



Report to South Cambridgeshire District Council

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PLANNING & COMPULSORY PURCHASE ACT 2004 (SECTION 20)

REPORT OF THE EXAMINATION INTO THE SOUTH CAMBRIDGESHIRE SITE SPECIFIC POLICIES DEVELOPMENT PLAN DOCUMENT

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1.0 Introduction

- 1.1 The requirements of s20(5) of the 2004 Act fall into two parts: -
 - whether the DPD satisfies the requirements of s19 and s24(1) of the 2004 Act;
 - whether the DPD is sound.
- 1.2 This report contains our assessment of the Site Specific Policies DPD in terms of the above requirements, together with our recommendations and the reasons for them, as required by section 20(7) of the 2004 Act.
- 1.3 Our role is to consider the soundness of the submitted Site Specific Policies DPD (SSP). This introduction is followed by consideration of soundness in accordance with the procedural tests.
- 1.4 As the DPD was submitted in 2006, and as most of the hearings were held well before the publication of the 2008 version of Planning Policy Statement (PPS) 12, the representations were made on the basis of the earlier (2004) PPS. However, our report is based on the tests of soundness set out in the current version of PPS12: there is no material difference in the approach, merely a more concise form of the tests.
- 1.5 We programmed the hearings on the basis of a number of Main Matters identified from the representations made and our own consideration of the document. However, for the purposes of writing this report we have found it more appropriate to structure it around the tests of soundness, following the plan order in dealing with the tests of justification, effectiveness, and consistency with national policy. Our overall conclusion is that the Site Specific Policies DPD is sound provided it is changed in the ways we specify in our recommendations.
- 1.6 Various changes to the document's policies which could be made have been suggested at the hearings and in writing. However the examination is not an editing exercise and, other than the changes we recommend, the elements of the document in question do not render this DPD unsound.
- 1.7 In making our binding recommendations, we have sought to achieve an efficient and pragmatic way of delivering the aims of the new LDF system, whilst ensuring that the final document is sound and avoiding any unnecessary delay. The latter point is of particular importance in the case of South Cambridgeshire in view of the considerable development pressures on the district and the need to achieve a step-change in housing delivery. At this point it should be explained that, at the conclusion of the initial programme of hearings in May 2008, we found that the housing requirement set out in the adopted South Cambridgeshire Core Strategy was not met in the housing allocations of this document, taking into account the allocations in the Area Action Plans that have also been examined. As a result, rather than find the document unsound, leaving a vacuum in the Local Development Folder, we asked the

Council to carry out additional work to identify, and consult on, further sites which could be allocated to meet the requirement of the Core Strategy. This report and our conclusion takes that work into account and enables us to conclude, subject to recommended changes, that the document is sound.

- 1.8 This Site Specific Policies document is one of the first DPDs to have been submitted under the provisions of the 2004 Act. The Council had to interpret the legislation and initial Government and other advice during the preparation of this DPD; much has emerged during the preparation and during our examination. In particular, Planning Policy Statement 3 was published in November 2006, well into the examination period of this document. In fact it was too late to be taken into account in our examination of the Core Strategy DPD, and the formulation of our recommendations on it. For the purposes of this examination it is an important statement of government policy, and we have taken the view that its policies must be taken into account.
- 1.9 When this DPD is adopted it will be for the Council to update the Proposals Map. The Proposals Map is a separate document, which is not before us for examination. Nevertheless we have had to look at the submission draft Proposals Map in respect of the allocations and other policy areas defined on it. Furthermore, since we are recommending new allocations and other changes to boundaries, it has been necessary for us to consider the changes to the Proposals Map that will stem from our recommendations. Therefore we have made recommendations in the body of this report and also in Annex G which indicate how the text of the document would result in changes to the Proposals Map: not to do so would leave the Council and others uncertain of the exact basis on which our recommendations on the Site Specific DPD were made.

2. OUR OVERALL CONCLUSION

- 2.1. Subject to the document being changed in accordance with our decisions set out in this report, we find the SSP sound and recommend the Council to adopt the DPD. The adopted SSP will set out a satisfactory framework for the delivery of sites for housing, employment and other uses, subject to prompt action being taken on issues raised through rigorous annual monitoring.
- 2.2. In summary, the key changes we recommend are:
- The allocation of additional housing sites to meet the required provision of homes as set out in Policy ST/2 of the adopted South Cambridgeshire Core Strategy.
 - The identification of additional housing numbers at Cambourne and Hauxton to reflect the Council's position at the examination.
 - The deletion of Policy SP/2 Chesterton Sidings to reflect the approach revealed in the 'Responding to a Housing Shortfall – The Council's Preferred Sites' document.

3. Legal Requirements

IN ACCORDANCE WITH THE LOCAL DEVELOPMENT SCHEME

- 3.1 The SSP is properly identified in the council's approved Local Development Scheme. It has been prepared in accordance with the principles and profile set out in the Scheme. Therefore, we conclude that this test is satisfied.

COMPLIANCE WITH THE STATEMENT OF COMMUNITY INVOLVEMENT OR THE MINIMUM REQUIREMENTS SET OUT IN THE REGULATIONS

- 3.2 The Council has not yet prepared a Statement of Community Involvement; therefore it is necessary for it to have complied with the minimum requirements set out in the Regulations. It is evident from the documents submitted by the Council, including the Regulation 28 Statement and its Self Assessment paper, that the Council has met the minimum Regulation requirements prior to submitting the SSP. Furthermore, in carrying out the work to identify more housing allocations, the Council carried out an additional, non-statutory stage of consultation before submitting its response. We conclude that the test is met.

SUSTAINABILITY APPRAISAL

- 3.3 The Council has carried out a process of Sustainability Appraisal of the submitted document and of the additional comparative assessment of sites which we requested as a result of our finding that there was a shortfall in housing allocations. As a consequence the SSP meets the test.

HAS HAD REGARD TO NATIONAL PLANNING POLICY

- 3.4 We find the DPD consistent with national policy, subject to the changes which we recommend, in particular as a result of the need to address the housing shortfall.

GENERAL CONFORMITY WITH THE REGIONAL SPATIAL STRATEGY (RSS)

- 3.5 By letter dated 20 February 2006, the East of England Regional Assembly confirmed the submission SSP's general conformity with the published RSS (RPG6). We consider that the changes we recommend will not take the document out of conformity. In May 2008, the East of England Plan – The revision to the Regional Spatial Strategy for the East of England – was published by the Secretary of State for Communities and Local Government, superseding RPG6. We consider that conformity with it will be for

the revised South Cambridgeshire Core Strategy and subsequent DPDs.

REGARD TO THE COMMUNITY STRATEGY

- 3.6 The Introduction to the SSP outlines the Objectives, Key Components and Vision of the Council's Community Strategy. It is clear that the test is satisfied. Additionally, in its allocation of sites for specific purposes the Council requires information from a wide range of other bodies. We find no evidence that the relevant plans, policies and strategies of other stakeholders have not been properly coordinated with the SSP proposals. We conclude below that the SSP is, or can be made, coherent and consistent with the adopted Core Strategy. We are satisfied that the test is met.

EUROPEAN SITES

- 3.7 An "Appropriate Assessment" had been carried out as required by Article 6 (3) of Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora (Habitats Directive). An "Appropriate Assessment" has also been carried out in respect of the Council's housing shortfall proposals, and we note that Natural England considers South Cambridgeshire District Council has undertaken the screening process in accordance with the current requirements of the Habitats Regulations.

