke’s Hospital from the south and potentially provide a link through to the Addenbrooke’s Access Road to the west, but this would be dependent on further releases of land.

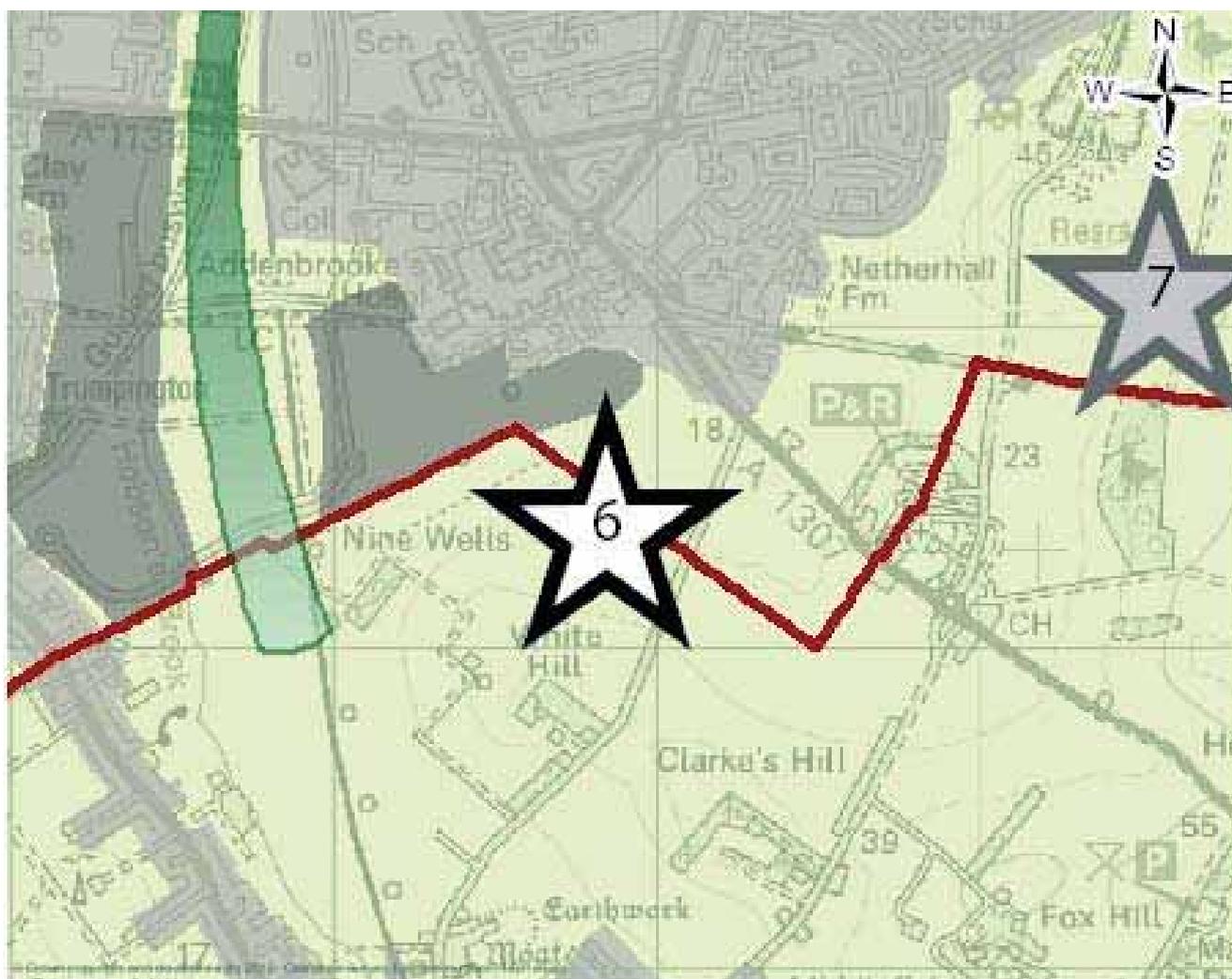
### **Supporting Infrastructure:**

The location is more than 400m from schools and local facilities. Utilities need improving to support development in this location.

**Transport:**

- The Highways Agency have commented that this location has the potential advantage of dispersed trip-making patterns in relation to the Strategic Road Network, is likely to be well related to central Cambridge for much of its trip-making. It is likely that a substantial proportion could be delivered without any adverse impact.
- County Highways have commented that there will be a requirement for transport modelling to consider wider strategic impact. Full Transport Assessment and Travel Plans required. Potential impact on M11 Junction 11. A1307 corridor will need to be considered. Capacity constraints at Addenbrooke's Junction and along corridor into Cambridge will need to be addressed. Opportunities to enhance walking and cycling routes.

**Broad Location 6: Land South of Addenbrooke's & Southwest of Babraham Road**



## **Broad Location 7: Land between Babraham Road & Fulbourn Road**

**District: Cambridge City Council & South Cambridgeshire District Council**

**Ward/Parish: Cherry Hinton, Queen Ediths, Fulbourn & Great Shelford**

### **Description:**

There is potential capacity in Cambridge for between 3,000 and 4,600 dwellings between the urban area and the administrative boundary, and significant land in South Cambridgeshire.

### **Context:**

Arable open fields and chalk grassland between Fulbourn Road & Beechwoods at westernmost slope of the Gog Magog hills and including Netherhall and Newbury farms to west and part of Netherhall School playing fields. The land slopes away on both sides from a ridge of higher land running southeast to northwest through the middle of the location.

### **Designations / Constraints:**

- The whole area is designated as Green Belt.
- The location is largely grade 2 & 3 agricultural land.
- The location is adjacent to the Limekiln Pit & East Pit Sites of Special Scientific Interest (SSSI).
- Roadside verges of Limekiln Hill & Worts Causeway are a County Wildlife Site as is Netherhall Farm.
- Cherry Hinton Road and Beechwoods Local Nature Reserves are close by.
- The Netherhall school playing fields are designated protected open space.
- Strategic Importance in 2011 Green Infrastructure Strategy.
- Areas of Archaeological interest nearby.
- High pressure gas main crosses the location.
- Permissive Access Path alongside Worts Causeway and down Cherry Hinton Road.
- The impact on existing properties to the north and west would need to be considered.

### **Planning History**

Proposals for residential development of Netherhall Farm were put forward through the 2006 Local Plan. These was dismissed by the Inspector on grounds that the land was located within the Green Belt and included areas of open land. The Inspector concluded that whilst it was a sustainable location for development it is was not suitable for development because of its importance to the setting of the City and there was no need to release it from the Green Belt.

### **Green Belt / Landscape / Townscape**

- The Inner Green Belt Boundary Study 2002 (Cambridge City Council) found that areas within this location are categorised as medium to very high in terms of importance to the setting of the City and to Green Belt purposes.

- The 2002 Cambridge Green Belt Study (LDA for South Cambridgeshire District Council) characterised the area as “Landscape essential to the special character and setting of Cambridge. To be preserved. No scope for substantial development through Green Belt releases.” It identifies the importance of avoiding development on elevated land and of retaining the open elevated setting to the city. The land rises to the west and south of Fulbourn at the western end of the Gog Magog chalk hills. The highest point of these undulating hills, Wandlebury, is the highest point of land nearest to Cambridge City. Views are mostly elevated from this area and include vistas and panoramas over the City from the southeastern and north western corners of the location. Views of the Gog Magog Hills are also clearly seen from southern parts of the City.
- The fact that the majority of the land in this area is elevated with important views, accords it more importance to both the setting of the City and to Green Belt purposes in general.
- The urban edge of the City is clearly defined in this area resulting in a very direct relationship between the city and its surroundings. Worts Causeway, and Limekiln Road retain a strongly rural character.
- The low lying flat land on the southwest and northeast fringes of the location has the least significance for landscape quality and for Green Belt purposes. In considering any development options, these areas would still require a major departure from past Green Belt status and very careful treatment.
- From a design perspective the south west sector would require road access from Wort’s Causeway with north south oriented roads for access and would need to exclude the area recently approved for expansion of the Babraham Road Park & Ride site.
- Development could feel isolated from existing communities unless overcome with good urban design, connectivity and appropriate community provision to aid integration.

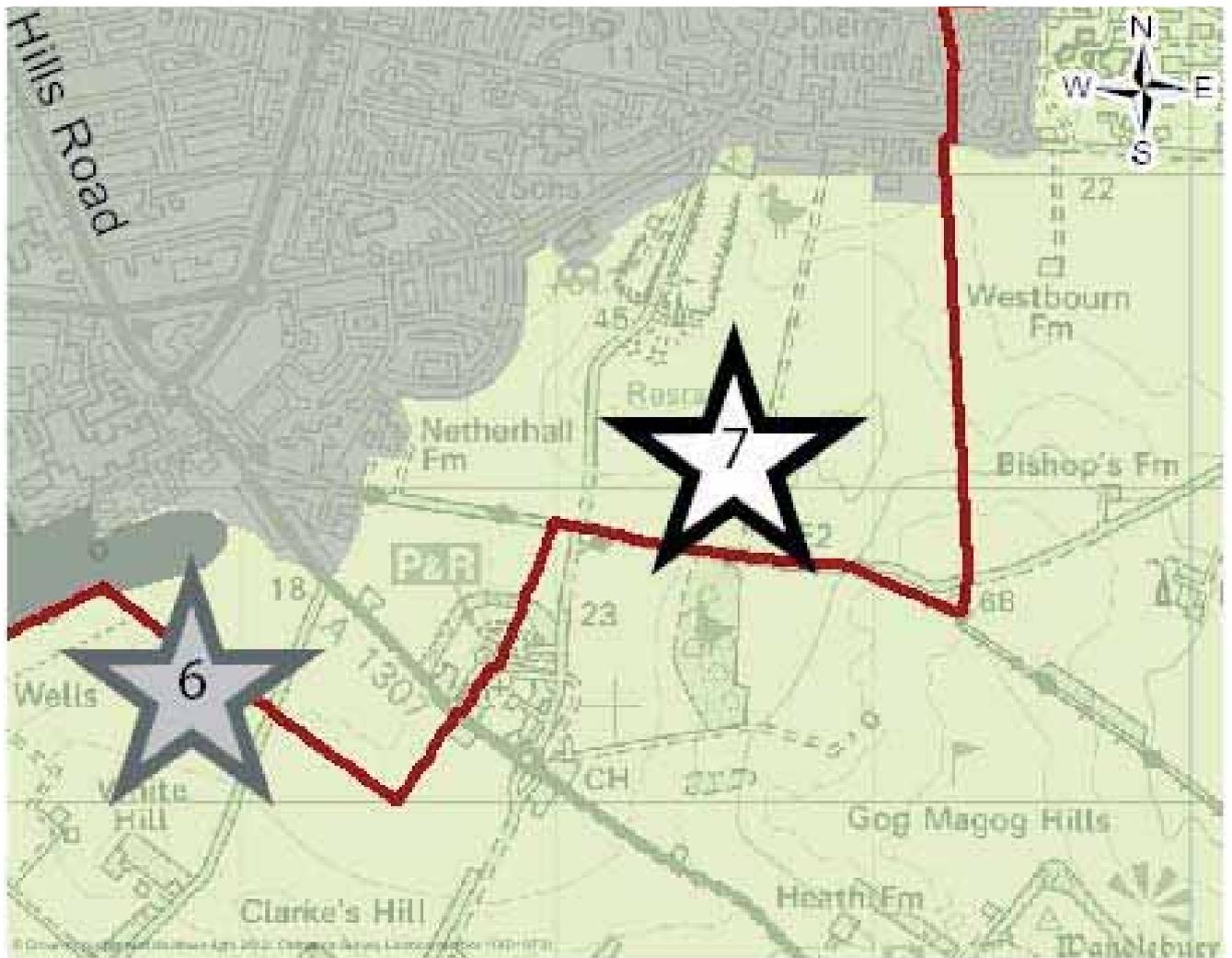
**Supporting Infrastructure:**

Beyond 400m from existing local facilities. New school provision necessary. Improved utilities required. Large scale development would require new neighbourhood centre.

**Transport:**

- The Highways Agency comments that the location is well integrated to Cambridge but may add pressure to M11 at J 11 & A14.
- The County Highways team has undertaken transport modelling on the promoter’s proposal for around 3,100 dwellings and they have assessed that it could generate around 26,410 all mode daily trips. Further transport modelling will need to be carried out to understand the full implications as a whole on the transport network. New public transport services required. Roads in the area are narrow with limited capacity. Need to consider bus infrastructure improvements, improvements to local roads, and impact on Hospital roundabout and Granhams Road & Babraham Road junctions. Full Transport Assessment, Travel Plan & S106 mitigation measures needed.

**Broad Location 7: Land between Babraham Road & Fulbourn Road**



## **Broad Location 8: Land east of Gazelle Way**

**District: South Cambridgeshire District Council**

**Ward/Parish: Teversham**

### **Description:**

The location is entirely within South Cambridgeshire.

### **Context:**

Large flat arable fields with low boundary hedges to Gazelle Way. Woodland belt adjoins Cherry Hinton Road, more significant hedges elsewhere. Residential to west of Gazelle Way. Prefab housing site adjoins Fulbourn Old Drift to south.

### **Designations / Constraints:**

- Green Belt.
- Gas mains cross the land.
- Electricity pylons cross the southern part of the land to access a transformer station to south west corner of the land.
- There are two Scheduled Monuments in the vicinity, to north east (moated site at Manor Farm), and to the south east (settlement site at Caudle Farm).

### **Planning History**

Planning permission granted in 1981 for land fronting onto the northern half of Gazelle Way for housing development, open space and schools. A subsequent planning permission in 1985 limited built development to the west of Gazelle Way only, which was implemented.

### **Green Belt / Landscape / Townscape**

- A flat open arable landscape very gently falling towards the east.
- It fulfils Green Belt purposes by providing a rural setting for the city in this location and by separating Cambridge, Teversham and Fulbourn.
- There are no views of the historic core of the City.
- Past Green Belt studies have appraised the site differently. The Cambridge Inner Green Belt Boundary study 2002 for the City Council found the land to be of low to medium importance to the Green Belt where land could be released for development. The Cambridge Green Belt Study 2002 for South Cambridgeshire District Council found the land to be essential to the special character and setting of Cambridge where there is no scope for substantial release of land for development. At that time the City Council were advocates for large scale development to the east of Teversham and north of Fulbourn and both Councils were seeking to influence the outcome of the examination in public of the Cambridgeshire and Peterborough Structure Plan.