TESTS OF JUSTIFICATION, EFFECTIVENESS AND CONSISTENCY WITH NATIONAL POLICY

4. Does the Housing Provision comply with the Core Strategy?

- 4.1. The adopted South Cambridgeshire Core Strategy (Core Strategy) at Policy ST/2 makes provision for 20,000 new homes in locations in the following order of preference:
1. On the edge of Cambridge;
 2. At the new town of Northstowe;
 3. In the rural area in Rural Centres and other villages.
- 4.2. The reasoned justification to this policy at paragraph 2.8 notes that land so far identified has a capacity of approximately 19,000 dwellings during the plan period, with about 4,180 dwellings likely to come from urban extensions to Cambridge, 4,800 from Northstowe, and 10,050 from the rural area. The shortfall between the land so far identified and the housing requirement would be made up by sites to be identified in Area Action Plans and the SSP. Figure 1: Housing Land Supply in the Rural Area is set out in paragraph 2.14 showing how the 10,050 is arrived at. It will be seen that, since the Core Strategy was not able to identify fully where the housing requirement in the plan period would be met, it

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provides flexibility to ensure that the DPDs still to be adopted would be able to make up the shortfall.

- 4.3. The Core Strategy was submitted in January 2006 along with 5 other DPDs. Save for the SSP, these have now all been adopted: Core Strategy in January 2007, Northstowe AAP and Development Control Policies DPD in July 2007, the Cambridge East AAP and Cambridge Southern Fringe AAP in February 2008. The outcome of the examination of the other DPDs, together with the passage of time, allows us to examine progress made in providing for the housing needs of the district since the Core Strategy was examined. At the Pre-hearings Meeting for the SSP we asked the Council to provide an update of the Housing Supply situation, and progress with the Northstowe development. This was provided in September 2007 (see RD/H/14 and RD/SSPEXAM/50). In the table below we show only the 'Total up to 2016'.

Housing Supply Position to 2016 as at September 2007

Completions	Actual completions	6016
Edge of Cambridge	Cambridge East	2050
	Cambridge Southern Fringe	630
	Cambridge Northern Fringe East	600
	North West Cambridge	400
Northstowe	Northstowe	4150*
Rural Development	Cambourne Extra Density	950
	Rural Allocations in villages without Planning permission	100
	Rural Brownfield Allocation: Bayer CropScience	380
	Rural Brownfield Allocation: Papworth West-Central	87
Existing Permissions	Cambourne	1011
	Cambridge Northern Fringe West (Arbury Park)	800
	Rural Allocations in villages with Planning permission	959
	Other Estate-level sites	603
	Small Sites Already Under Construction	156
	Small Sites Already Not Construction	312
Windfalls	Windfalls	852
Total Forecast to be built – all sources		20056

* This is a figure for expected completions by end of period

- 4.4. It will be seen that the progress at Northstowe has not been what was expected: in place of the figure in the Core Strategy of 4,800, there is now a maximum number of completions expected in the plan period of 4,150. Set against that loss, there have been a number of planning applications where the number of dwellings has exceeded what was anticipated in the allocation. These include an extra 250 at Cambourne as a result of higher density (SSP Policy SP/3), 55 at Papworth Everard 3c (SSP Policy SP/6 site d), and an extra 130 at the Bayer CropScience site at Hauxton (SSP Policy SP/7). However, there are entries in this table which we consider must be revisited: North West Cambridge, Northstowe, and Windfalls.

North West Cambridge Area Action Plan

- 4.5. At the time of the September 2007 update, the North West Cambridge AAP (NWC) had not been submitted, and since the Core Strategy stated, *"land at north-west Cambridge is only being released from the Green Belt to provide for the long-term development needs of Cambridge University... The structure plan makes clear it will only be brought forward for development when the university can show a clear need for the land to be released. The Council considers that in the interests of careful husbandry of this area where land is being released from the Green Belt on an exceptional basis in view of the particular needs of the university, this includes the test that there is no other suitable university or college land or building available elsewhere in the city."*, the Core Strategy gives no hint that there is an expectation of a substantial housing supply arising from the University land. Furthermore, in the adopted Core Strategy, policy ST/2 provides for the first preference as *"on the edge of Cambridge"*, and in the reasoned justification states that *"about 4180 dwellings are likely to come from urban extensions to Cambridge ..."*. This is the figure for housing development arising from the CE and CSF AAPs, together with other sites on the edge of Cambridge: again no figure being allowed for development arising from the NWC. As a result we determined that, at that time, the amount and timing of housing from the NWC in South Cambridgeshire was too uncertain to be included in an assessment of housing supply¹ counting towards the Core Strategy housing target since:

- 1) The Area Action Plan would not have been tested for soundness.
- 2) No representations regarding the Area Action Plan would have been heard/examined; and

¹ The situation subsequently changed with the examination of the NWC AAP running in parallel with the final stages of this examination and the publication of the Council's 'Housing Supply Update to 31 March 2009' – see paragraphs 1.14, 4.15 and 11.1 below.

3) We could not see what procedure could be adopted to 'examine' or otherwise assess the Area Action Plan Preferred Option as part of the Site Specific Policies DPD examination.

Northstowe

- 4.6. There was much controversy at the examination of the Core Strategy as to the annual rate of dwelling completion that could be achieved once the development of the new town had got into its stride. Whilst the discussion at the Core Strategy hearings centred around whether 650 dpa could be achieved, the housing trajectory in the NAAP showed 750 dpa for each of the penultimate years and 850 dpa for the final year of the plan period. The reason for this higher annual production rate is that it was necessary to achieve the Core Strategy delivery of 4800 dwellings in the plan period when, by the time the NAAP was adopted, just over a year later, the anticipated start date was one year later with a slower build rate than we anticipated in the first two years.
- 4.7. We took a somewhat optimistic view of what could be achieved, when making our recommendations, when dealing with the Core Strategy and the NAAP, for two reasons. Firstly, in order to achieve a step change in the delivery of housing in the Cambridge sub region as a whole, all the major sites must produce dwellings at a greater rate than achieved in South Cambridgeshire in the past. It therefore seemed to us to be appropriate to set a challenging target to expect the developers and the Council to live up to. We remain of the view that such pressure should be maintained. Secondly, there would be the opportunity to review progress in the examination of the SSP.
- 4.8. In examining the SSP, we have decided that it was better to take a less optimistic view of progress at Northstowe in view of the recession in the housing market and the latest information about progress with the Northstowe planning application. For this reason, we regard 650 dpa as the maximum number of dwellings that will be completed in any one year at Northstowe. This means that the figure for Northstowe in the housing trajectory for the plan period should be 3750, 400 less than the 4150 shown in the table above.

Windfalls

- 4.9. The intention of the LDF system of plan making is to provide as much certainty as possible in seeking to deliver the number of homes required. Recent government pronouncements have emphasised the need to increase the housing supply, and South Cambridge is within a Growth Area wherein there is a need to achieve a 'step change' in the numbers of houses actually being completed. PPS3 was a recent example of government thinking and policy on this topic. PPS3 was published in November 2006, shortly before the adoption of the Core Strategy, and was too late for it to have any part in our consideration of that document. Whilst a draft

had been published and was before the Examination, as a draft, little weight could be attached to it. But it would have been wrong, at this point, not to place considerable weight on the published version – the more so when the flexibility of the Core Strategy allows for some reassessment of the position.

- 4.10. PPS3 makes it clear that windfalls are not to be taken into account in determining the first 10 years housing land supply, unless there are genuine local circumstances that prevent specific sites being identified. The Council has advanced an argument for including a windfall allowance in the district – see RD/SSPEXam/72. The essence of this argument is that in this rural district there are about 100 villages in which sites might be identified. There is a history of such sites coming forward, which policy allows for, and therefore there is confidence that this will continue. Furthermore, in a district which is part of a growth area, with a significant number of major sites, it is considered that a more sensible use of resources was to bring the Core Strategy, DCP and AAPs forward to adoption as quickly as possible and to put in place staff and systems to deal with the planning applications, master plans, etc needed to achieve development on the ground. An alternative, which remains available, would be to put resources into identifying up to 80 sites in the villages for allocation.
- 4.11. We did not accept that this amounts to genuine local circumstances which prevented sites being allocated. Furthermore, it is far more satisfactory in terms of the sequential approach and securing sustainable, low carbon development to identify a very small number of large sites, rather than spread planned development throughout the rural area.

Our Conclusion on the size of the Housing Shortfall

- 4.12. The result of these considerations was that, at March 2008, we identified that there was a shortfall of 1600 homes. In addition, we were advised by the Council that there had been a change of position at Chesterton Sidings, so that this site could no longer be relied on to provide residential development. We therefore concluded that this DPD, as submitted, provided insufficient certainty in housing land supply through allocations to be in conformity with the Core Strategy requirement to provide 20,000 dwellings in the plan period, and thus is not effective or consistent with national policy. Thus there was a compelling need to allocate additional housing sites at this stage.
- 4.13. We then requested the Council to carry out a comparative assessment of omission sites and submit a list of the Council's preferred sites for allocation, with reasons why these are the sites most suited to make up the shortfall. We would then take account of this work in our further examination of the DPD. In view of the time that this further work would take, and the fact that we would be examining the submitted NWC during this period, we would be

able to coordinate the two, and therefore the NWCAAP location should be included in the comparative assessment.

- 4.14. In October 2008 the Council published for consultation its document "Responding to a Housing Shortfall" with proposals for a small number of additional housing allocations. Having considered the result of this consultation in March 2009 the Council published "Responding to the Housing Shortfall – The Council's Preferred Sites". It also produced a Housing Supply Update to 31 March 2009. These documents were the subject of further hearings which we held beginning on 20 May 2009. These hearings considered the housing supply update and the merits of the Council's preferred additional sites. These hearings, together with the evidence provided about sites at the earlier hearings, has enabled us to draw conclusions about the allocations in the submitted document and those proposed by the Council in March 2009.
- 4.15. Before proceeding to deal with the housing allocations we should explain that we have considered various representations about the housing land supply position as set out in the Housing Supply Update to 31 March 2009 (RD/SSPEXAM/270). Given the current economic circumstances, we can see no justification for adding housing sites on the basis that the proposed allocations will produce few dwellings in the near future because of the state of the housing market. This would only provide sites which are in less than optimum locations from the point of view of the Core Strategy sequential hierarchy, which themselves would yield relatively few dwellings until such time as the market recovers. We conclude that the Housing Supply Update to 31 March 2009 provides a sound evidence base for the amount of housing land now needing to be identified in the SSP document – although it does not take account of the recommendations in our report on the North West Cambridge AAP – see paragraph 11.1 below.

Are the Allocated Sites Sound?

Housing Allocations in the Submitted Document

5. Policy SP/1 Cambridge Northern Fringe West

- 5.1 The Council's preferred sites for the allocation of additional housing land includes 3 plots of land at Cambridge Northern Fringe West. These are dealt with below, together with consequential changes to Policy SP/1 (see paragraph 11.3 *et seq*).

6. Policy SP/2 Chesterton Sidings

- 6.1 As a result of a change in approach at Chesterton Sidings (Cambridge Northern Fringe East), this site can no longer be relied

on to provide residential development. The site will continue to be safeguarded for a railway station and interchange facility. The policy in the Submission Draft Site Specific Policies DPD therefore needs to be deleted, and the Submission Inset needs to be revised. These changes to the plan were included in the public consultation document "Responding to a Housing Shortfall". The associated monitoring indicator will also need to be deleted.

Action Needed to Achieve Soundness

The following changes are required to make the document sound:

Delete Policy SP/2, paragraphs 2.5 to 2.7 and the associated monitoring indicator SSL07.

The Council will need to amend the Proposals Map Inset E Cambridge Northern fringe (East) as shown on the plan in the Council's document Responding to a Housing Shortfall: The Council's Preferred Sites, dated March 2009, deleting Major Development Site annotation and Policy SP/2 reference - show Special Policy Area annotation.

7. Policy SP/3 Cambourne

- 7.1 Since the original outline planning permission for Cambourne, national planning policy for housing development has placed greater emphasis on making the most efficient use of land, and requires higher minimum densities from new development. We therefore consider that it is sound for Policy SP/3 to provide for higher density development of the remainder of Cambourne than was originally envisaged in the Masterplan. The policy itself does not specify what the increase should be in terms of dwelling numbers, but indicates that the overall net density for the settlement as a whole should be approximately 30 dwellings per hectare, and requiring a revised Masterplan and Design Guide. This is the right approach, since the total number of dwellings should be the result of design work, rather than the imposition of an arbitrary figure.
- 7.2 The reasoned justification to the policy, at paragraph 2.9 indicates that around 700 additional dwellings could be accommodated, that figure being produced from a simple calculation using an average net density of 30 dwellings per hectare for the area of the settlement. Subsequent to the submission of the Site Specific Policies DPD, the Council has had submitted an outline planning application which provides sufficient evidence to show that an additional dwelling yield of 950 dwellings on the remaining part of Cambourne can be achieved.
- 7.3 We consider that the policy wording is sound, providing flexibility, but that to meet the test of effectiveness, paragraph 2.9 should be

amended to show a figure of 950 additional dwellings in place of the 700 currently quoted. Without this amendment the document would not be sound since the Housing Trajectory should reflect the capacity figure arrived at from evidence, and to be effective the monitoring of the plan should be on this basis. There is also a minor amendment to reflect current national guidance.

- 7.4 A representation has been made that the Proposals Map should designate the area of the 'town centre' of Cambourne. However, village centres are not shown on the South Cambridgeshire Proposals Map and in the case of Cambourne there is a Masterplan. In addition Policy ST/9 of the Core Strategy DPD and Policy SF/2 of the Development Control Policies DPD set out principles and tests for retail development. This approach is justified by meeting the need for consistency within and between DPDs.
- 7.5 The issue of whether Cambourne should be expanded with a new allocation to the west, north or east is dealt with under the section below dealing with making up the housing shortfall.

Action Needed to Achieve Soundness

The following changes are required to make the document sound:

In line 1 of paragraph 2.9, delete ", through PPG3," and in line 7 delete the figure '700' and replace it with '950'.

8. Policy SP/4 Cambourne Approved Masterplan and Design Guide

8.1 No evidence has been brought before us to show that Policy SP/4 is unsound. It requires that the development of Cambourne should be in accordance with the approved Masterplan and Design Guide, and any approved revisions thereof, and we find it sound. In particular it meets the test of effectiveness.

9. Policy SP/5 Cambourne School Lane Special Policy Area

9.1 In contrast to the development of Cambourne generally, this area forms a green wedge between Great and Lower Cambourne where development density should be kept low. This policy is sound in providing clear guidance relating to the particular characteristics of this area.

10. Policy SP/6 Housing Allocations in Rural Areas

10.1 While the larger housing allocations are on the edge of Cambridge or in Cambourne, there are 5 generally smaller allocations in the District's rural area. These are allocations continued from the previous Local Plan and/or have planning permission. This part of the plan is largely the result of past commitments. Local Plan

allocations in less sustainable locations have not been carried forward into the DPD.

- 10.2 Two of the allocations have been completed and 2, with planning permission, are commitments which are included as such in the housing trajectory. Work has started on one of these 2 latter sites (as at March 2009). These 4 sites no longer need to be included in the plan, and the Council suggests updating this section of the plan.

Action Needed to Achieve Soundness

The following changes are required to make the document sound:

**a) Replace Policy SP/6 as submitted with
"POLICY SP/6 Impington – North of Impington Lane
An area of 1.42 hectares north of Impington Lane, Impington is allocated for residential development. A development brief will be required prior to a planning application. Any scheme must demonstrate that suitable access and flood mitigation measures can be achieved. As such, no notional capacity is included since it would be dependent on detailed scheme design."**

b) Replace paragraph 2.13 as submitted with "A small number of outstanding village housing allocations from the Local Plan 2004 were carried forward into the submission draft plan where these were within the village framework of more sustainable villages. These allocations were tested through the Local Plan in the context of the sustainability criteria in PPG3. Other allocations in less sustainable villages were not carried forward. Only one outstanding village housing allocation from the Local Plan 2004 remains without planning permission. A number of other allocations were included in the submission draft plan, but these have subsequently gained planning permission or been completed. This housing supply is important in securing a continuous supply of land in the early part of the plan period, and to allow an adequate lead in period for the major strategic sites. Taking the new sequential approach to development will take time to deliver. It also provides a limited amount of additional housing in the rural area consistent with the Structure Plan strategy."

c) Amend monitoring indicator SSLO 1 to read "Dwelling completions at North of Impington Lane, Impington" and the corresponding target to read "Development of the site in accordance with the provisions of Policy SP/6."