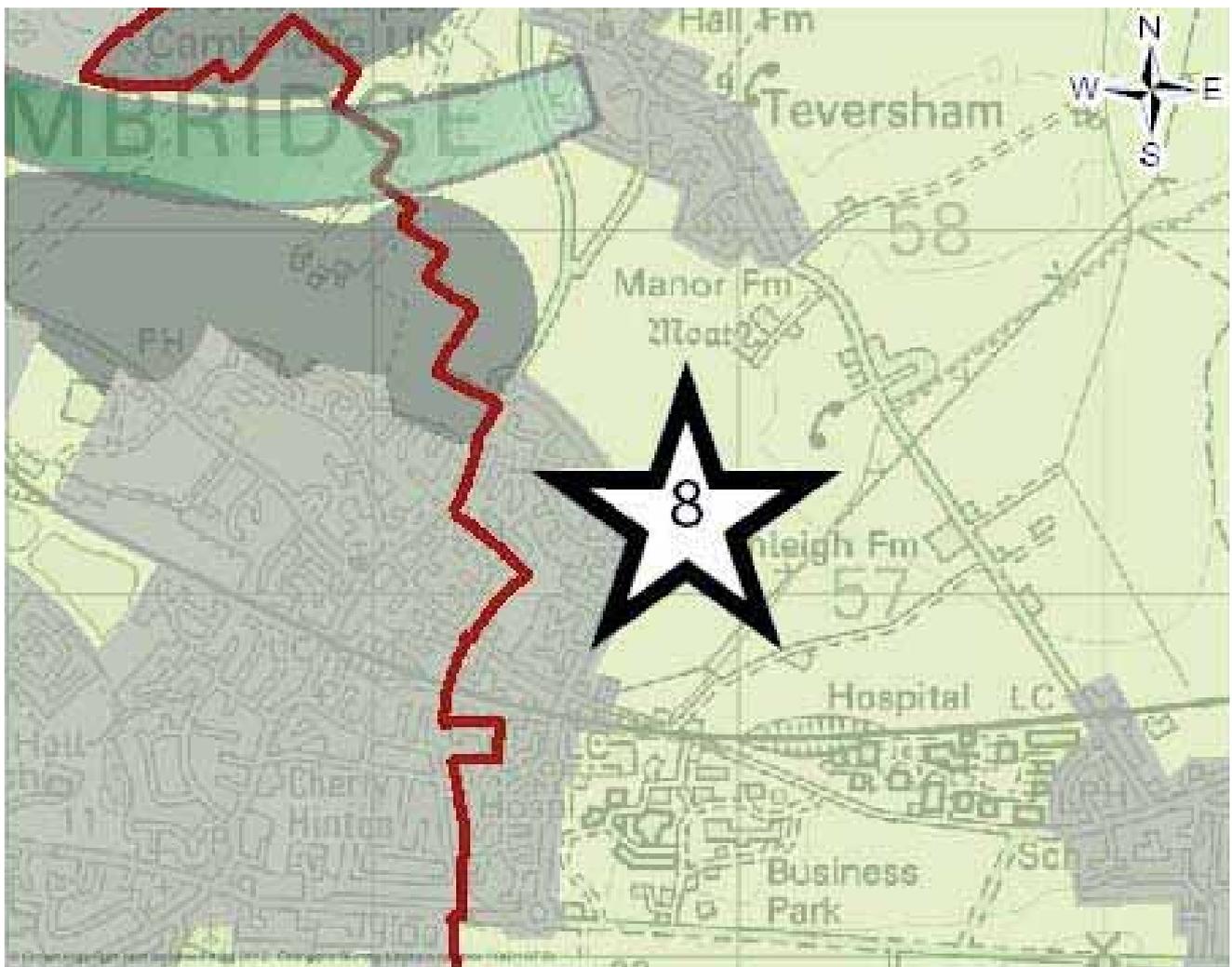
### **Supporting Infrastructure:**

New school provision necessary. Improved utilities required.

**Transport:**

Highways Agency – the Highways Agency have not commented on this location. In commenting on SHLAA sites to the south east of Cambridge they comment that sites at the southern end of this group are likely to be well integrated with Cambridge though clearly there could be some additional pressure on M11 and the A14. Most of the land is likely to be within 400 metres of bus stops on Gazelle Way. Transport modelling needs to be undertaken as part of the overall spatial strategy work to understand the implications as a whole of further development on the transport network.

**Broad Location 8: Land east of Gazelle Way**



## **Broad Location 9: Land at Fen Ditton**

**District: South Cambridgeshire District Council**

**Ward/Parish: Fen Ditton**

### **Description:**

The location is entirely within South Cambridgeshire.

### **Context:**

The area to the south side of the village largely comprises a series of small paddocks, enclosed by hedgerows, situated close to the edge of the village. To the north of the village the area comprises much larger, exposed, agricultural fields with the A14 to the north and east. Much of the land is visible from surrounding higher ground, particularly in the north.

### **Designations / Constraints:**

- The whole area is designated as Green Belt.
- Some parts of the location form an important part of the setting of Fen Ditton Conservation Area and several Listed Buildings (Grades II\* and II).
- Fleam Dyke Scheduled Monument and SSSI lies to the east of the village.
- There are archaeological remains from various periods.
- Areas of Important Countryside Frontages have been designated along Ditton Lane, High Ditch Road and High Street.

### **Planning History**

One site within this broad location was considered through the South Cambs LDF, proposed as an Objection Site (2006). The 2004 Local Plan Inspector's report rejected development on open land on the east side of Horningsea Road. Various planning applications have been refused for being in the Green Belt, where development would progressively detract from the open and rural appearance and character of the area and would constitute the undesirable consolidation of the ribbon of development stretching north along Horningsea Road.

### **Green Belt / Landscape / Townscape**

- The 2002 Cambridge Green Belt Study (LDA for South Cambridgeshire District Council) characterised the area as "Landscape essential to the special character and setting of Cambridge. To be preserved. No scope for substantial development through Green Belt releases."
- Fen Ditton is the closest of the necklace villages to Cambridge. It is essentially a linear village, centred on the High Street where development is compact and there is an almost complete absence of backland development and has an unmistakably rural feel with its grass verges, large trees and bucolic riverside setting. Its riverside setting and high proportion of good quality buildings and spaces means that the streetscene and townscape is of a high quality.
- The location falls within an area where development would have a significant adverse impact on Green Belt purposes and functions particularly with regard to preventing coalescence, quality of the setting of Cambridge and the setting, scale and character of Green Belt villages and their rural character.
- Development of land to the south of Fen Ditton would reduce the extent of separation between the village and urban Cambridge from 300 metres to effectively coalescence.

- Land to the west of Horningsea Road has been found in studies to be of “very high” and land to the east of “high” importance to the Green Belt.
- The north east Cam corridor is identified as an area of open, high quality landscape that is important to the setting and special character of Cambridge with particular qualities to be safeguarded.
- The area provides viewpoints to the historic core from long distance footpaths and other vantage points, and much of the interface between the landscape and the city is soft and green.

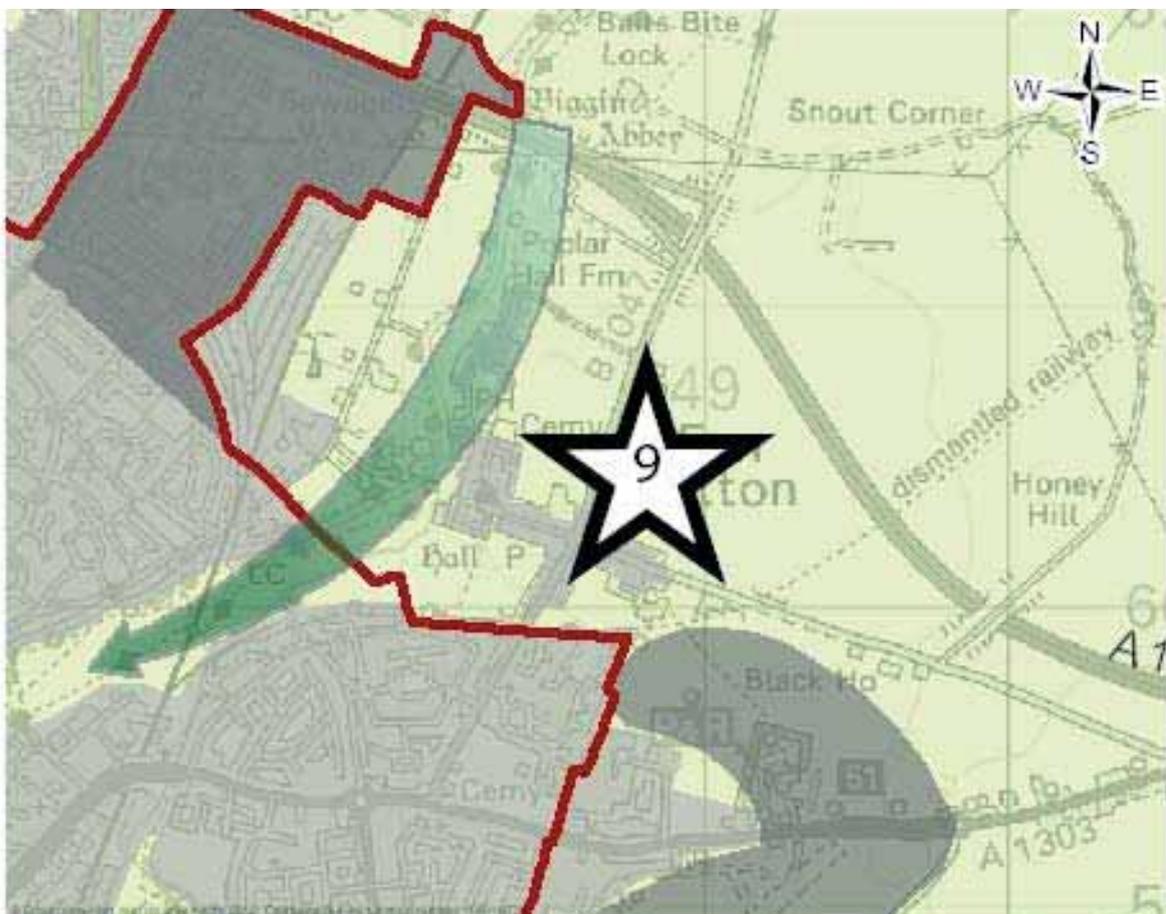
**Supporting Infrastructure:**

New school provision necessary. Improved utilities required.

**Transport:**

- Highways Agency - comment that land in this location is likely to be well integrated with Cambridge though clearly there could be some additional pressure on M11 and A14. Development of land around Fen Ditton is more likely to generate pressure on the A14 corridor, particularly to and from employment along the northern fringe of Cambridge. Much of this location is at least partly within 400 metres from a bus stop. New public transport services would be required.
- County Council comment that a full transport assessment would be required. Transport modelling needs to be undertaken as part of the overall spatial strategy work to understand the implications as a whole of further development on the transport network.

**Broad Location 9: Land at Fen Ditton**



## **Broad Location 10: Land between Huntingdon Road and Histon Road**

**District: South Cambridgeshire District Council**

**Ward/Parish: Girton & Impington**

### **Description:**

The location is entirely within South Cambridgeshire.

### **Context:**

The land lies between Huntingdon Road and Histon Road, to the south of A14 and north of the proposed NIAB development on the edge of the city. Two farms, set within grassland and woodland, lie to the north east and a hotel and playing fields lie to the south west. The remaining land comprises large open agricultural fields, with views across to the historic core of Cambridge.

### **Designations / Constraints:**

- The whole area is designated as Green Belt.
- A group of protected trees lies to south west.
- The A14 runs along the northern boundary, with associated traffic noise and air quality issues - part of site within an Air Quality Management Area (AQMA).

### **Planning History**

The 2009 Site Specific Policies Plan (SSP) Inspector considered this location when deciding the appropriate extent of NIAB2. “The most relevant principles...are those concerned with the maintenance of views of the historic core of Cambridge, providing green separation between the urban expansion and existing settlements, and protecting green corridors. .... Some land could be released, retaining other parts to fulfil Green Belt purposes.” The allocation of NIAB2 in the SSP Plan reflected the Inspectors’ conclusions on Green Belt significance.

### **Green Belt / Landscape / Townscape**

- The 2002 Cambridge Green Belt Study (LDA for South Cambridgeshire District Council) characterised the wider area as having some potential for development (the NIAB2 allocation was subsequently included in the current South Cambridgeshire Local Development Framework), but that the setting and separation between Cambridge and Girton should be retained, that some open land should be retained between the A14 and the urban edge, and that views from the A14 to historic landmarks should be retained.
- An area of flat, agricultural, landscape providing largely uninterrupted views across to the city.
- Most of the site is of “very high” importance to the purposes of the Green Belt, although a smaller area between NIAB2 and Girton is of “medium” importance (as is the NIAB2 land).
- Key level views have been identified to the city from the A14, with a countryside foreground and soft urban edge.
- The area forms part of the connective townscape / landscape, which is an integral part of the city and its environs, and also an area critical to preserving the separate identities of the surrounding villages and therefore the immediate landscape setting of the city.

- Studies concluded in the context of the NIAB2 allocation, that development of the whole site would extend the city to the A14 and lead to coalescence with the necklace village of Girton, which is completely at odds with one of the key functions of the Cambridge Green Belt.

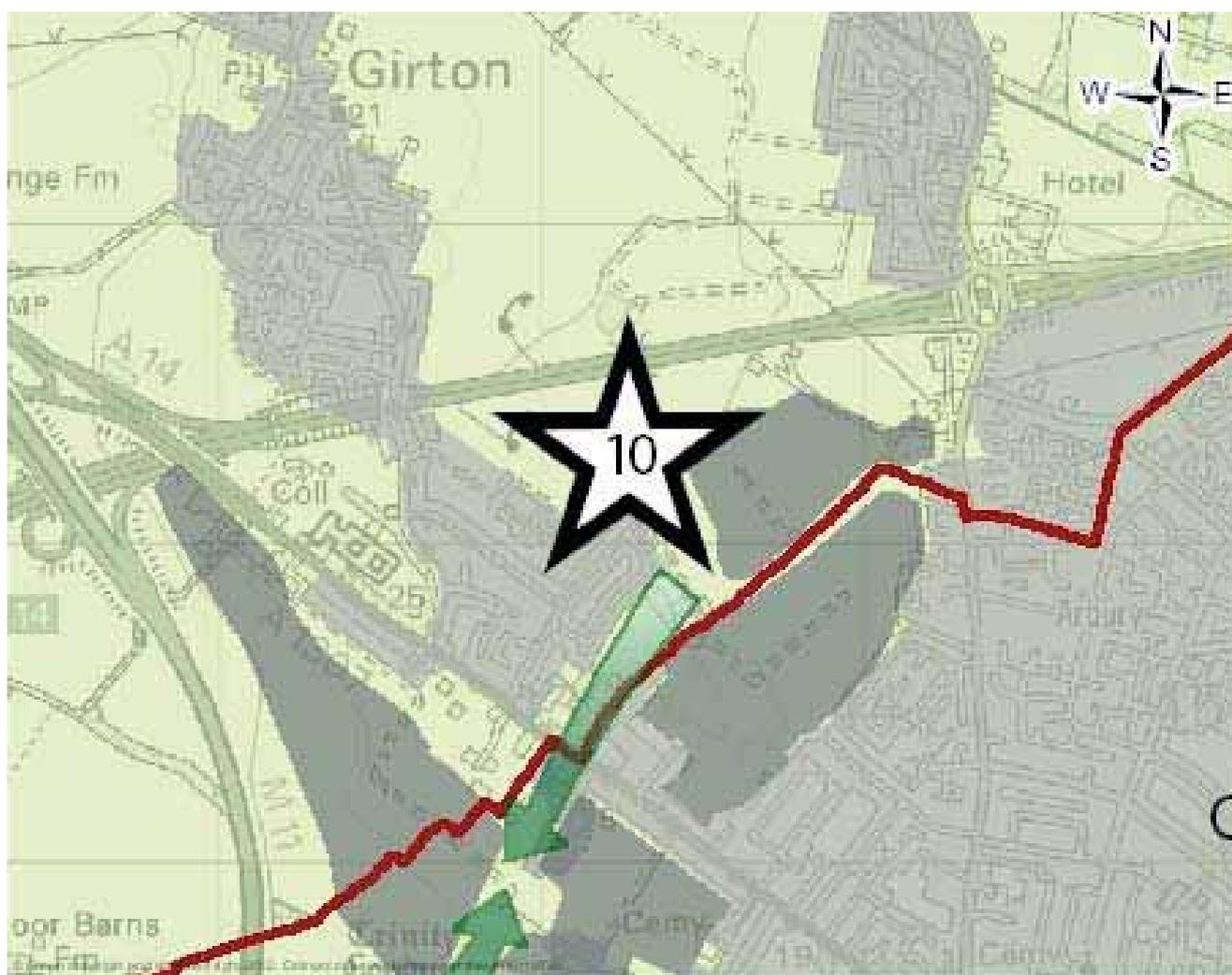
**Supporting Infrastructure:**

New school provision necessary. Improved utilities required.