The Council will also need to amend the Proposals Map as indicated in Appendix G below.

ADDITIONAL HOUSING ALLOCATIONS CHOSEN TO MAKE UP THE HOUSING SHORTFALL

11 Are the Council's Additional Allocations Sound?

11.1 As we reported at paragraph 4.13 above, we requested the Council to carry out a comparative assessment of omission sites and to submit a list of the Council's preferred additional sites for allocation, with reasons why these sites are the most suited to make up the shortfall. The result of this work, including public consultation and sustainability assessment, has been the subject of hearings. The first of these hearings examined the housing supply position as at the end of March 2009. For the reasons we have set out in paragraph 4.15 above we have concluded that the shortfall is as set out in the Housing Supply Update to 31 March 2009 (RD/SSPEXAM/270), which means that there is a need to identify sites which will provide 1,060 (rounded up) dwellings. However, the recommended Housing Trajectory in our report on the North West Cambridge AAP shows an anticipated 225 dwelling completions in South Cambridgeshire District to 2016, which means that the residual housing shortfall to be addressed through the SSPDPD is 900 (rounded) dwellings. For clarity, the revised calculations are set out in the table below.

	Dwellings	Shortfall to 2016
Housing shortfall at March 2007		2,200
Housing shortfall at March 2008	†	1,403
Planning applications where the Council has resolved to grant planning permission subject to resolving remaining issues as at March 2009	279	1,124
North West Cambridge AAP (as included in submitted Inspectors Report)	225	899
RESIDUAL HOUSING SHORTFALL TO BE ADDRESSED BY NEW SITES		899

† Housing shortfall at 31 March 2009 taken from Updated Table B1 included in the 'Housing Land Supply Update to 31 March 2009' (RD/SSPEXAM/270).

11.2 We consider each of the Council's preferred sites individually below. The effect of the additional housing allocations we recommend below is that the housing shortfall is met with a surplus of 183

dwellings – a surplus within appropriate margins for a sound plan. The table below explains this.

Site	Total dwellings	Dwellings to 2016	Shortfall
RESIDUAL HOUSING SHORTFALL TO BE ADDRESSED BY NEW SITES			900
Orchard Park (3 sites)	220	220	680
Land between Huntingdon Road, Histon Road and the A14, North West Cambridge	1100	630	50
Powell's Garage, Woollards Lane, Great Shelford	18	18	32
Ida Darwin Hospital, Fulbourn	263 (mid point of 250-275 range)	215	-183
TOTAL DWELLINGS	1601	1083	
SUPPLY COMPARED WITH HOUSING SHORTFALL			183 surplus

A. ORCHARD PARK (3 SITES)

11.3 This is a proposed amendment to an existing policy (SP/1) in the Submission Draft Site Specific Policies DPD.

11.4 The principal issues to be considered in arriving at a decision on the identification of these sites for housing are, firstly, the sustainability of housing development, particularly when compared with the originally intended employment and related uses, and secondly the living conditions achievable on the sites. The second issue applies much more to the 2 smaller sites 1 and 2 (otherwise known as sites L2 and COM4 respectively) than to the larger site 3 (otherwise known as site Q and HRCC). However, a third issue, the ability of the highway system to accommodate the additional traffic satisfactorily, applies to all 3 sites, and a fourth issue, visual and related effects, applies differently to all of the sites.

Sustainability

11.5 Orchard Park was formerly known as Arbury Park. A large scale housing-led mixed-use development is under way here, and is the subject of Policy SP/1. In the Masterplan for Orchard Park site 1 is

intended for mixed use development, site 2 for commercial development, and site 3 for mixed uses, on the western part, and a Historical Resource and Cultural Centre on the eastern part.

- 11.6 The intended uses listed in the preceding paragraph are of long standing, but none of the documents setting out these uses for these parcels of land forms part of the development plan or constitutes SPD. The history of proposals for other uses is therefore not a matter of much weight in considering whether to identify these sites for housing development.
- 11.7 The main reason for putting sites 1 and 2 forward for non-residential uses was not the local employment which would result, or the creation of a balanced community, but to provide a shield for housing to the south against noise and pollution from traffic on the A14 immediately north of the 2 plots. As we conclude below, this function is not necessary.
- 11.8 The change of proposed use now put forward by the Council would reduce the approximate employment capacity of land at Orchard Park by some hundreds from the 800 which would have resulted from the Masterplan. There would nevertheless be a substantial amount of employment land available on other areas intended for commercial uses and the local centre. A planning application has been made for these developments. There is also some employment in the local school.
- 11.9 Of more significance, however, is the location of Orchard Park alongside the Cambridgeshire Guided Bus route, due for completion by the end of 2009. This and the standard bus service now running into the estate will provide 6 buses per hour, giving high quality access to the City Centre and the station. A simple transfer will extend this access to Addenbrooke's Hospital. Public transport access to jobs and many services will be very good.
- 11.10 East of Orchard Park is the Cambridge Regional College, and beyond that is the Cambridge Science Park. Pedestrian and cycle access to the large Science Park uses the busy Kings Hedges Road, but in our judgement adds to the public transport accessibility of employment to give a high level of non-car access to facilities.
- 11.11 A further consideration weighing in favour of residential development is the difficulty of securing employment uses on plots 1 and 2. The owners of the land have had no approaches from any potential commercial user since planning permission for the development was granted, despite the fact that major agents have known of the land's availability. The land is subject to an essential user occupancy restriction. Although plots 1 and 2 face the A14, they are not accessible directly from it. Access is via winding residential estate roads.

- 11.12 In fact, the overall employment land supply is in surplus. There are gaps in certain forms of provision, but the factors rehearsed in the preceding paragraph would work against the use of the plots for hi tech businesses. The Cambridge sub-region has an over-provision of employment compared with housing. The need is for housing land rather than for more land for employment. Orchard Park effectively forms part of the built-up area of Cambridge and is at the top of the Core Strategy search sequence for housing land, higher than any other site in the District.
- 11.13 In only one respect is there a significant sustainability argument against housing use, and that is in respect of public open space provision. There are several good quality open spaces in the Orchard Park development, but the 3 additional housing sites would bring with them further public open space requirements. This could not be met on these relatively small sites, and there is no 'new' open space land available at Orchard Park. The payment of commuted sums would be necessary. Off-site provision seems likely to be needed (for example south of Kings Hedges Road in Cambridge City, subject to discussions with interested parties including the City Council), and would involve walking out of Orchard Park and crossing the busy road.

Living Conditions

- 11.14 A large part of Orchard Park, including sites 1 and 2, with much of site 3, lies within an Air Quality Management Area (AQMA). This reflects the location close to the A14 and the Histon junction of that road with the B1049. However, continuous monitoring of air quality is now being carried out and the results are within health-based standards. The A14 is to be widened towards the sites, but this will reduce congestion on the road, and therefore emissions, and car emission levels generally are falling.
- 11.15 Most of sites 1 and 2 lie within NEC (Noise Exposure Category) B. An acoustic fence runs alongside the northern edge of the sites. The widening of the A14 might potentially increase the noise exposure of the sites, but is to be accompanied by the provision of a quieter running surface. Site 3 is further from the main part of the A14.
- 11.16 The sites are capable of being developed for housing provided that design and other measures are taken, where appropriate, to ensure that satisfactory living standards are achieved. The site east of site 1, and the land between sites 1 and 2, have similar relationships with the A14, and have already been developed for housing.
- 11.17 We conclude that housing on sites 1-3 could provide satisfactory living standards for potential residents.