**Transport:**

Highways Agency comment that although fairly closely related to Cambridge, the trip patterns are likely to result in traffic crossing rather than joining the A14, lessening the impacts on the A14. Limitations on the county's network could result in localised diversionary trips on the A14 and M11 and may limit the capacity of these routes to accommodate new development. Conversely, this location is likely to be able to be served by public transport or non-motorised modes. Only small parts of the area are within 400 metres from a bus stop. Transport modelling needs to be undertaken as part of the overall spatial strategy work to understand the implications as a whole of further development on the transport network.

**Broad Location 10: Land between Huntingdon Road and Histon Road**





Settlement	Population		Transport		Secondary Education		Village Services & Facilities												SCORE
	Mid-2010 Estimate		Public Transport Access to Cambridge (20 Minute Frequency)	Access to Guided Busway	Contains Secondary School	Direct Public Transport Access	ATM / Bank	Doctors	Library	Pharmacy	Post Office	Primary Sch.	Public House	Village Hall	Food Shopping over 1000m2 Net	Food Shopping 1000 to 300m2 Net	Range of other Shops & Services (from Village Facilities Study)	Employment	
								FT	PT	FT	PT	FT	PT	FT	PT	FT	PT	FT	PT
Savston	7150		✓		✓		✓	✓		✓		✓	✓	✓	✓		42	0.62	13
Histon & Impington	7700		✓	✓	✓		✓	✓		✓		✓	✓	✓		✓	41	0.67	12
Cambridge	7060		✓		✓		✓	✓		✓		✓	✓	✓			29	0.66	12
Great Shelford & Stapleford	5890		✓			✓	✓	✓		✓		✓	✓	✓			34	0.63	10
Cottenham	6150		✓		✓		✓	✓		✓		✓	✓	✓		✓	30	0.42	10
Fulbourn	3480		✓				✓	✓		✓		✓	✓	✓		✓	23	1.23	8
Bar Hill	4080		✓				✓	✓		✓		✓	✓	✓		✓	16	0.93	8
Linton	4470				✓		✓	✓		✓		✓	✓	✓		✓	29	0.53	8
Melbourn	4630				✓		✓	✓		✓		✓	✓	✓		✓	19	0.81	6
Gamlingay	3570				✓		✓	✓		✓		✓	✓	✓		✓	16	0.34	5
Milton	4310						✓	✓		✓		✓	✓	✓		✓	18	3.18	5
Swavesey	2610			✓	✓		✓	✓		✓		✓	✓	✓			18	0.85	4
Bassingbourn	2130				✓		✓	✓		✓		✓	✓	✓			6	0.41	4
Girton	4270		✓				✓	✓		✓		✓	✓	✓			13	0.4	4
Comberton	2360				✓		✓	✓		✓		✓	✓	✓			12	0.27	4
Hardwick	2710		✓				✓	✓		✓		✓	✓	✓			13	0.22	3
Papworth Everard	2770						✓	✓		✓		✓	✓	✓			16	1.11	3
Willingham	4040						✓	✓		✓		✓	✓	✓			17	0.26	3
Oakington	1410		✓				✓	✓		✓		✓	✓	✓			13	0.42	3
Waterbeach	4610						✓	✓		✓		✓	✓	✓			12	0.8	2
Longstanton	2640			✓			✓	✓		✓		✓	✓	✓			7	0.56	2
Over	2640			✓			✓	✓		✓		✓	✓	✓			3	0.26	0
Teversham	2700						✓	✓		✓		✓	✓	✓			6	0.34	0

Note - Cambridge awarded a tick for secondary school due to planned development

Employment - ward-level data for calculating this ratio was extracted from the 2001 Census results, each ward can contain a number of villages (see report for further details)

\* Group villages tested with a population greater than 2000. Oakington tested due to proximity to guided busway. See document for more details.

Rural Centre (Existing)	Minor Rural Centre (Existing)	Group Village (Option for Category Change)	Group Village (tested selection)



## Appendix 4 Towards New Parking Standards for New Housing

### Car Ownership Levels

The Communities and Local Government's (CLG) publication Residential Car Parking Research (May 2007) identifies the trend in growth of average car ownership per household in Great Britain. Using 2001 as the base with an average of 1.0 cars per household, it predicts average car ownership to rise to just over 1.1 cars per household in 2016 and to just below 1.2 cars per household in 2026 and to approximately 1.25 cars per household in 2036. Using the information from the 2001 census CLG has produced a matrix of average car ownership values for properties of different sizes distributed across different geographical locations and has projected these figures forward to 2026 using the growth of car ownership projections; Tables 1 and 2 identify the portions of the tables appropriate to South Cambridgeshire. The following categories in the CLG table have been omitted, as they do not apply to South Cambridgeshire; Inner London and City Centre; Urban, as the settlements in South Cambridgeshire are primarily residential and do not comprise "a reasonably balanced mix of residential and employment areas"; and Remote Rural, being "greater than 10km from the nearest town", very little of South Cambridgeshire does not lie within 10km of Cambridge or the surrounding towns of St. Ives, Huntingdon, St. Neots, Sandy, Biggleswade, Royston, Saffron Walden, Haverhill, Newmarket and Ely. This leaves two categories for inclusion as applicable to South Cambridgeshire, Suburban (settlements that are designated as urban centres i.e. 100 hectares or over in size and predominantly residential with few business premises) and Rural (settlements that are not designated as urban centres i.e. less than 100 hectares in size, but are within 10km of a town).

Table 1: 2001 Average Car Ownership Values

Number of Rooms	Rural		Suburban	
	Flats	Houses	Flats	Houses
1	X	X	0.4-0.9	X
2	0.6-1.0	X	0.6-0.9	X
3	0.6-1.0	0.9-1.2	0.6-0.8	0.8-1.1
4	0.7-1.1	1.0-1.2	0.7-0.9	0.9-1.1
5	1.0-1.4	1.2-1.5	0.9-1.2	1.0-1.4
6	1.3-1.8	1.4-1.7	1.0-1.5	1.1-1.5
7	X	1.6-1.9	X	1.4-1.8
8	X	2.0-2.3	X	1.7-2.1

Notes: The number of rooms is as defined in the 2001 Census "The count of the number of rooms in a household's accommodation does not include bathrooms, toilets, halls or landings, or rooms that can only be used for storage. All other rooms, for example, kitchens, living rooms, bedrooms, utility rooms and studies are counted. Cells marked X are where insufficient data was available to provide representative values

Table 2: 2026 Average Car Ownership Values

Number of Rooms	Rural		Suburban	
	Flats	Houses	Flats	Houses
1	X	X	0.4-1.1	X
2	0.7-1.1	X	0.7-1.0	X
3	0.7-1.1	1.1-1.4	0.7-1.0	1.0-1.2
4	0.9-1.3	1.2-1.4	0.8-1.1	1.0-1.3
5	1.2-1.7	1.5-1.7	1.0-1.4	1.2-1.6
6	1.6-2.1	1.6-2.0	1.2-1.7	1.4-1.7
7	X	1.9-2.3	X	1.6-2.1
8	X	2.3-2.7	X	2.0-2.4

The number of rooms is as defined in the 2001 Census “The count of the number of rooms in a household’s accommodation does not include bathrooms, toilets, halls or landings, or rooms that can only be used for storage. All other rooms, for example, kitchens, living rooms, bedrooms, utility rooms and studies are counted.

Cells marked X are where insufficient data was available to provide representative values

Car Ownership 2001 Census Data by South Cambridgeshire Parish identifies the car ownership levels for households with no cars or vans, one car or van, two cars or vans and with three or more cars or vans. These figures indicate that that as expected levels of car ownership rise as convenient access to facilities by walking, cycling or public transport reduces. The Council policy is to provide an average of 1.5 spaces per dwelling across the district (up to a maximum of 2 per 3 or more bedrooms in poorly accessible areas). Overall the average number of vehicles per household identified in the 2001 census falls within the policy requirement; with average vehicle ownership levels per household in all the rural centres and minor rural centres, except one, being 1.5 or less; and average vehicle ownership levels per household in group villages and infill villages being between 1.6 and 2.0, except for seventeen villages which have lower levels due generally to having good access to facilities.

As the 2001 vehicle ownership levels are approaching the current policy requirement on the provision of car parking spaces and car ownership levels are predicted to continue to rise, it would be prudent to increase the levels of car parking provision within the district, outside the Cambridge fringe locations, to prevent future problems within developments and their surrounding areas due to an under provision of spaces. Tables 1 and 2 suggest vehicle ownership levels rising by 0.1 vehicles for the smallest households up to 0.4 vehicles for the larger households in 2026. The plan period is up to 2031 therefore the vehicle ownership levels could be expected to have increased further beyond the 2026 prediction. It would be prudent therefore to increase the Council’s current car parking standards overall by 0.5 vehicles per dwelling to a new requirement to provide an average of 2.0 spaces per dwelling across the district, with an average of 2.5 per property of 3 or more bedrooms in poorly accessible areas.

Within the above overall requirement to provide car parking spaces developers should allocate car parking spaces/garaging for properties to new residential developments in South Cambridgeshire based on the average car ownership values set out in Table 2. The Suburban figures should apply to new settlements with good public transport connections, Rural Centres and Minor Rural Centres. In the Rural Centres category, Impington is 90.5 hectares in size just below the threshold, but is regularly considered jointly with Histon, which is above the threshold; and Stapleford is significantly below the threshold at 56.03 hectares in size, but for consistency should be considered the same as the other Rural Centres. In the Minor Rural Centres category, Gamlingay is 93.63 hectares in size and Willingham is 96.4 hectares in size, both close to the threshold and for consistency should be considered the same as the other Minor rural Centres; whilst Waterbeach is lower at 79.59 hectares, but should be considered the same as the other Minor rural Centres for consistency. Additionally Girton at 113.76 hectares in size and Milton at 92.97 hectares in size, both of which lie on the fringes of the city of Cambridge should be included in Suburban category for the purposes of calculating the demand for residents' car parking in new residential developments. All other villages in the Group Villages and Infill Villages categories should be considered as Rural for the purposes of calculating the demand for residents' car parking in new residential developments.

Additionally developers will need to provide car parking spaces for visitors. The disposition of these spaces will be just as important in determining what is an adequate provision as the actual number of spaces provided. In consequence, it is not intended to lay down specific required levels of provision but that each proposal will be assessed according to the characteristics of the layout. The developer should propose a design-led approach to the incorporation of car parking within the development, appropriate to the site location and the residential typologies proposed, that addresses the need for allocated and / or unallocated spaces for residents and visitor parking. The proposed number of habitable rooms per property type will determine the level of parking provision for that property type as set out in Table 2, multiplied by the proposed number of each property type will establish the base number of parking provision for residents. This number will have to be multiplied in accordance with Table 3 to offset the loss of efficiency of any proposed allocated parking provision to determine the overall provision for residents. Visitor parking provision will also be required, the level subject to the site location, the accommodation type and the proportion of allocated and unallocated spaces.

### **Unallocated Car Parking**

The Communities and Local Government's publication Residential Car Parking Research (May 2007) highlights that allocating car parking spaces to specific properties reduces the efficiency of car parking provision as not all households own a car. Car parking spaces will be provided but not used, especially where this provision is on-plot, whilst some other households may have more cars than allocated spaces, requiring additional spaces to be provided to accommodate these vehicles. Table 3 sets out the additional demand for car parking spaces when one or two car parking spaces are allocated to dwellings, as identified by CLG.

Table 3: Typical Additional Demand for Unallocated Parking

Average Car Ownership Per Dwelling	Typical Additional Demand for Unallocated Parking	
	With 1 Allocated Space Per dwelling	With 2 Allocated Spaces Per dwelling
0.1	0.0	0.0
0.2	0.0	0.0
0.3	0.0	0.0
0.4	0.0	0.0
0.5	0.1	0.0
0.6	0.1	0.0
0.7	0.1	0.0
0.8	0.2	0.0
0.9	0.2	0.0
1.0	0.2	0.0
1.1	0.3	0.0
1.2	0.4	0.1
1.3	0.4	0.1
1.4	0.5	0.1
1.5	0.6	0.1
1.6	0.7	0.1
1.7	0.8	0.2
1.8	0.8	0.2
1.9	0.9	0.2
2.0	1.0	0.3
2.1	1.1	0.3
2.2	1.2	0.4
2.3	1.3	0.4
2.4	1.4	0.5
2.5	1.5	0.6
2.6	1.6	0.6
2.7	1.7	0.7

Maximum flexibility and therefore efficient use of car parking spaces is attained through providing unallocated parking spaces. This has the potential to reduce the perception of safety for both the vehicle and people walking between the property and the vehicle.

## **Residential Garages**

Where developers provide garages they are often of a size standard that relates to older cars of smaller size than their modern counterparts. Where this is the case residents find it difficult to garage their vehicles, resulting in garages being under used. Also residents frequently use garages as storage, due to the inadequate levels of storage provided within homes, which also displaces parking. The Council in its District Design Guide: High Quality and Sustainable Development in South Cambridgeshire advises garages should be of sufficient size to accommodate a large car together with cycle storage and, some degree of other storage and room to pass garaged cars with wheeled bins. To accommodate this garages should have minimal internal dimensions of 3.3m X 6.0m with an additional allowance of 1.0m at the end or 650mm – 750mm at the side. Garages of such minimum dimensions will be eligible for inclusion in the assessment of car parking provision for the development; whilst garages that fail to meet this minimum standard will not be eligible for inclusion in the assessment of car parking provision for the development.