Traffic

- 11.18 The construction and operation of dwellings on sites 1-3 would increase the amount of traffic using the A14. An indicative total of about 220 dwellings is suggested by the Council. Two agreed statements have been supplied, for sites 1 and 2 agreed between the Highways Agency, the County Council, and the District Council, and for site 3 agreed between those parties and Gallagher Estates. These indicate that the effects on the operation of the A14, including the off slip roads at the Histon junction, would be acceptable.
- 11.19 The traffic impacts of housing development on these sites, alongside substantial development elsewhere in the north-western quadrant of the City, have been tested. Local roads are congested, and the general growth in traffic will result in severe congestion by 2025, if not earlier. There would be increases in congestion at some points on local roads around the sites. Housing on the Orchard Park sites instead of commercial uses would not increase total traffic movements but would be likely to increase key movements in the peak hours. However, given the need to build new dwellings, alternative locations would generally be less sustainably located, further from Cambridge's employment and services, giving rise to greater amounts of vehicular travel and harmful emissions.

Visual and Related Considerations

- 11.20 The acoustic fence alongside the A14 detracts from the setting of the City. Part of the fence will have to be retained to attenuate noise affecting the housing already built near sites 1 and 2. More of the fence would need to be retained to protect the latter plots of land if they were to be developed for housing instead of employment uses. This is a material disadvantage of the proposal to locate housing here. On the other hand, there is no technical evidence to support residents' views that the fence reflects noise so as to affect houses north of the A14.
- 11.21 Although there might be an opportunity to provide a fence with a more attractive appearance in conjunction with the A14 improvements, achieving this appears to present considerable difficulties, and we do not assume that the housing proposals would be associated with improvements to the setting of the City and to the urban edge.
- 11.22 Building on the western part of site 3 primarily for housing, rather than for mixed uses, does not in our opinion offer any less of an opportunity for the creation of a gateway to Cambridge. As for the retention of separation between the built-up areas of Cambridge and Histon/Impington, site 3, although open at the moment, is already intended for, and subject to planning permission for, development, and does not form part of the Green Belt.

11.23 Finally, site 3 occupies part of an Iron Age ring feature, which is of regional archaeological importance. If part of the bank and ditch underlies the site, and if preservation is considered necessary, this element of the feature could be preserved because it is likely to be peripheral to the site. The interior of the feature has been investigated and does not show significant signs of occupation or other activity.

11.24 There are some material objections to the identification of the sites as making a contribution to meeting the housing shortfall. These are the difficulties of providing for public open space and recreational requirements, and the need to retain an ugly and prominent acoustic fence on the edge of Cambridge. These objections are more than counter-balanced by the overall sustainability of the sites, explained above, and especially by the fact that the sites are so well placed in the search sequence for housing land. In addition, the consideration that the District needs to meet its housing requirement is of weight. The identification of the 3 sites to reduce the shortfall meets the tests of justification and effectiveness.

11.25 Whether or not any of the sites' development needs to await completion of improvement work on the A14 (see 11.42 below), schemes totalling about 220 dwellings could be constructed during the plan period. None of the sites individually is so large that construction would take more than 2 years.

Policy Wording

11.26 Existing Policy SP/1, together with its reasoned justification, needs to be amended to allow for the opportunities offered by these 3 sites, and also to update the Policy.

11.27 Some changes additional to those suggested by the Council are necessary or desirable. The Policy should make clear that it allows exceptions to the approved Masterplan for Orchard Park in the circumstances set out in the Policy, which are designed to enable housing to be built on the 3 sites whilst meeting the principal objective and tests of the Policy. The 3 sites are small parts of the whole site, and compatibility with the objectives for Orchard Park as a whole would not in our view restrict the possibilities for the sites.

11.28 Living conditions would be protected by specific clauses of the Policy and there is no need for the addition of a requirement for the extra housing to await the completion of A14 improvements. On the other hand, it is right that the effects of the housing on the need to retain additional parts of the acoustic fence should be taken into account. It is possible that the change of proposed use, from commercial and mixed uses to residential, might lead to the need to retain a longer section of ugly fencing, but that the effects of this might be mitigated. The wording put forward by the Council does

not impose absolute requirements but enables the relevant circumstances to be assessed as part of any planning application.

11.29 As far as the reasoned justification for the Policy is concerned, the figure of 220 dwellings for the sites is based on preliminary work and the figure might be somewhat different when more detailed work has been carried out. There is not substantial evidence to justify a cap of 220.

11.30 Finally, the references to this site in the monitoring section of the DPD need to be updated.

Action Needed to Achieve Soundness

The following changes are required to make the document sound:

a) Replace Policy SP1 and its reasoned justification as submitted with the following changed policy SP/1 and reasoned justification:

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

- 1. Land bounded by the A14, Histon Road, Kings Hedges Road and the former Cambridge-St Ives railway line is allocated for a sustainable housing-led mixed-use development providing a minimum of 900 dwellings, a public transport interchange on the proposed Cambridgeshire Guided Busway along the former railway line, up to 18,000m² B1 development, a primary school, a local centre, public open space, and the preservation or enhancement of the Arbury Camp site of archaeological interest.**
- 2. Development will take place in accordance with the approved Masterplan for the whole of the site including the land within the City Council boundary, other than where this Policy provides for exceptions. The Masterplan shall provide for:**
 - a. Maximum penetration and service of the site by public transport, including the extension of existing bus routes and full utilisation of the potential of direct connection to any future public transport route along the former railway line;**
 - b. The creation of strong internal cycle and footpath links between component parts of the development and the retention and strengthening of such links to neighbouring parts of the urban area and to the rural area to the north of the A14;**

- c. **Adequate attenuation measures in relation to noise and emissions generated by traffic on the A14, including the adoption of an appropriate layout and disposition of uses.**
 - d. **The retention of an attractive urban edge to Cambridge through the use of high standards of design and landscaping and the creation of gateway features;**
 - e. **The retention of appropriate existing features of ecological interest and the creation of new features which will enhance the interest of the site.**
- 3. Residential development may be granted planning permission as an addition to, or a change from, the approved development and Masterplan, but only where this would be compatible with the objective for the development as a whole of providing a sustainable housing-led mixed-use development and where it would conform with the terms of this Policy. The following specific assessments must be submitted as part of any planning application:**
- f. **A Noise Assessment to demonstrate that the proposed development takes account of, and mitigates as necessary and appropriate, any impacts of noise on achieving a satisfactory external and internal residential noise environment. Where any part of the noise barrier to the A14 would need to be retained as a result of residential development, the impact on the long term setting of Cambridge will be taken into account in determining the planning application. The potential to replace the barrier with higher quality design and materials will be explored and secured through any planning permission if appropriate, subject to ensuring no adverse noise impact on existing communities.**
 - g. **An Air Quality Assessment, including monitoring, to demonstrate that the proposed development takes account of, and mitigates as necessary and appropriate, any impacts of air quality on achieving a suitable residential environment and also any impacts of development upon the objectives of the designated Air Quality Management Area (AQMA). Account should also be taken of the anticipated effects of the A14 Ellington to Fen Ditton Improvements on the nature and extent of the A14 AQMA.**
 - h. **A Transport Assessment to demonstrate that there is adequate highway capacity to serve all stages of development on the Orchard Park site as a whole, particularly in the A14 corridor**

between Girton and Milton, having regard to the traffic forecast to be generated by each phase of development.