## Appendix 5 Maps

### Contents

#### Chapter 10

#### Issue 10 Employment Allocations

##### Maps of Employment Allocations and Commitments

- Pampisford , West of Eastern Counties Leather, London Road
- Over, Norman Way
- Papworth Everard, Ermine Street South
- Longstanton, North of Hattons Road

#### Chapter 11

#### Issue 90 Allocations for Open Space

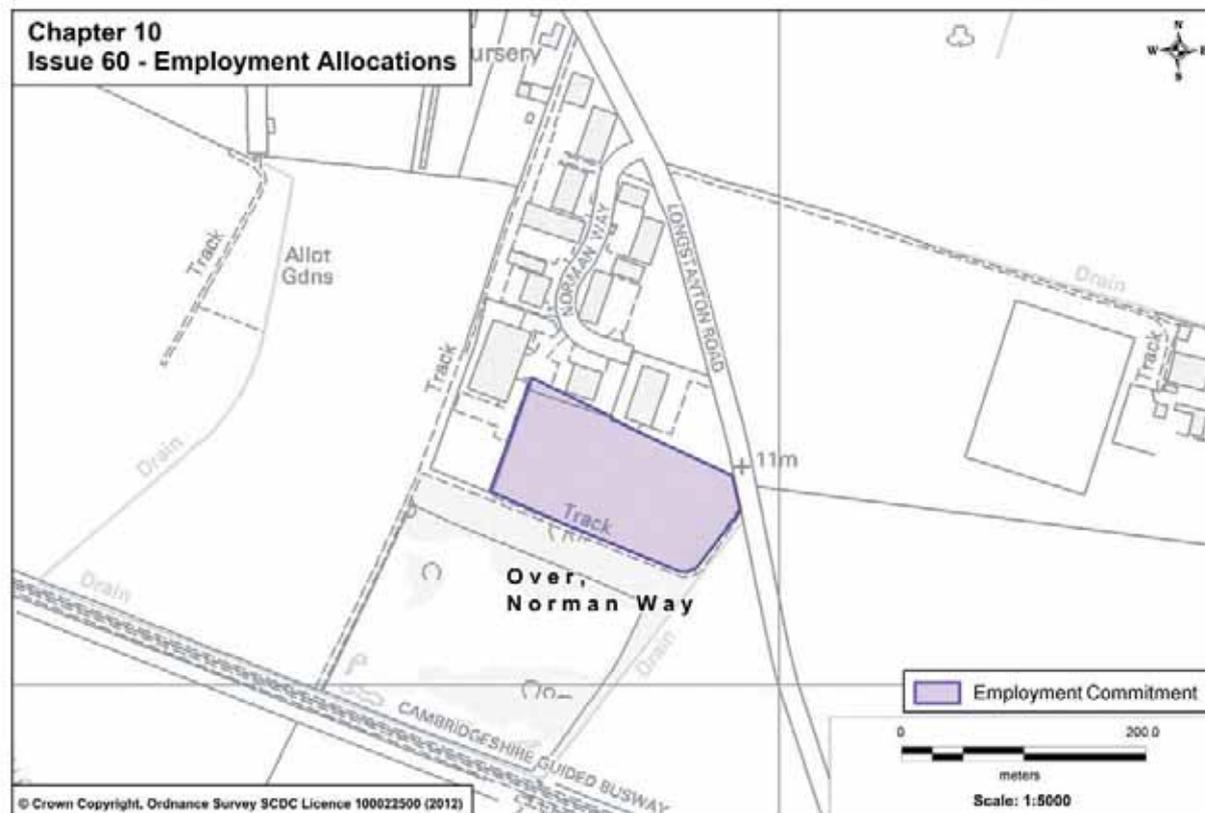
##### Maps of Existing Allocations for Open Space

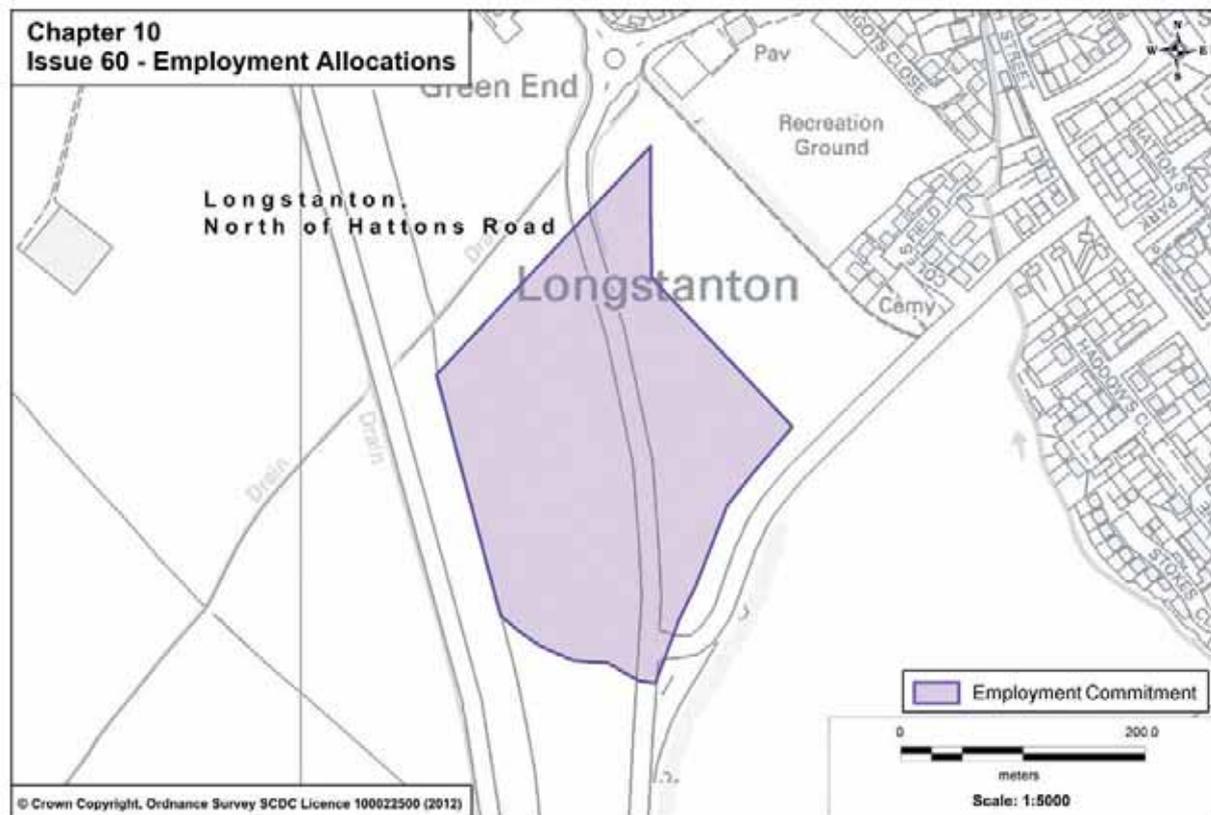
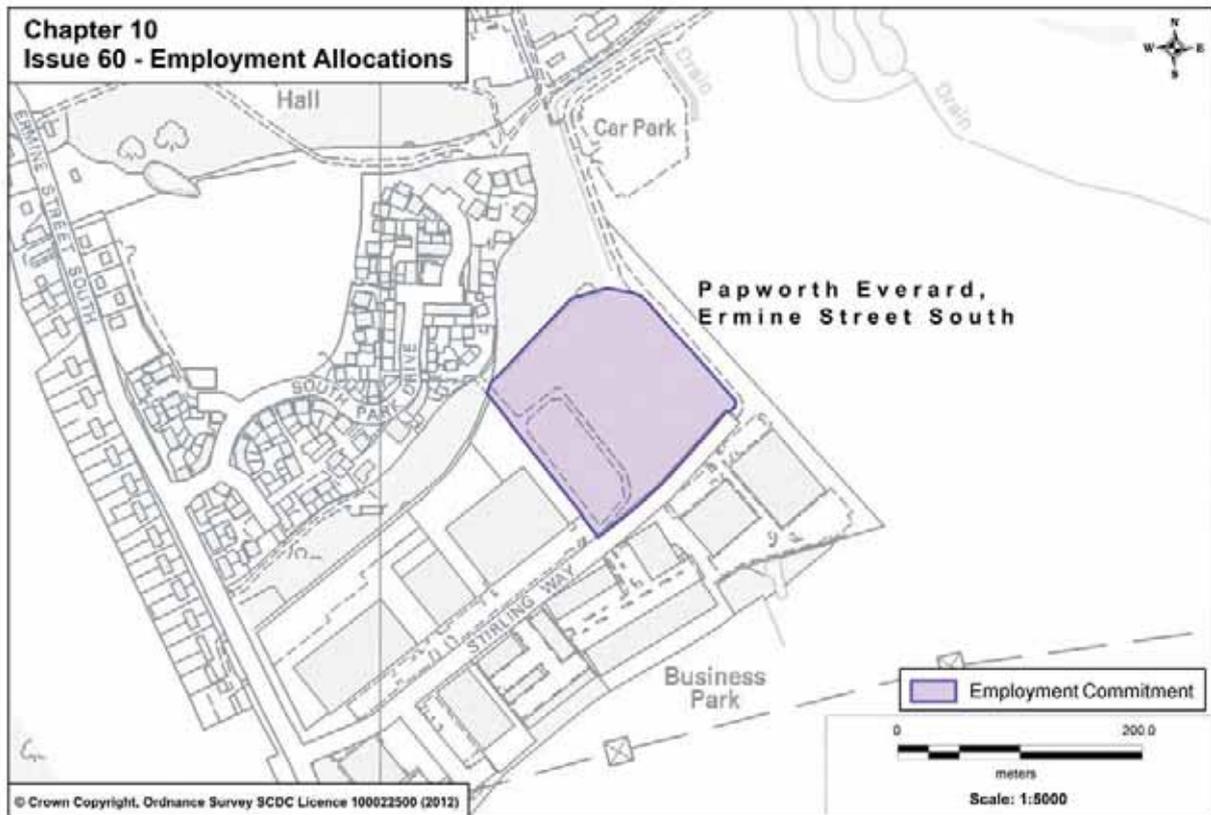
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- Land east of Bar Lane, Stapleford
- Land north of Hattons Road, Longstanton
- Land north of Recreation Ground, Swavesey
- Land east of Recreation Ground, New Road, Impington
- Land east of Mill Lane, Impington
- Land to the south of Manor Park, Histon
- Land at Barrowcroft (Gunns Lane), Histon

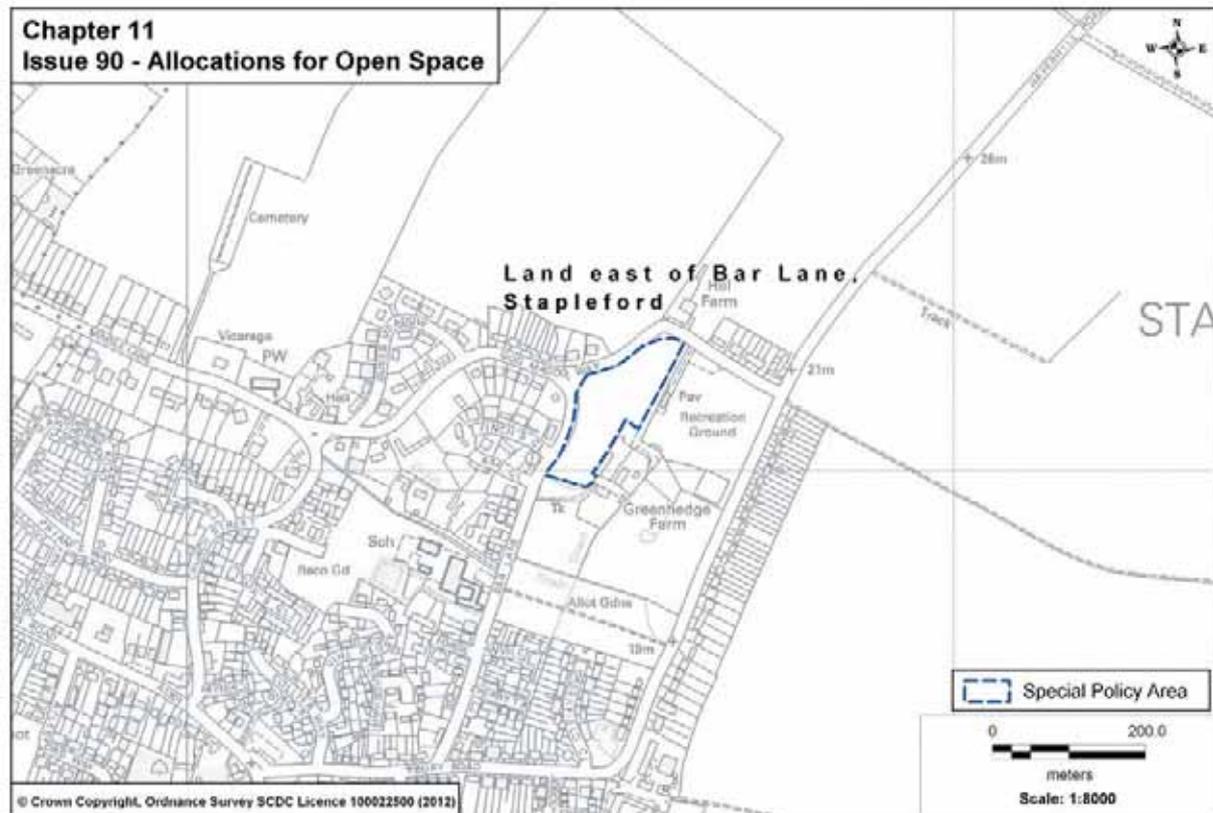
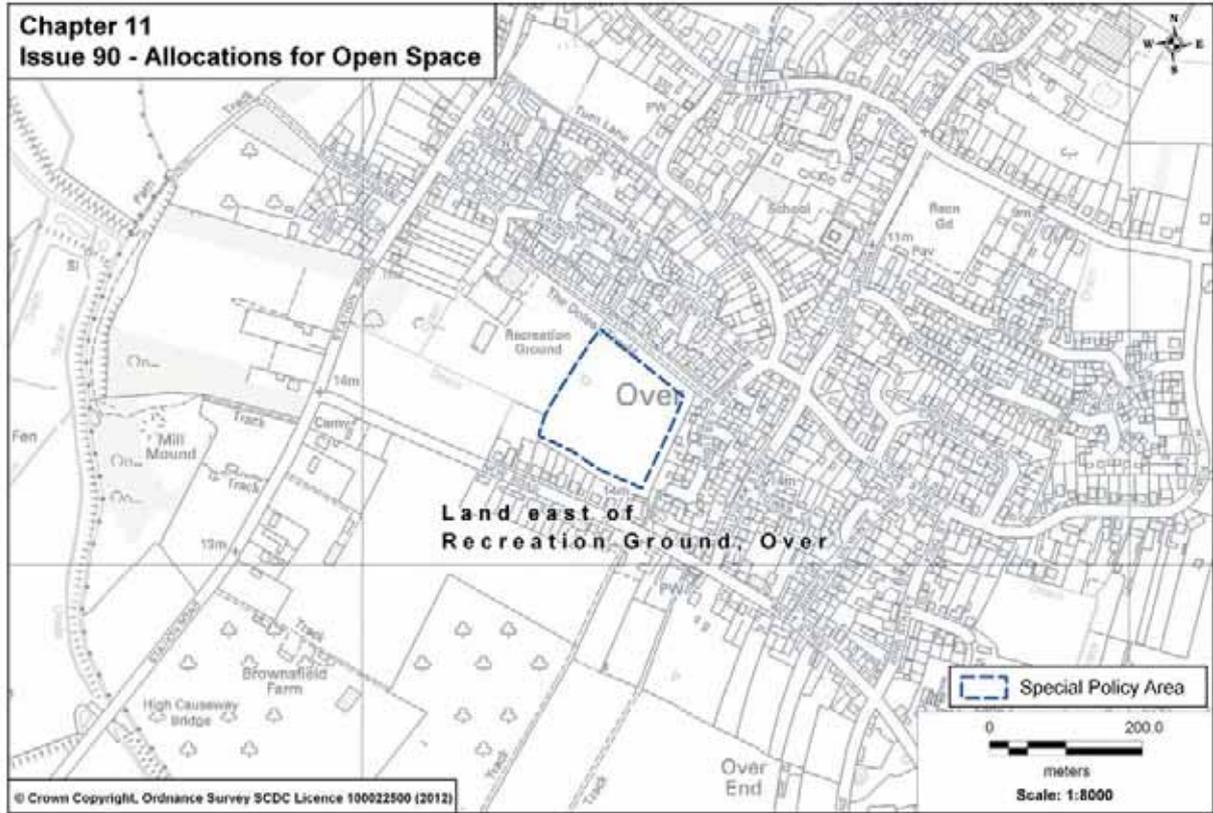
#### Chapter 13