- 2.1 The Orchard Park site, formerly known as Arbury Park, was allocated for mixed-use development in the South Cambridgeshire Local Plan 2004. The site is in a sustainable location on the edge of Cambridge with good access to local services and facilities in the wider Orchard Park development and employment in the nearby Science Park, as well as by good public transport provision to the rest of Cambridge by a number of routes, including the Cambridgeshire Guided Busway. Outline planning permission was granted in 2005, and included approval of the Orchard Park Development Framework Plan. A number of phases of the site are complete or under construction. However, it is appropriate to provide a policy context for any planning applications for changes to the approved development during the period of construction.
- 2.2 The presence of the A14 has a heavy influence on the site. The A14 Ellington to Fen Ditton Improvements will provide dual 3-lane carriageways but this can be accommodated without compromising the strategy in Policy SP/1. This road widening is likely to include noise reduction measures such as a quiet road surface but other mitigation measures will still be necessary to ensure that traffic noise and vehicle emissions are reduced to acceptable levels. It will be particularly important to keep a balance between the provision of effective mitigation measures (such as noise barriers and/or buildings designed or orientated to screen noise) and the creation of an attractive urban edge alongside the widened road. The original strategy envisaged that commercial uses may be used for this purpose.
- 2.3 The outline planning consent allowed a mixed development including 900 homes. There is potential for additional residential development beyond this figure, by using parcels shown in the Development Framework Plan for other uses, including two areas for commercial development adjacent to the A14 and also the south west part of the site where the masterplan approved as part of the 2005 planning permission envisaged there would be mixed use development and a Heritage Resource & Conservation Centre, which is now intended to be located elsewhere in Cambridge. These known parcels could provide in the order of 220 additional dwellings, although the final number will be determined through detailed planning applications and could be higher, although regard must be had to the constraints on these parcels. This will result in a corresponding reduction in the level of commercial development on the Orchard Park site. The south west part of the site fronts onto both Histon Road and Kings Hedges Road and will provide an

important gateway building for those entering the historic City of Cambridge from the north. A high quality landmark building will therefore be required, which provides an appropriate frontage to Histon Road and reflects its edge of City location and the need to respect the separation with Histon and Impington village to the north of the A14.

- 2.4 In the development of the original planning policy for residential-led development at the Orchard Park site, the primary purpose of allocating a mixed use development was in order for the proposed employment development on the northern edge of the Orchard Park site to act as noise attenuation for the A14 in order to bring forward residential development and local services and facilities on the remainder of the site. The noise barrier along the A14 was originally envisaged as a temporary measure pending development.
- 2.4a However, the nature of some of the development built on the north eastern part of the site adjacent to the A14 (which includes residential uses) already requires the retention of the eastern part of the noise barrier permanently. Any development proposal for additional residential development as an alternative to commercial uses adjacent to the A14 would need to demonstrate that a satisfactory internal and external residential noise environment can be created, including careful acoustic design and layout of any residential buildings (such as single aspect, limited height, sealed non-opening windows on façade facing A14, passive and or forced mechanical acoustically treated ventilation, no external private amenity spaces such as balconies / gardens on any facade with direct line of sight to road noise source). Any proposals must also demonstrate that there would not be an unacceptable adverse impact on the setting of Cambridge if a greater length of the noise barrier needs to be retained permanently as a result of the development. The local planning authority will seek to secure through development the replacement of any parts of the noise barrier that need to be retained permanently with more aesthetically appropriate design and materials for this sensitive location on the edge of Cambridge at the time when the barrier is moved to accommodate the A14 Ellington to Fen Ditton Improvements, subject to ensuring that there is no adverse impact on existing communities, particularly on the north side of the A14 through for example reflected noise.
- 2.4b Where the noise barrier is not required to be retained to protect the additional development, it is important that the development proposals demonstrate that the form of development would provide adequate protection from noise for residential development elsewhere on the Orchard Park site.

- 2.4c An Air Quality Assessment will be required to be submitted as part of any planning application for additional or alternative forms of development depending on the nature and size of the proposal. This must include monitoring of the actual location where residential development is proposed or an agreed equivalent, if appropriate monitoring data is not available from the Council. The assessment should be based on total emissions from the site and be in accordance with current national best practice guidance. An Air Quality Management Area was originally designated to address problems with Nitrogen Dioxide levels in the A14 corridor in 2007, after the granting of outline planning permission for the development. The Air Quality Management Area was re-designated in 2008 to also include particulate matter (PM10). The Air Quality Management Area must be taken into account in any development proposals to ensure that a satisfactory residential environment can be provided in order to protect the health of future residents by minimising exposure to poor air quality and appropriate mitigation measures must be included if necessary. Any proposals for additional or alternative forms of development must also have regard to any impacts of development on the national air quality objectives, the designated Air Quality Management Area along the A14 and the Council's Low Emission Strategy. Account must also be taken of the anticipated effects of the A14 Ellington to Fen Ditton Improvements on the nature and extent of the AQMA. Development will not be permitted on any part of the site where this issue cannot be adequately addressed.
- 2.4d A Transport Assessment will be required to consider the implications of additional or alternative forms of development on highway capacity. This will include a detailed assessment of the net impact of replacing parcels assumed for commercial development in the Transport Assessment accompanying the original planning permission with residential development. The assessment must also consider the cumulative impact alongside other allocations in this part of Cambridge, on both the A14 Histon Interchange and surrounding local highways junctions and have regard to the effect of the A14 Ellington to Fen Ditton Improvements.
- 2.4e Arbury Camp (an Iron Age enclosure which was re-occupied during the Roman period, when the main Roman settlement was located to the north of Arbury Camp) lies within the site but below ground level. As in-situ preservation of the enclosure has proven to be essential, its site may be used to satisfy part of the open space requirements of the new development insofar as such use is compatible with preservation of the enclosure. Any additional residential development will need to make provision for its recreational needs in accordance with the Council's Open Space and

Recreation Standards, as well as any enhanced or additional community services and facilities to serve the additional homes. Consideration may be given to off-site provision of the active recreational needs of new residents in consultation with Orchard Park Community Council as the managing agency.

b) Reword the monitoring indicator SSLO 6 to read “Development at Cambridge Northern Fringe West (Orchard Park)” and the target to read “Completion of development that accords with the CNF West Masterplan and Policy SP/1”.

B. Land between Huntingdon Road and Histon Road – the NIAB Extra Site

11.31 The NIAB extra site is the principal additional allocation put forward by the Council to make up the shortage of housing land allocated in the submitted DPD. Because of the site's links with land in Cambridge City, this part of our report was issued early. The main issues for consideration in relation to this site are whether, and how much, land should be released from the Green Belt to provide for development, and the impact of traffic resulting from a housing development on the land.

Green Belt Considerations

11.32 The Cambridgeshire and Peterborough Structure Plan 2003 identifies land between Huntingdon Road and Histon Road as, in effect, suitable for release from the Green Belt for housing and mixed use development. That part of the area which falls within Cambridge City has already been released. The issue is how much of the remainder of the land, falling in South Cambridgeshire, should be released, bearing in mind the principles for release set out in the Structure Plan.

11.33 The most relevant principles in relation to the NIAB extra site 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. In this location, where the A14 is relatively close to the urban edge, development within the A14 'cordon' would retain the compact form of the City.

11.34 The view of the historic centre of Cambridge across the site from the A14 is gained from generally fast moving vehicles and is interrupted by vegetation. Coupled with this, the distance from the centre renders features such as the upper part of the tower of the chapel of St. John's College difficult to distinguish amongst the extensive built-up area which can be seen. We would characterise

these as glimpses of historic features rather than sustained views. As a result, unless the traveller is paying attention to this view, and appreciates the significance of what might be seen, the experience is not dissimilar to the approach to other towns. In our opinion the development of some of the land in this view would not cause significant harm to the setting of the City. The impact of development could be reduced by retaining an open foreground alongside the A14.

- 11.35 The separating function of the Green Belt on this land could be retained, although with reduced distances between built areas, by keeping a gap between new development and Girton, on the western side of the site. To the north, although the land east of Histon Road has been removed from the Green Belt to make way for the substantial development of Orchard Park, the open land between Cambridge and Histon/Impington on the west side of the road still serves to give the impression of separation between the City and the villages to the north. This role could be retained by keeping the majority of the land open. The retention of open land in the northern and western parts of the site would provide a green corridor extending from north of the A14 to Huntingdon Road, connecting with open land south of Huntingdon Road.
- 11.36 The area between the A14 and the existing urban edge is extensive, and, in the context of releasing land to serve the long-term development needs of Cambridge, not all of the area needs to be retained to meet the purposes of the Green Belt. Some of the land could be released, retaining other parts to fulfil Green Belt purposes, as discussed above.
- 11.37 In the event that land here is removed from the Green Belt, a decision would be needed on the new boundary of the Green Belt. In order to give certainty, that decision should be made now. Although the A14 offers a strong boundary which would accord with national policy in PPG2, a boundary along this road line would conflict with the Structure Plan's principles for releasing land from the Green Belt. A boundary along the A14 would not allow for Green Belt separation of Cambridge from Histon/Impington on the west side of Histon Road: on this side of the road the built up area of Histon/Impington commences immediately north of the A14.
- 11.38 Furthermore, the Council's Core Strategy effectively identifies a soft green edge to the City as an aspect of the character of the City relevant to the definition of the Green Belt. The retention within the Green Belt of such an edge on the south side of the A14 would therefore be appropriate. Inclusion within the Green Belt of open land between the urban extension and the A14, rather than merely land immediately east of Girton, would also provide a more extensive green corridor.

- 11.39 The Council has proposed a Green Belt boundary. This does not follow in general the sorts of features mentioned in PPG2 as readily recognised features for the clear definition of Green Belts. There are no roads or suitably located belts of trees in the NIAB extra land, other than the A14, which has marked disadvantages as a Green Belt boundary as discussed above. However the Council's suggested boundary follows on the south-west side a strong hedge partly reinforced by a ditch, on the north-west side a watercourse, and along much of the northern edge a hard surfaced track. These boundaries could in the fullness of time be reinforced by development. The introduction of the access road to Histon Road, intended to serve the City site, would urbanise the area immediately north of the existing development on the west side of Histon Road. It would form a suitable boundary, with housing to the south and a substantial remaining area of open land between the site and Histon/Impington.
- 11.40 The effect of removing the site from the Green Belt would be to leave a small area of Green Belt incongruously and inappropriately marooned between the eastern end of the site and the existing built-up area. This small area should be deleted from the Green Belt. This matter has come to light since the early release of the part report on this site.

Traffic and Highways

- 11.41 The A14 is a Strategic Route of National Importance. It carries high levels of traffic and is frequently subject to congestion. The regular peak period congestion is spreading into off-peak periods. Closely spaced junctions in the vicinity of the NIAB extra site, at Girton, Histon, and Milton, lead to much acceleration, deceleration and lane changing as traffic weaves in order to join or leave the road. Additional traffic using the road as a result of development on the NIAB extra site would increase congestion and harm to traffic safety on this important route.
- 11.42 The Highways Agency is bringing forward a scheme to improve the Ellington to Fen Ditton section of the A14. This is one of the Agency's highest priorities, but has to progress through the necessary statutory procedures before it can be built. As a high priority scheme, it seems to us that there is sufficient certainty that it would go ahead to base land allocations upon its completion. The sections of relevance to the NIAB extra site will not be the first to be improved, but can be phased so as to be complete by summer 2014. Allocation of the NIAB extra site would therefore be likely to result in housing completions during the present plan period. As for construction traffic, disruption to traffic caused by additional large vehicles on the A14 could be mitigated by routeing strategies which avoided the use of the A14 during congested periods, coupled with the provision of a construction compound on the site. Furthermore,

coordination with the development of the City site would, for example, allow construction traffic to the NIAB extra site to increase as similar traffic to the City site decreased with the progression of the latter site towards completion. In our opinion, construction traffic effects on the A14 would not constitute further reasons to delay the development of the NIAB extra site.

11.43 The traffic impacts of large scale development of this site, alongside substantial development elsewhere in the north-western quadrant of the City, have been tested. Huntingdon Road and Histon Road experience substantial queuing of traffic during peak periods. The general growth in traffic will result in severe congestion by 2025, if not earlier. Congestion causes inconvenience to road users and delays public transport. It is likely to reduce the growth potential of the local economy. Development on the NIAB extra site will add to congestion in the area. There will be increases in congestion at some points on local roads around the site, but in general terms these can be minimised by increasing the attractiveness of travel modes other than the private car, and by improvements to the local road system at certain locations. In the former connection, an area-wide Travel Plan is proposed, covering existing residential areas as well as those proposed. In addition, given the need to build new dwellings, suitable alternative locations would generally be less sustainably located, further from Cambridge's employment and services, giving rise to greater amounts of vehicular travel and harmful emissions. Locations further out tend to involve greater car use, whereas the NIAB extra site would give the opportunity of greater choice of travel mode. The strategy for the Cambridge sub-region is to locate growth in, or on the edge of, Cambridge, and the NIAB extra site is on the edge of the City.

11.44 At the time of writing, development at the southern end of the City site, which has the benefit of planning permission, is due to commence shortly. This development will provide access to the site as a whole from Huntingdon Road. In the light of the land available upon which this access could be provided, there is no need to limit the number of dwellings on the NIAB extra site to 1000.

Other Matters

11.45 There are no objections in principle to the allocation of the land on grounds of drainage, noise or air quality. Histon and Impington experience flooding on occasions, but the development of the land upstream, south of the A14, could be designed such that its surface water run-off is no greater than that from the site in its undeveloped state. There are likely to be benefits to the local drainage regime as a result of development.

11.46 The effects of noise and air pollution from the A14 and Histon Road could be mitigated by design and layout solutions, including the

positioning, aspect and window design of dwelling blocks, the location of private open space and parking areas, and the type of ventilation of dwellings near the A14. In any case, the provision of an open buffer between the roads and the urban extension, as recommended above for Green Belt reasons, would keep dwellings away from the road. This open area could also accommodate landscaping, one or more balancing ponds to control the flow of surface water drainage from the site, and an acoustic barrier if necessary or desirable.

- 11.47 Land would be needed on the site for primary and secondary education provision. Buildings and hard surfaced areas could be located within the development footprint, with playing fields in the Green Belt.

Overall Conclusions

- 11.48 The location is a sustainable one, on the edge of Cambridge. Allocation would go a long way towards meeting the shortfall in housing land, in a way which accords with the sequential approach to allocating housing land, contained in the Core Strategy. Green Belt and various technical considerations lead to a conclusion that the land could be allocated without harm to these important considerations.
- 11.49 Taking all of the above factors into account, the land should be allocated in this DPD. The close relationship of the land with the neighbouring City site is another reason for allocating the NIAB extra site for development. The planning of the area as a whole would benefit from the allocation.
- 11.50 Because of the shortage of housing land allocated by the submitted DPD, the DPD as submitted fails the tests of effectiveness and consistency with national policy and with the authority's Core Strategy. The allocation of the NIAB extra site would go a substantial way towards making up for the shortage of land, and would help to make the DPD sound.
- 11.51 Since the part report was issued evidence has been received to indicate that the site's approximate capacity is 1100 dwellings.
- 11.52 Site preparation and infrastructure provision could start before the completion of the A14 works. With construction to commence shortly on the City site, the initial slow build-up to full scale production, and the initial costs of infrastructure provision, will be taken up by the City site. When the A14 improvements are ready, and occupation of dwellings can be permitted on the NIAB extra land, the rate of dwelling production on the combined sites should be capable of being maximised, at about 30 dwellings per month.

This would give about 630 completions before the end of the plan period.

- 11.53 The estimated rate of dwelling production should be capable of achievement also because of the ability of the site to be serviced from both ends, with access from Histon Road, as well as Huntingdon Road, from early in the development period of the City land. The combined site is large, with the potential for several developers to operate simultaneously, bearing in mind also that not all houses being built would have to find a market, as 40% would be affordable housing.