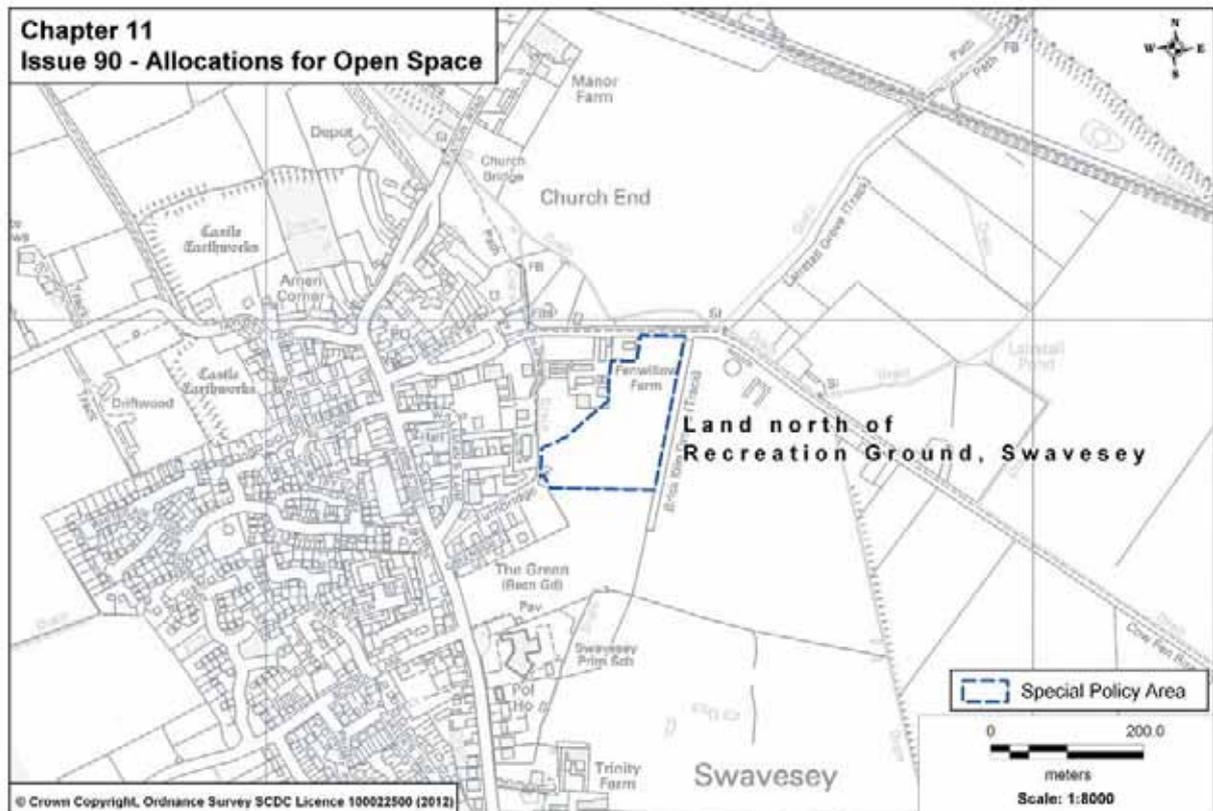
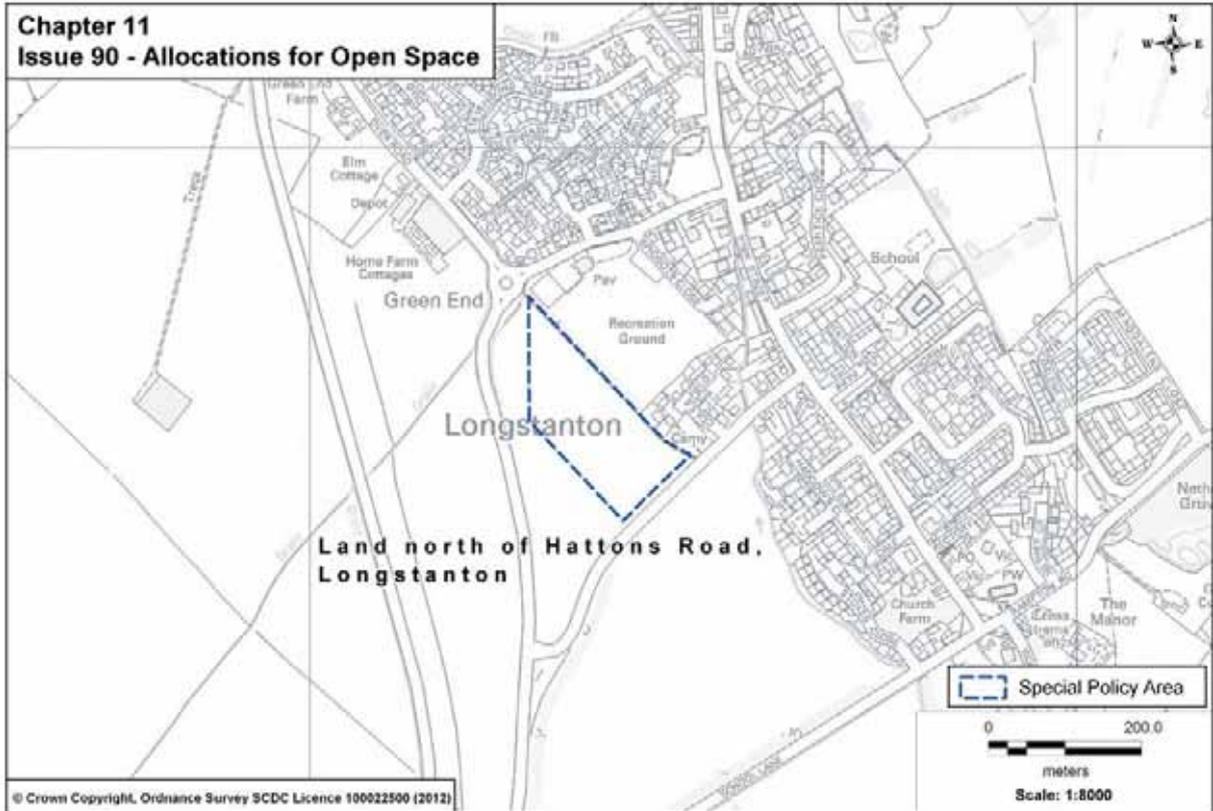
##### Maps of Site Specific Policies

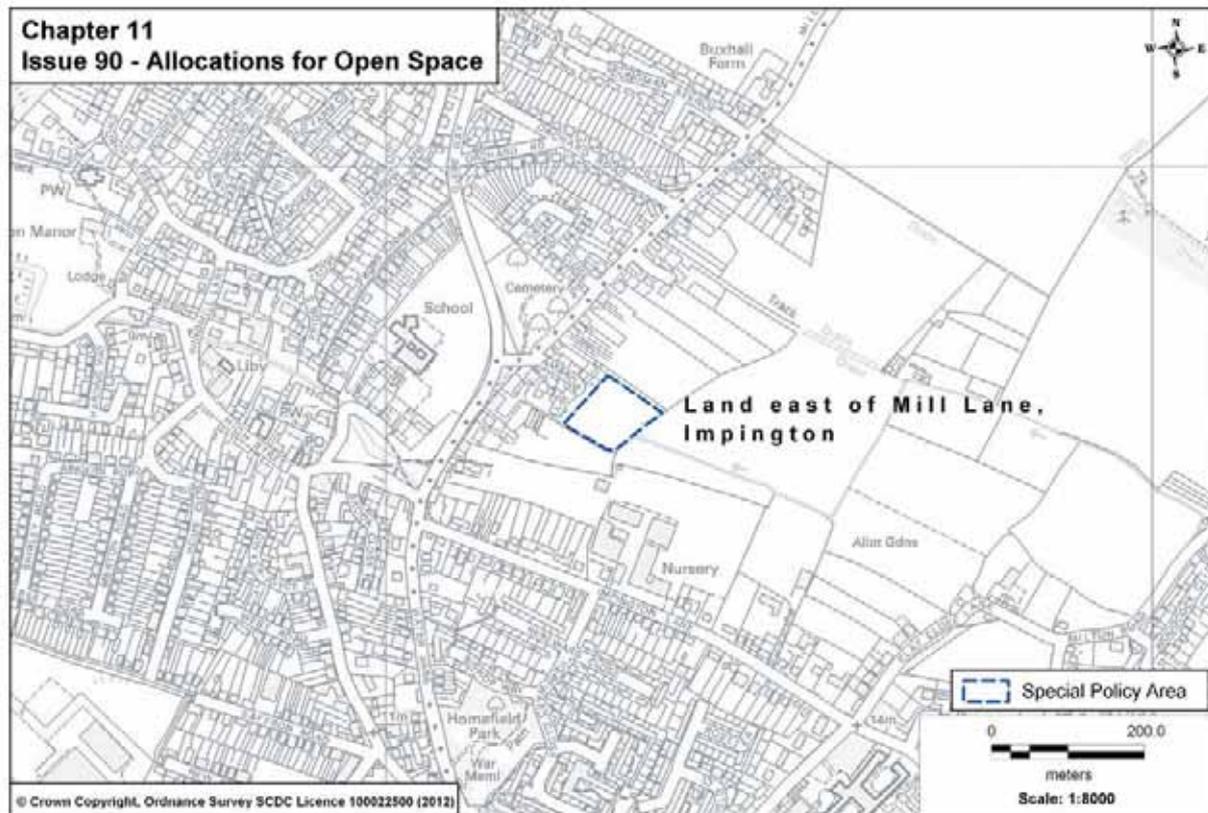
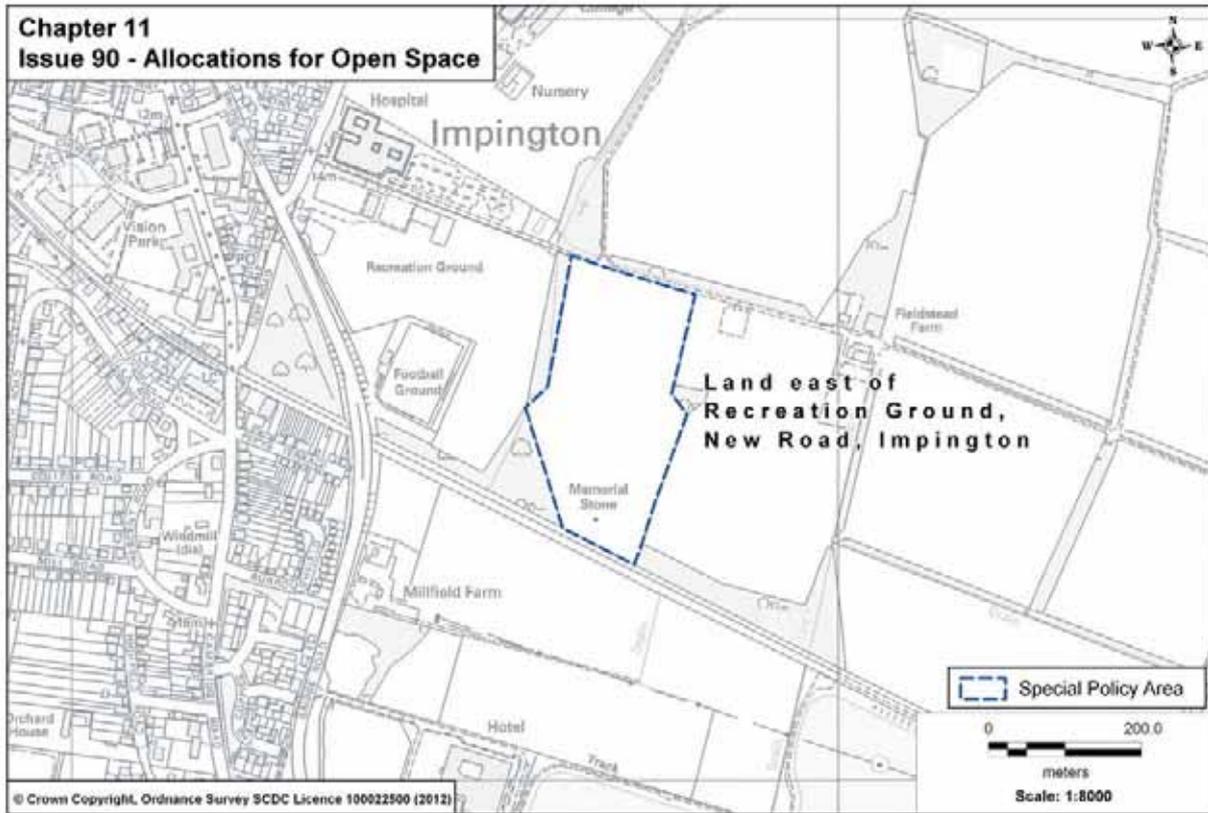
- Issue 108 – Cambridge Airport
- Issue 109 – North of Newmarket Road
- Issue 110 – Cambridge North Fringe East
- Issue 111 – Papworth Everard Hospital Site
- Issue 112 – Papworth West Central
- Issue 113 – Fen Drayton Former Land Settlement Association Estate
- Issue 114 – Great Abington Former Land Settlement Association Estate
- Issue 115 – Linton Special Policy Area
- Issue 116 – Duxford Imperial War Museum

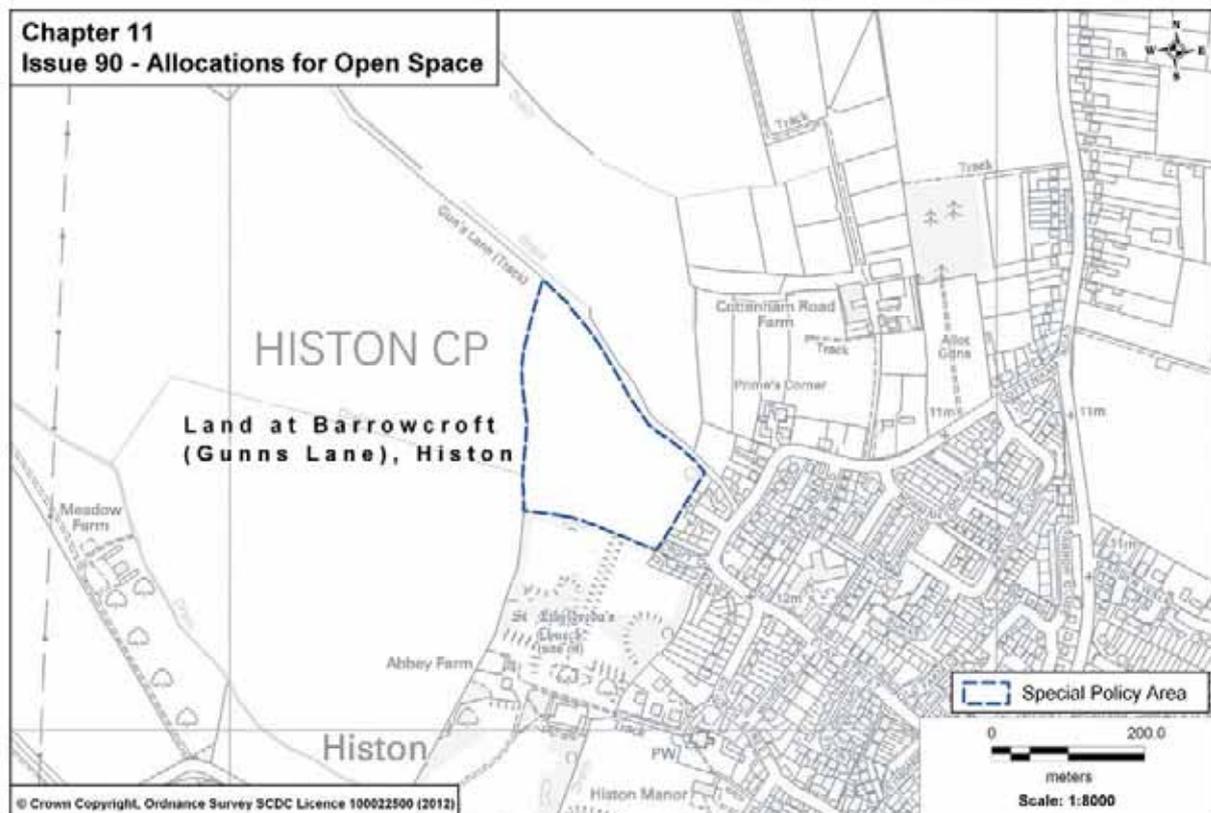
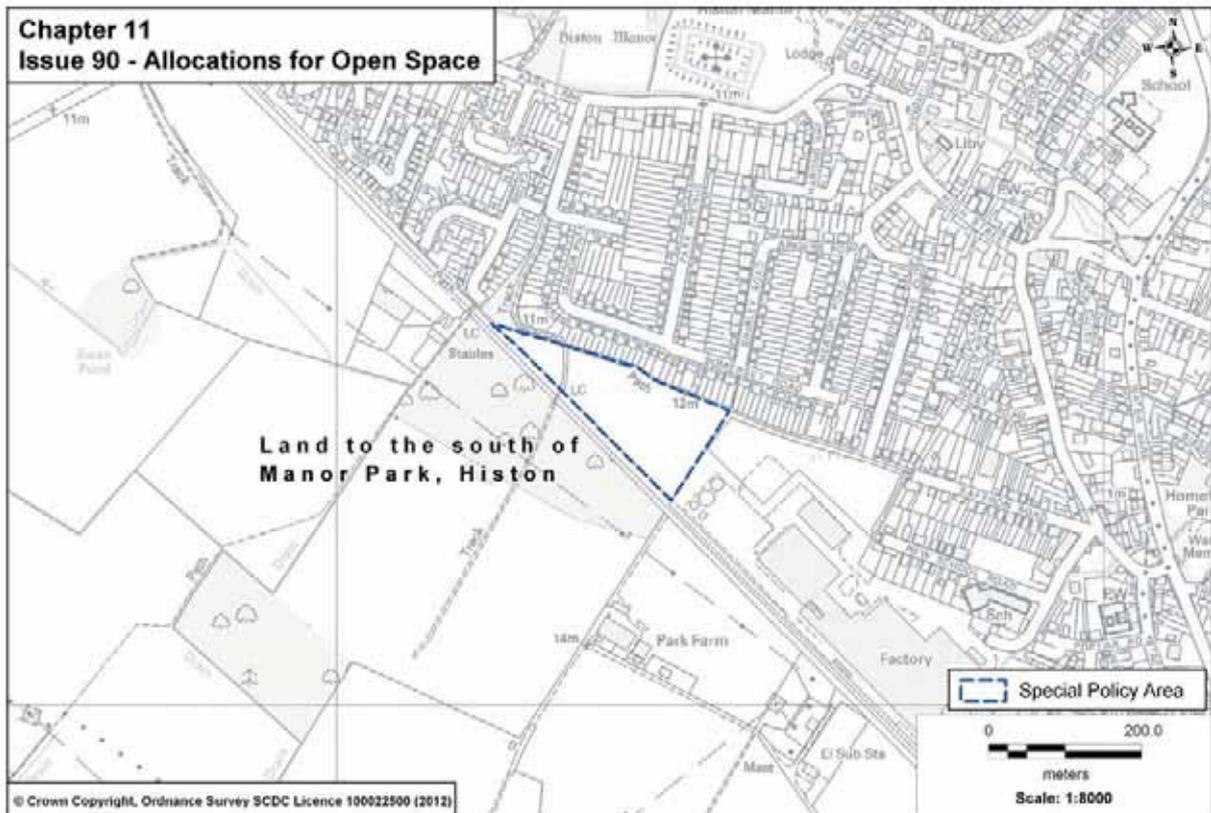


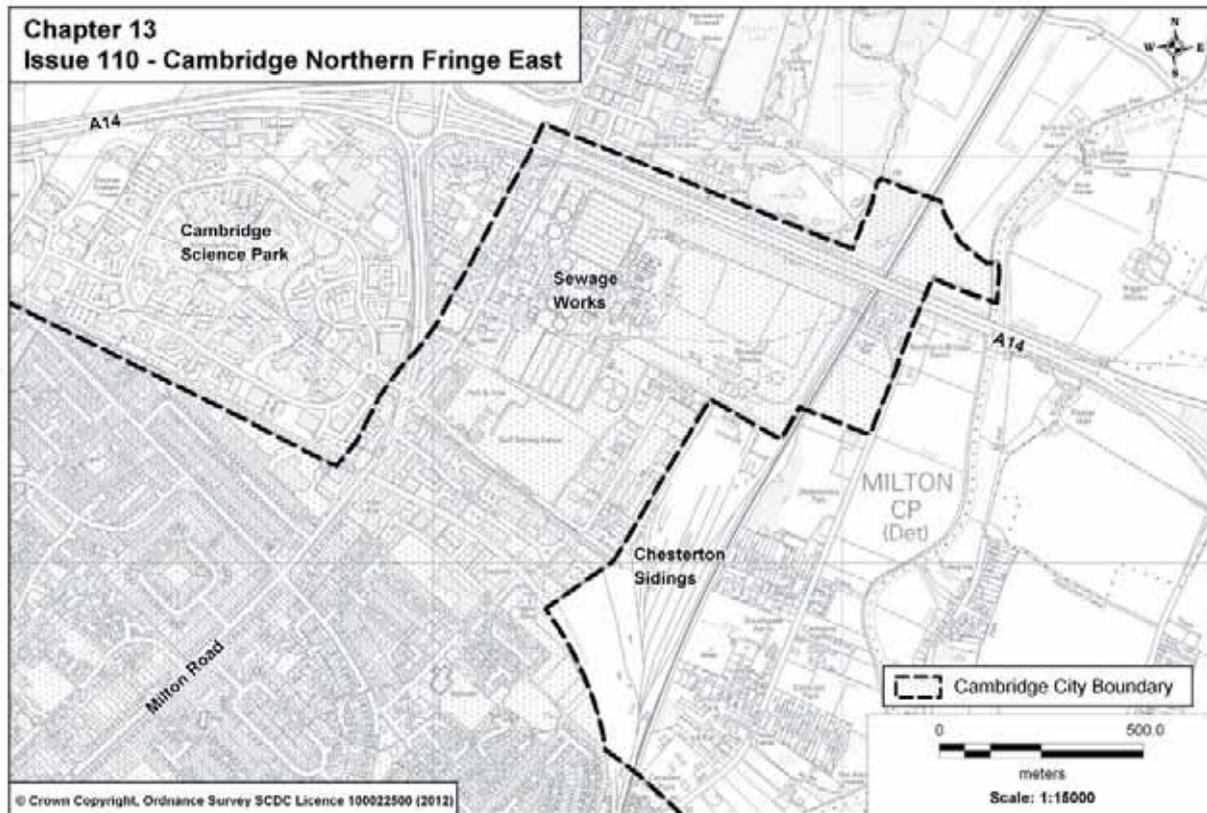
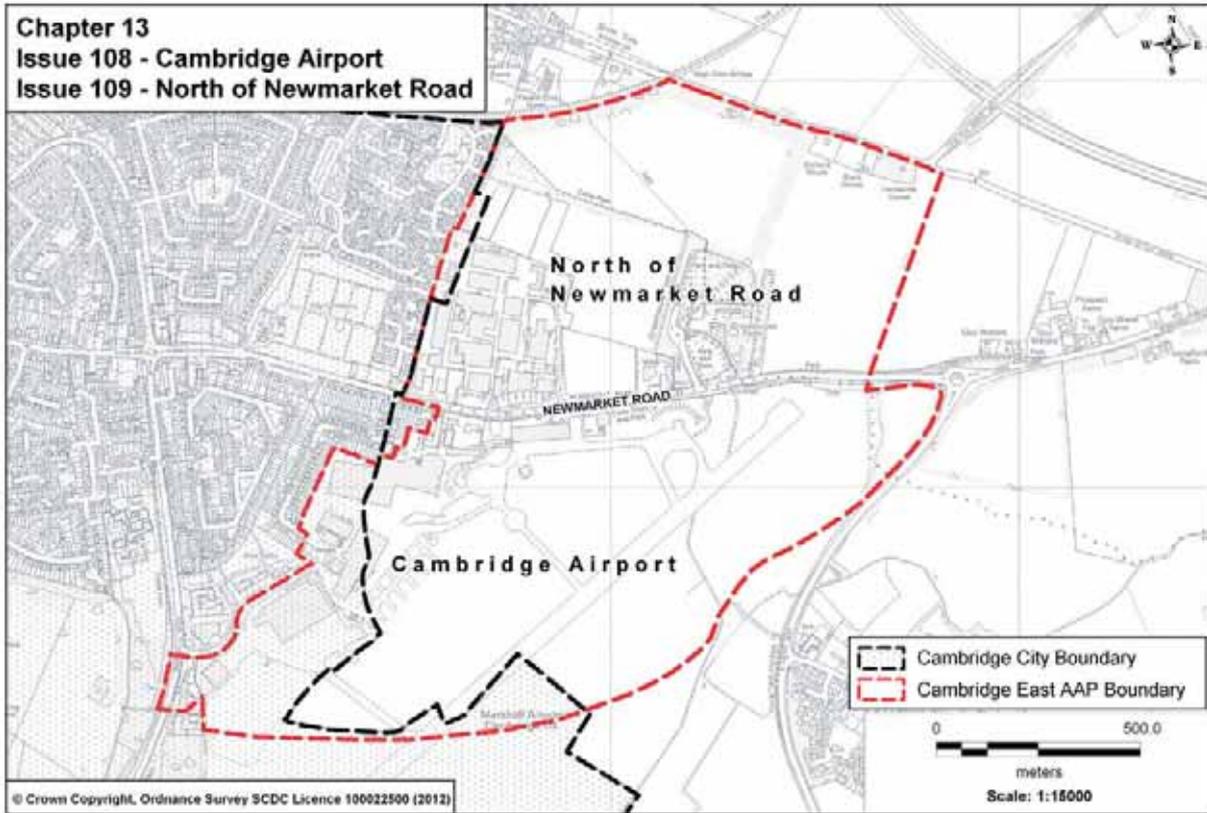


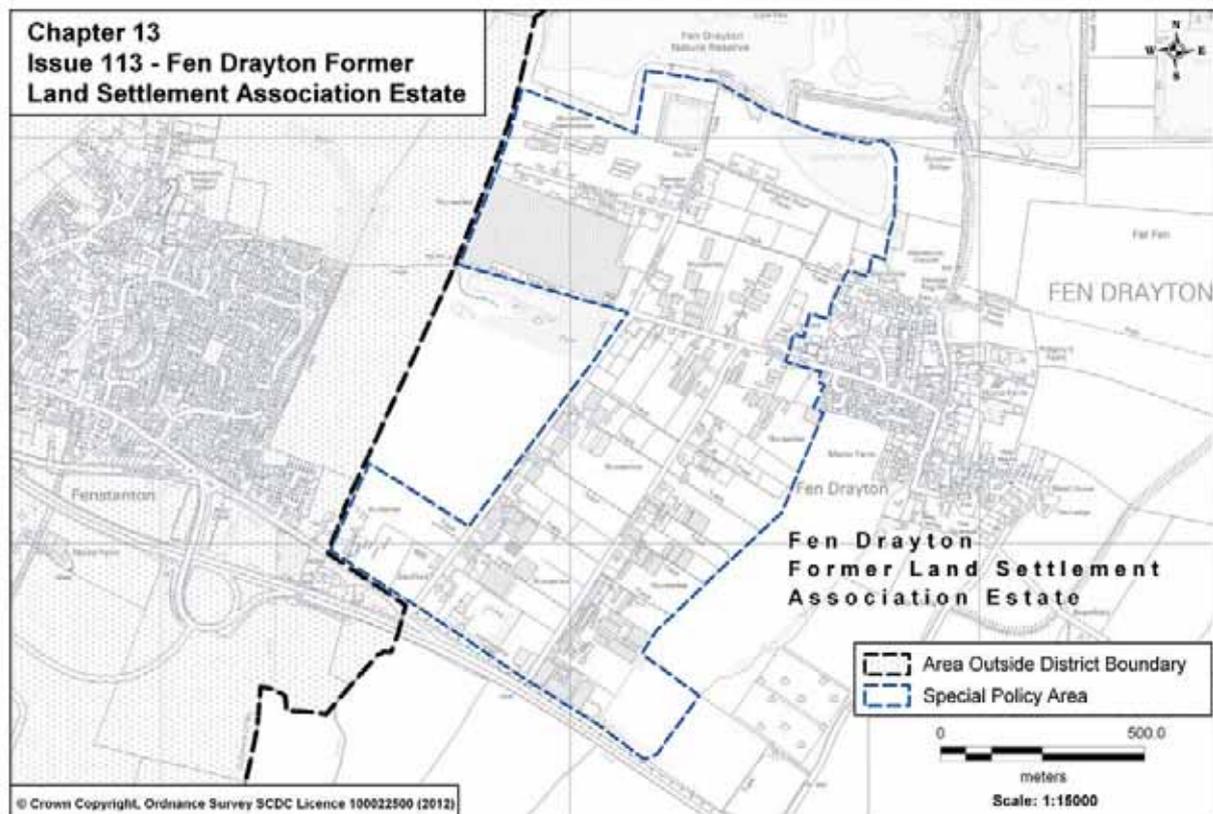
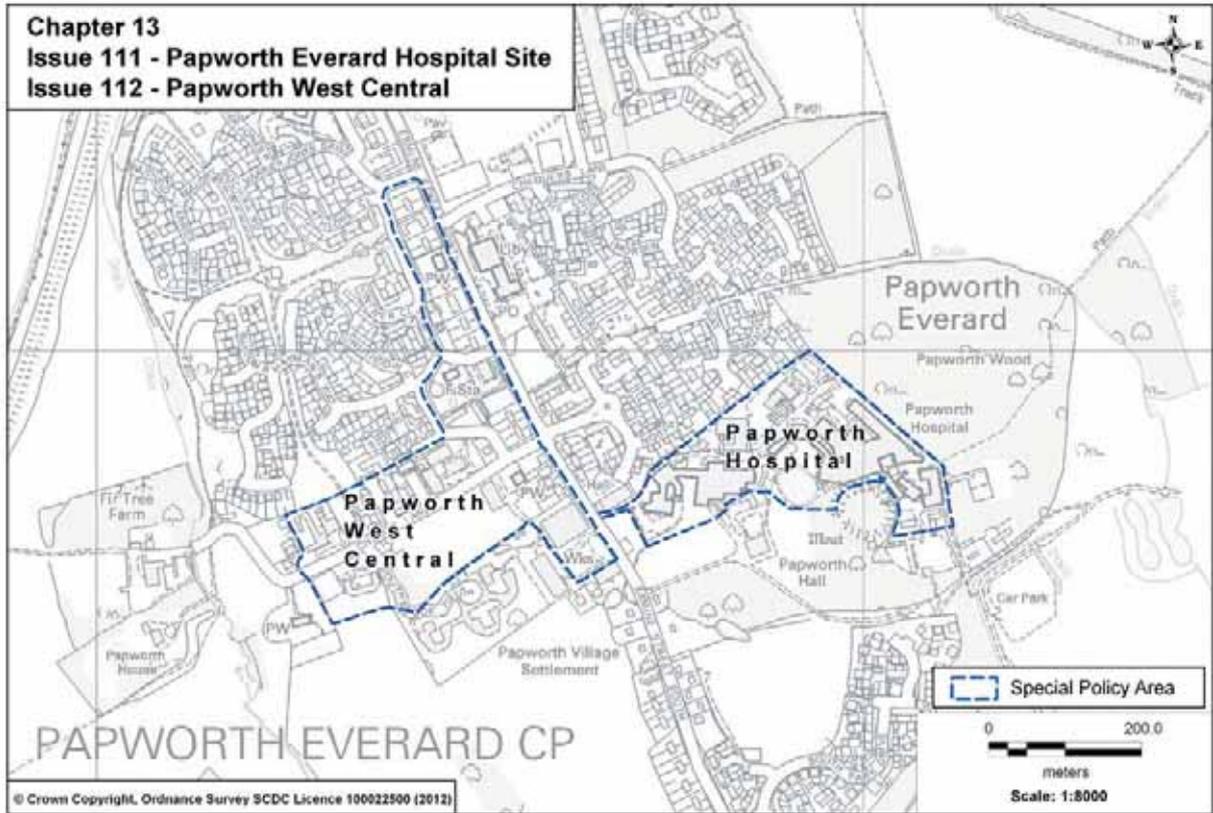


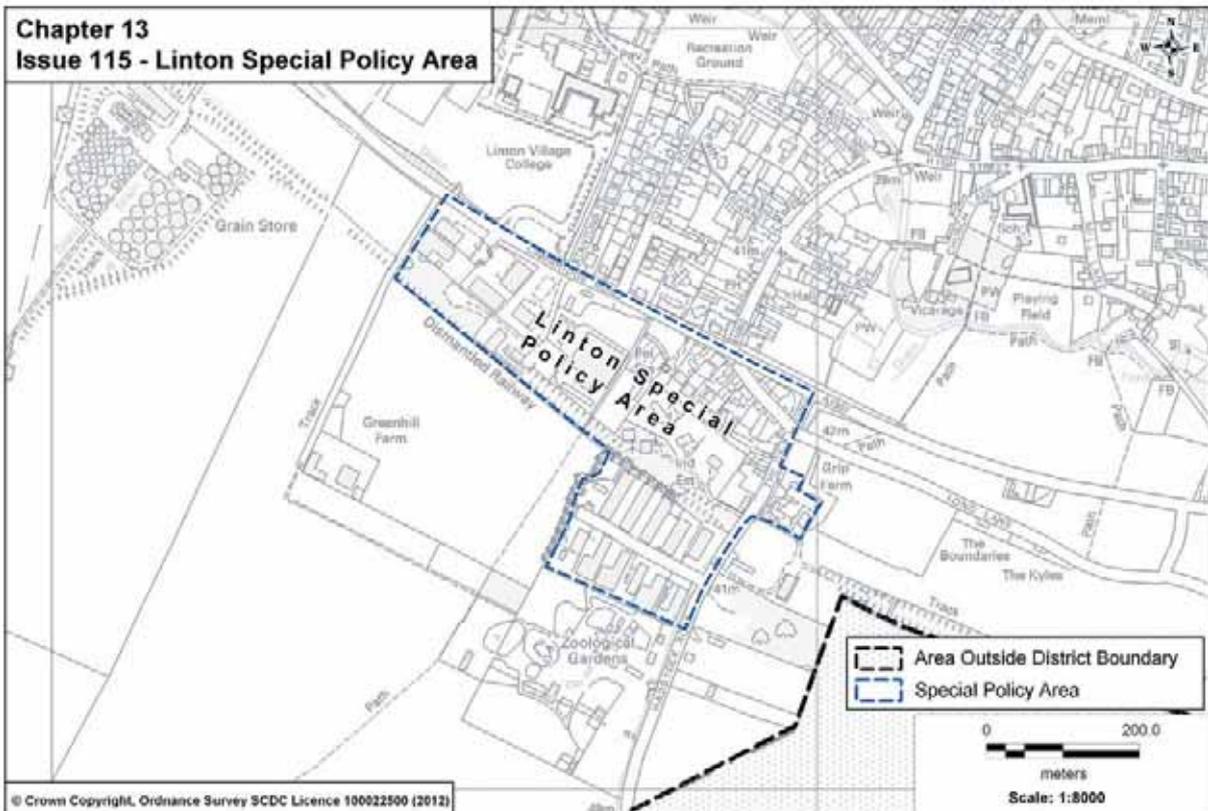
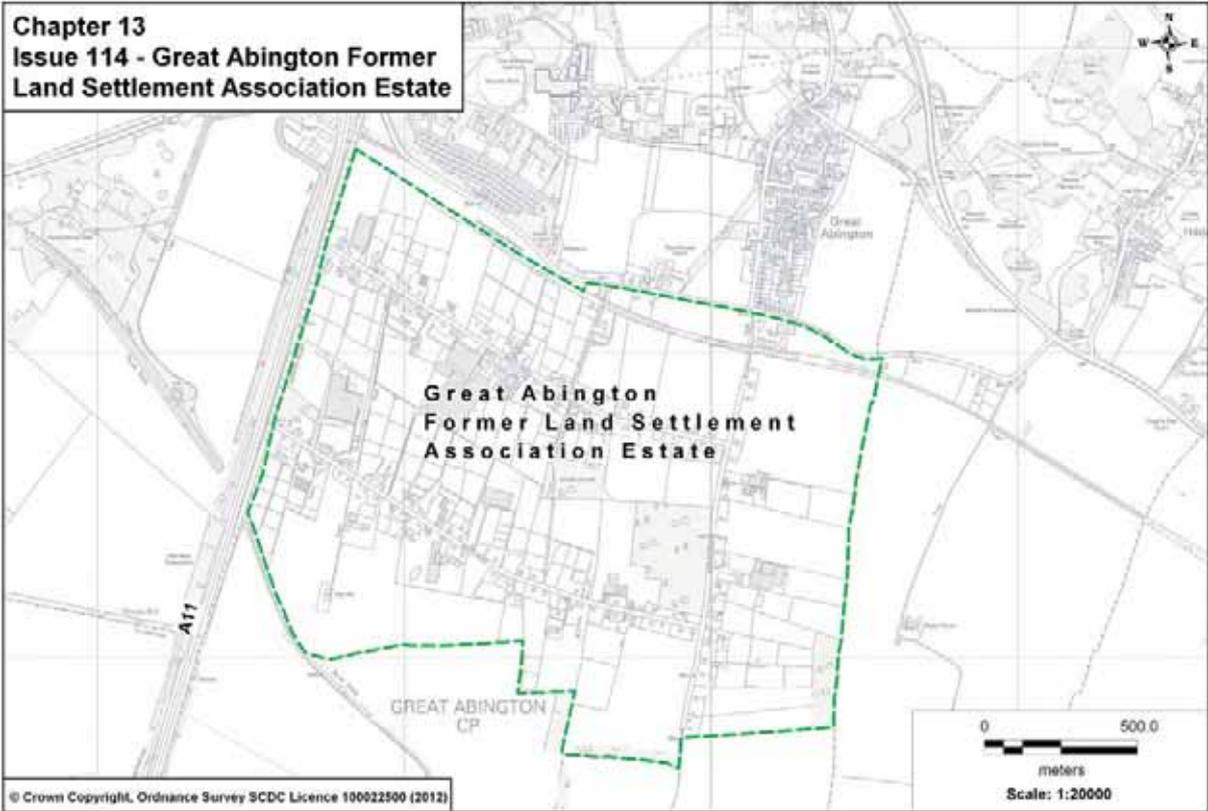


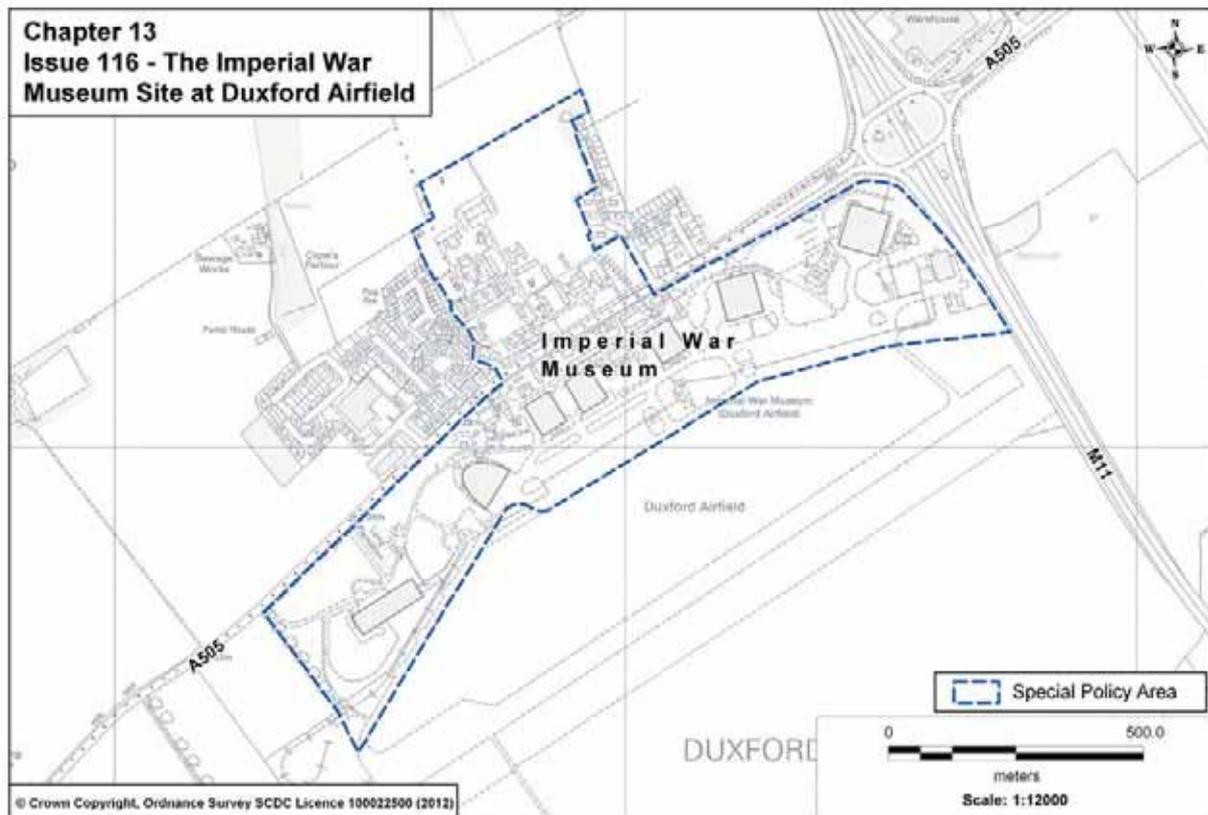














## Glossary

	Affordable Housing	A wide variety of types and tenures of housing where the common feature is that it is subsidised in some way to make it affordable to those who cannot afford a home on the open market
AQMA	Air Quality Management Area	Each local authority in the UK is required to monitor air quality in their area. If an authority finds any places where the national air quality objectives are not likely to be achieved, it must declare an Air Quality Management Area, and prepare an air quality action plan.
	Allocated Site	Sites identified for development in a development plan.
	Annual Monitoring Report	A document which is produced by the Council annually, which measures various indicators to assess the performance of the individual planning policies set out in the adopted development plan but also to provide a general portrait of the social, economic and environmental conditions in the district.
AAP	Area Action Plan	Provides a statutory planning framework for an area of change, e.g. Northstowe
	Best and most versatile agricultural land	Land in grades 1, 2 and 3a of the Agricultural Land Classification. (Source: NPPF)
	Better Served Group Villages	Option for consultation within the settlement hierarchy which ranks villages according to their relative sustainability, services they provide, and their role in the district. (See Issue 13)
	Biodiversity	Biodiversity is the variety of life in all its forms. This includes the plant and animal species that make up our wildlife and the habitats in which they live.
BAP	Biodiversity Action Plan	A strategy prepared for a local area aimed at conserving and enhancing biological diversity. Can address a specific habitat or species.
	Building Regulations	National standards for health and safety, energy conservation and access to and about buildings.
BREEAM	Building Research Establishments Environmental	BREEAM is a set of standards for measuring the environmental

	Assessment Method	Performance of a range of new and existing building types. It covers energy and water performance, construction materials, waste, ecology, pollution and health.
	Cambridge Sub-Region	Comprises Cambridge, South Cambridgeshire and the Market Towns
	Cambridgeshire and Peterborough Minerals and Waste Plan	Comprises a suite of documents including the Core Strategy and Site Specific Proposals Plan adopted by Cambridgeshire County and Peterborough City Councils. There is also an adopted Proposals Map, which shows allocated sites and areas of search for future minerals and waste facilities, and safeguarding areas for existing and future facilities.
	Car Pooling	Shared use of a car(s) by a group of people
	Children's Playspace (open space)	Designated areas for outdoor play for children and young people. This will contain a range of facilities and an environment that has been designed to provide focused opportunities for outdoor play. This includes formal equipped play areas and provision for teenagers including wheeled sports parks and macadam kick-about areas. It also includes areas for informal play, including grass kick-about areas within housing developments.
	Climate Change Adaptation	Adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures, which moderate harm or exploit beneficial opportunities. (Source: NPPF)
	Climate Change Mitigation	Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.(Source: NPPF)

	Clusters	Groups of companies in related activities, often sharing similar skills and infrastructure, within a specific area – The Cambridge Clusters are related to high tech clusters (including high tech firms, Cambridge University and the research institutes and related specialist services e.g. biotech and medical uses at Granta Park.
	Code for Sustainable Homes	Developed to enable a change in sustainable building practice. It is intended as a single national standard to guide industry in the design and construction of sustainable homes. There are six levels of the Code. At each level, there are minimum energy efficiency/carbon emissions and water efficiency standards.
	Combined Heat and Power	A plant designed to produce heat and electricity from a single source.
	Community Assets Register	The Localism Act 2011 requires local authorities to maintain a list of assets of community value which have been nominated by the local community. When listed assets come up for sale or change of ownership, the Act then gives community groups the time to develop a bid and raise the money to bid to buy the asset when it comes on the open market.
	Community Energy Fund	A community energy fund is a way of collecting investment from a range of different sources, including developers and private investors, which can be used to fund infrastructure that will reduce greenhouse gas emissions
	Community Facilities	Facilities which help meet the varied needs of residents for health, education, and public services, as well as social, cultural and religious activities.
CIL	Community Infrastructure Levy	A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area. (Source NPPF)

CLP	Community Led (or Parish) Plans (CLP)	Community Led (or Parish) Plans give an opportunity for local people to create their own vision for a sustainable future and to identify the action needed to achieve it. These plans are a tool for identifying and prioritising all the needs and aspirations of the community.
	Community Transport	Transport provided by voluntary and community sector (VCS) organisations, using a combination of volunteers and paid staff. Community transport can include: Dial-A-Ride services using wheelchair accessible minibuses; village-based community car schemes where local people use their own car to transport others for a small fee; moped and mobility scooter hire.
	Conservation Areas	Areas identified by the Council, which have 'special architectural or historic interest', which makes them worth protecting and improving.
	Core Strategy	The Core Strategy Development Plan Document (2006) forms part of the current Local Development Framework, and sets out the overall approach to development in the district.
CWS	County Wildlife Site	County Wildlife Sites contain some of the best areas of wildlife in Cambridgeshire. They provide a valuable network of wildlife resources across the county, along with other wildlife sites. Many sites also support rare or threatened plants and animals. Although CWSs are not protected under legislation, planning authorities need to consider the potential impact on development on CWSs as part of the planning process.

	Design and Access Statement	A statement submitted alongside a planning application by the applicant to demonstrate that Proper consideration has been given to the impact of the proposal and account taken of all relevant factors in the design and landscaping of the scheme Development will be accessible to everybody regardless of age, gender or disability.
	Design Code	A set of illustrated design rules and requirements which instruct and may advise on the physical development of a site or area. Builds on a design vision created by a masterplan.
	Designated heritage asset	A Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation. (Source NPPF)
	Development plan	This includes adopted Local Plans, neighbourhood plans and is defined in section 38 of the Planning and Compulsory Purchase Act 2004. (Source NPPF)
	District Heating System	District heating is a system for distributing heat generated in a centralised location for residential and commercial heating requirements.
dph	Dwellings per hectare	The number of houses within a hectare of land which indicates the density of the development
	East of England Plan 2008	Regional spatial strategy prepared for the East of England by the Regional Planning Body which includes South Cambridgeshire district (See Regional Planning)
	Enterprise Zone	Enterprise Zones are specific areas where a combination of financial incentives, reduced planning restrictions and other support is used to encourage the creation of new businesses and jobs – and contribute to the growth of the local and national economies. Such a zone has been set up for Alconbury Airfield in Huntingdonshire.
GDP	Gross Domestic Product	A measure of the total economic activity.

	Geodiversity	The range of rocks, minerals, fossils, soils and landforms (Source NPPF)
	Green Belt	A statutory designation made for the purposes of: checking the unrestricted sprawl of large built-up areas; preventing neighbouring towns from merging into each other, assisting in safeguarding the countryside from encroachment; preserving the setting and special character of historic towns and assisting in urban regeneration by encouraging the recycling of derelict and other urban land (Source: NPPF)
	Green Infrastructure	Consists of multi-functional networks of protected open space woodlands, wildlife habitat, parks, registered commons and villages and town greens, nature reserves, waterways and bodies of water, historic parks and gardens and historic landscapes.
	Green Roofs	The roof of a building which is partially or completely covered with plants, which is generally believed to assist in reducing surface water runoff from buildings, enhance biodiversity, reduce the visual impact of a building (in some locations) and effect the heat retention of a building.
	Green Separation	The area of open land required to keep apart two separate communities and maintain their individual identities.
dph	Greenhouse Gases	Greenhouse gas emissions are the collective name for a range of gases that trap some of the sun's warmth within the earth's atmosphere, and the most prevalent greenhouse gas is carbon dioxide.
	Greywater Recycling	System for re-using the mildly polluted wastewater from shower / bath, washbasin or washing machine, for example to flush toilets.

	Group Village	Group Villages established in the Settlement hierarchy (subject to consultation in Issue 13. They are generally less sustainable locations for new development than Rural Centres and Minor Rural Centres, having fewer services and facilities allowing only some of the basic day-to-day requirements of their residents to be met without the need to travel outside the village. All Group Villages generally have at least a primary school.
	Gypsy and Traveller	Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling showpeople or circus people travelling together as such. (Source: Planning policy for traveller sites)
HIA	Health Impact Assessment	An assessment of the impact of the proposed development on health and identifies actions that can enhance positive effects and reduce or eliminate negative effects.
	Heritage Asset	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing). (Source NPPF)
	Heritage Assets of Local Importance	Undesignated buildings and structures of special local architectural and historical interest.

	Hi-Tech or High Technology Industry	Activities including production in fields which include biotechnology, chemicals, consultancy research and development, computer components and hardware, computer software, electronic systems and products, information technology, instrumentation, new materials technology, telecommunications, other forms of new manufacturing process or fields of research and other development which may be regarded as high technology uses.
	Historic Environment	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora. (Source: NPPF)
HCA	Homes and Communities Agency	The national housing and regeneration agency for England and, since April 2012 the regulator for social housing providers. The HCA provides grant funding for new affordable housing and to improve existing social housing, and provides advice and support to partners in delivering new housing and new communities.
HRC	Household Recycling Centre	Place provided by the Waste Disposal Authority where members of the public can deliver household wastes for disposal. Recycling facilities may also be provided at these sites. (Also known as Civic Amenity Sites). (Source: Cambridgeshire Minerals and Waste Plan.)

HRA	Habitat Regulations Assessment	The Habitats Directive (European Council Directive 92/43/EEC) on the Conservation of Natural Habitats and of Wild Flora and Fauna requires that the relevant competent authority, when preparing any plans and policy documents must carry out a 'Habitat Regulations Assessment'. South Cambridgeshire District Council as the relevant authority will have to carry out such an assessment whilst preparing the South Cambridgeshire Local Plan.
	Hydromorphology	This is a term used in river basin managements to describe the combination of hydrological and geomorphological (structural) processes and attributes of rivers, lakes, estuaries and coastal waters.
	Infill Village	Infill villages are identified in the settlement hierarchy for consultation in Issue 13. Infill Villages are generally amongst the smallest in South Cambridgeshire. These villages have a poor range of services and facilities and it is often necessary for local residents to travel outside the village for most of their daily needs.
	Informal Open Space	Used by people of all ages for informal unstructured recreation such as walking, relaxing, or a focal point, ranging from formal planted areas and meeting places to wilder, more natural spaces, including green linkages.
IPPG	Informal Planning Policy Guidance on foodstore provision in North West Cambridge.	Informal Policy Guidance adopted in March 2011 by South Cambs and Cambridge City Councils to provide a more detailed retail planning guidance for North West Cambridge.
	Infrastructure	Infrastructure is a term used to describe new facilities, such as roads, community centres, schools, IT provision and cycle paths, with a development. It means anything that is required, other than houses, to make a new development work.

IDS	Infrastructure Delivery Study	The Infrastructure Delivery Study is exploring infrastructure needs and costs, when and where infrastructure will need to be provided, the scale of funding needed to achieve this, and potential sources of funding. The IDS will also identify infrastructure critical to the delivery of the Local Plan.
LDF	Local Development Framework	A suite of planning related documents that guide the development within the administrative area. The Local Development Framework currently provides planning policies for the area, but some elements of it will be replaced by the new Local Plan.
	Lifetime Homes Standard	This is a widely used national standard, which uses technical advice to ensure that the spaces and features in new homes can readily meet the needs of most people, including those with reduced mobility
	Listed Buildings	A building or structure of special architectural or historic interest and included in a list, approved by the Secretary of State. The owner must get Listed Building Consent to carry out alterations, which would affect its character.
LDO	Local Development Order	An Order made by a local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a specific development proposal or classes of development. (Source NPPF)
LEP	Local Enterprise Partnership	A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area. This region has set up the Cambridgeshire and Peterborough Local Enterprise Partnership.

LGS	Local Green Space	The NPPF has introduced a new designation of Local Green Space, to identify and protect green areas of particular importance to a local community. The NPPF states that “the designation should only be used: where the green space is in reasonably close proximity to the community it serves; where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and where the green area concerned is local in character and is not an extensive tract of land.
	Localism	The Localism Act 2011 creates new responsibilities and opportunities for local communities to be actively involved in planning.
	Local Nature Partnership	A body, designated by the Secretary of State for Environment, Food and Rural Affairs, established for the purpose of protecting and improving the natural environment in an area and the benefits derived from it. (source: NPPF)
	Local Plan	Sets out policies to guide the future development of South Cambridgeshire. It also sets out where future development will take place, and identifies land for new housing, community facilities, shops and employment. It is the key document used to determine planning applications for new development in the district.
	Local Planning Authority	The public authority whose duty it is to carry out specific planning functions for a particular area. E.g. South Cambridgeshire District Council

LTP	Local Transport Plan	Cambridgeshire County Council, as the local transport authority, is responsible for producing the Cambridgeshire Local Transport Plan (LTP) which seeks to address existing transport challenges as well the needs generated by new development, and plan for the delivery of new transport infrastructure, such as road improvements.
MRC	Minor Rural Centre	Minor Rural Centres are identified as part of the settlement hierarchy, subject to consultation in issue 13. These villages are less sustainable than Rural Centres, but which nevertheless perform a role in terms of providing services and facilities for a rural hinterland.
	Mixed use development	Development comprising two or more uses as part of the same scheme (e.g. residential and community facilities). This could apply at a variety of scales from individual buildings, to a street, to a new neighbourhood or urban extension.
	National Character Area	Natural England has divided the country into areas with similar landscape character, which are called National Character Areas (NCAs);
NPPF	National Planning Policy Framework	This document published in 2012 by the Government sets out national planning policies for England and the Government's requirements for the Planning System. The policies in the NPPF must be taken into account when preparing local and neighbourhood plans.
	Natural England	Natural England is the Government's advisor on the natural environment. Natural England works with farmers and land managers; business and industry; planners and developers; national, regional and local government; interest groups and local communities to help them improve their local environment.

	Neighbourhood Plans/ Neighbourhood Development Plan	A Plan prepared by a Parish Council or neighbourhood forum for a particular neighbourhood area. They must be consistent with the strategic policies in the current Local Development Framework and, when adopted, the new Local Plan.
NIAB / NIAB2		Land in north west Cambridge, between Huntingdon Road and Histon Road, allocated for mixed-use development. The land is part of the National Institute for Agricultural Botany hence NIAB. The land within Cambridge City Council's boundary is known as NIAB and an extension which lies within South Cambridgeshire as NIAB2.
	North West Cambridge	Land between Madingley Road and Huntingdon Road, allocated for predominantly University uses. Development in this area is subject to policies in the North West Cambridge Area Action Plan.
	Northstowe	A planned new town of 9,500 dwellings and a range of employment, shops and community uses, located close to Longstanton and Oakington. Development in this area is subject to policies in the Northstowe Area Action Plan.
	Outdoor Sport (open space)	Facilities such as grass pitches for a range of sports, bowling green's tennis courts, athletics tracks and multi-use games areas plus ancillary facilities such as car park, changing and storage. Water can only be included if it is in the form of a formal water sports lake with associated facilities and car park.
	Pitch (Gypsy and Traveller)	"pitch" means a pitch on a "gypsy and traveller" site (Source: Planning policy for traveller sites)

	Planning and Compulsory Purchase Act 2004	Updates elements of the 1990 Town & Country Planning Act. The Planning and Compulsory Purchase Act 2004 introduces a statutory system for regional planning, a new system for local planning, reforms to the development control and compulsory purchase and compensation systems and the removal of crown immunity from planning controls.
	Planning condition	A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order. (Source NPPF)
	Planning obligation	A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal. (Source NPPF)
	Plot (Travelling Showpeople)	“plot” means a pitch on a “travelling showpeople” site (often called a “yard”). This terminology differentiates between residential pitches for “gypsies and travellers” and mixed-use plots for “travelling showpeople”, which may/will need to incorporate space or to be split to allow for the storage of equipment. (Source: Planning policy for traveller sites)

	Previously developed land	Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time. (Source NPPF) Alternative term for such land is brownfield land.
	Public Safety Zones	Areas of land at the ends of the runways at airports, within which development is restricted in order to minimise the number of people on the ground at risk in the event of an aircraft crash on take-off or landing.
	Proposals Map	Map, which forms part of the Local Plan showing all designations and site allocations
	Photovoltaic Energy	Solar energy from photovoltaic cells
PVAA	Protected Village Amenity Area	Open land protected for its contribution to the character of the village. Subject to consultation in issue 37.
	Rainwater Harvesting	Using rainwater for flushing toilets, etc

	Regional planning	Regional Planning Bodies used to have a duty to produce a Regional Special Strategy for how a region should look in 15 -20 years' time. Regional Planning Bodies were been disbanded on 31 March 2010. Regional strategies remain part of the development plan until they are abolished by Order using powers taken in the Localism Act. It is the government's clear policy intention to revoke the regional strategies outside of London, subject to the outcome of the environmental assessments that are currently being undertaken.
	Registered Providers (Housing Associations)	A provider of social housing.
	Renewable and low carbon energy	Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels). (Source NPPF)
	Retail Floorspace (Gross)	Total floor area within buildings.
	Rural Centre	Rural Centres are identified in the settlement hierarchy for consultation in issue 13. They are the larger more sustainable villages.
	Exception sites for Affordable Housing	An exception site is currently a site that provides 100% affordable housing provided within or adjoining a rural settlement, as an exception to normal planning policy. Issue 49 seeks views on whether an element of market housing could be included.

	Rural Based Enterprise	An enterprise where a countryside location is necessary and acceptable, which contributes to the rural economy, and / or promotes recreation in and the enjoyment of the countryside. Examples may include types of farm diversification, recreation and tourism.
S106	Section 106	Planning agreements that secure contributions (in cash or in kind) to the infrastructure and services necessary to facilitate proposed developments. Planning obligations are normally secured under Section 106 of the Town & Country Planning Act 1990.
	Sustainable Development	Resolution 42/187 of the United Nations General Assembly defined sustainable development as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The UK Sustainable Development Strategy <i>Securing the Future</i> set out five 'guiding principles' of sustainable development: living within the planet's environmental limits; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly. (Source: NPPF)
SAM	Scheduled Monument / Scheduled Ancient Monument	Archaeological sites, buried deposits or structures of national importance by virtue of their historic, architectural, traditional or archaeological interest. The Secretary of State for Culture, Media and Sport schedules them under the National Heritage Act 1983.
	Setting of a heritage asset	The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral. (Source NPPF)

	Smart Measures	Smarter choices measures are ways of promoting more sustainable transport choices such as car clubs and car sharing
	Strategic Environmental Assessment	A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment. (Source NPPF)
SHLAA	Strategic Housing Land Availability Assessment	This document identifies sites which may have potential for new housing, estimates approximately how many homes could be built on these sites and suggests a time frame for when these sites could be come available. It is a technical document which forms part of the evidence base supporting the review of the Local Plan and has been prepared in accordance with national and best practice guidance.
SPD	Supplementary Planning Document	Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan. (Source NPPF)

SA	Sustainability Appraisal	The purpose of this document is to appraise the social, environmental and economic effects of a plan from the outset to help ensure that decisions made will contribute to achieving sustainable development. The sustainability appraisal is integral to the plan making process. It should perform a key role in providing a sound evidence base for the plan and form an integrated part of the plan preparation process. The sustainability appraisal should inform the decision making process to facilitate the evaluation of alternatives. It should also help demonstrate that the plan is the most appropriate given the reasonable alternatives.
	Sustainable transport modes	Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport. (Source NPPF)
SUDS	Sustainable Urban Drainage Systems	Sustainable drainage systems control surface water run-off by mimicking natural drainage processes through the use of surface water storage areas, flow limiting devices and the use of infiltration areas or soakaways.
	Transport assessment	A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development. (Source NPPF)
	Transport statement	A simplified version of a transport assessment where it is agreed the transport issues arising out of development proposals are limited and a full transport assessment is not required. (Source NPPF)

	Travel Plan	A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed. (Source NPPF)
	Travelling Showpeople	Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers (Source: Planning policy for traveller sites)
	Use Classes	The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'.
B1(a)	Use Class B1(a)	An office
B1(b)	Use Class B1(b)	High technology / Research and Development
B1(c)	Use Class B1(c)	Light Industry
B2	Use Class B2	General Industry
B8	Use Class B8	Wholesale warehouse, distribution centres and repositories
	Village Framework (sometimes referred to as Development Frameworks)	Line on the Proposals Map that defines the built-up areas of settlements for planning purposes
	Wheelchair Housing Design standards	Wheelchair housing is designed to specifically meet the diverse and changing needs of wheelchair users and the multiplicity of impairments that some wheelchair users experience.
	Wildlife Corridor	Areas of habitat connecting wildlife populations. (Source: NPPF)
	Windfall	Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available. (Source NPPF)