Policy wording

- 11.54 A policy will be necessary to make the allocation and to control the important aspects of development, whilst avoiding the repetition of material in the Council's Development Control Policies DPD. The policy we propose to insert into the DPD is based on that suggested by the Council, but takes into account that this development area is substantially smaller than all but one of those for which the Council has prepared Area Action Plans. The Council's suggested policy based on these AAPs, with the supporting text, is unnecessarily long, prescriptive and repetitive. It fails the test of effectiveness. We have deleted unnecessary material, whilst at the same time ensuring that essential features are included in the policy.
- 11.55 With regard to one particular point, the late addition of provision for gypsy and traveller housing made by the Council is not agreed, given the advanced nature of the relevant DPD in preparation by the Council. That DPD is the opportunity for a wider consideration of locations for such provision, in consultation with the appropriate communities.

Action Needed to Achieve Soundness

The following changes are required to make the document sound:

- (a) Add to the DPD a new policy and reasoned justification as set out below:**

POLICY SP/1a North West Cambridge Huntingdon Road to Histon Road

- 1. Land at North West Cambridge between Huntingdon Road and Histon Road, as shown on the Proposals Map, will be developed as part of a sustainable housing led urban extension of Cambridge. The Cambridge Green Belt is revised as shown on the Proposals Map to provide for development,**

but it will ensure separation from Girton and Histon & Impington villages.

- 2. A Spatial Masterplan will be submitted for approval by the local planning authorities as part of the first application for planning permission to demonstrate that the development will integrate effectively with the development of the wider north-west Cambridge area, including development in Cambridge City:**
 - a) The Masterplan will set out the principles of good design and be supplemented by a Design and Access Statement;**
 - b) Design Guides / Design Codes for each phase of development will be prepared as part of applications for the grant of approval for reserved matters.**
- 3. A landscape strategy must be submitted and approved as part of or before the granting of the first planning permission, and must include appropriate edge treatments that respect the Green Belt setting of Cambridge and views of key features of the City.**
- 4. Approximately 1100 dwellings will be provided in South Cambridgeshire, 630 by 2016, with a good mix of house types, sizes and tenures (including affordable housing) attractive to, and meeting the needs of, all ages and sectors of society including those with disabilities.**
- 5. The starting point for negotiations concerning the provision of affordable housing at North West Cambridge will be Policy HG/3 of the Development Control Policies DPD. However, this is a major development, and a balance may need to be struck between competing requirements, in the light of economic viability.**
- 6. The development will provide for an appropriate level and type of services, facilities and infrastructure to meet the day to day needs of the development either on site or elsewhere in North West Cambridge (within or outside the District), including a secondary school, primary school, local shopping and community facilities. Provision will be through innovative means, including opportunities for joint provision and co-location to provide services which best meet people's needs, are accessible to all and which are cost efficient to service and facility providers. Provision for outdoor sports facilities, provision for teenagers and children, and informal open space**

- and allotments will be made in accordance with the Open Space and Recreation Standards for Cambridge set out in Appendix 1. If the most appropriate locations for provision in accordance with the Masterplan for the site are found to lie within the adjoining development in Cambridge City, e.g. in the proposed local centre, the planning obligation will include a requirement for contributions to the provision of off-site services and facilities.
7. Development and transport systems will be planned in order to integrate with adjoining development in Cambridge City, to reduce the need to travel and to maximise the use of sustainable transport modes, so as to achieve a modal share of no more than 40% of trips by car (excluding passengers). This will include the provision of car clubs, employee travel plans, residential travel planning, and other similar measures.
 8. Adequate highway capacity will be required to serve all stages of development. Planning permission will be subject to conditions requiring that sufficient highway capacity is available in the A14 corridor between Girton and Milton throughout the development for the traffic forecast to be generated by each phase of development.
 9. Vehicular access shall be made available from both Histon Road and Huntingdon Road. There shall be no vehicular access to the A14.
 10. Car parking will be provided in accordance with the maximum standards for Cambridge as set out in Appendix 2 and secure cycle parking in accordance with the cycle standards for Cambridge as set out in Appendix 3. Car clubs will be encouraged in order to minimise the amount of land given over to car parking. This must be explored through the Transport Assessment and Travel Plan.
 11. The development will be highly accessible and permeable to all its residents on foot, by cycle and High Quality Public Transport, to support sustainable transport, recreation and health. High Quality Public Transport will be provided to serve the development, including segregated bus priority through the development linking effectively with the route through the adjoining development in Cambridge City and into the wider bus network. There will be a network of strong internal and external cycle and footpath links to neighbouring parts of the urban and rural areas.

- 12. A Countryside Enhancement Strategy for the land between Huntingdon Road, Histon Road and the A14 retained in the Green Belt will be prepared and implemented to provide landscape, biodiversity and public access enhancements, including hedgerow management and enhancement, measures to protect and enhance wildlife habitats, and new footpaths, cycleways and bridleways including access via the A14 overbridge to planned routes alongside the A14. Developers will be required to retain appropriate existing features of ecological interest.**
- 13. Surface water drainage will be controlled by means of a sustainable drainage system which will only release surface water run-off into surrounding water courses at least at a rate no greater than if the site was undeveloped. The development will not result in harm in the form of untreated sewage discharge or increased flood risk from treated waste water. Planning conditions (which may include 'Grampian' style conditions ¹) will link the start (and phased development of the site, if necessary) to the availability of waste water treatment capacity and the capacity of receiving watercourses. All flood mitigation measures should make allowance for the forecast effects of climate change.**
- 14. Noise and air quality assessments will be required as part of any planning application. If necessary, development will be subject to measures, which may include planning conditions and/or planning obligations, a landscaped buffer, and layout and design measures, to mitigate the effects of air pollution and noise caused by traffic using the A14 north of the site and Histon Road east of the site. The impacts of development on air quality objectives, the designated Air Quality Management Area (AQMA) and the Council's Low Emission Strategy, will also be taken into account, as will the anticipated effects of the A14 Ellington to Fen Ditton Improvements on the nature and extent of the AQMA.**
- 15. Management strategies for services, facilities, landscape and infrastructure will be submitted to the local planning authority for approval prior to the granting of outline planning permission to ensure high quality, robust and effective implementation, adoption and maintenance.**
- 16. A comprehensive construction strategy will be required for all phases of development and planning conditions will be imposed to minimise the adverse effects of construction activity on residential amenity and the environment. A scheme**

will be introduced to avoid construction vehicles travelling through existing residential areas of Cambridge and villages in the locality and to avoid unacceptable adverse impacts on traffic flows on the A14 and the surrounding road network. Conditions on timing of construction traffic movements on the network will be imposed if necessary, taking account also of the need to minimise adverse impacts on residential amenity.

NOTE:

- 1 Grampian Regional Council v. Aberdeen DC (1984) JPL 590 H.L: conditions restricting development unless and until an event had occurred which was not within the power of the applicant to bring about may be valid if reasonable and not otherwise ultra vires.**
- 2.4f Land is released from the Green Belt at North West Cambridge for a sustainable housing led urban extension of Cambridge. The urban extension crosses the South Cambridgeshire / Cambridge City boundary. Built development within Cambridge City is addressed in the Cambridge Local Plan, which should be read alongside this DPD to give a full understanding of all inter-related proposals in the area. The policy should also be read in conjunction with the South Cambridgeshire Development Control Policies DPD and the requirements it places on the development must be complied with.
- 2.4g The policy establishes the requirements for the part of this new urban extension that lies within South Cambridgeshire and addresses its relationship with Cambridge and its surrounding countryside setting. It identifies the site within South Cambridgeshire for approximately 1100 dwellings and associated development, which lies in the Parish of Impington (with the adjoining countryside to the west lying in the Parish of Girton), as well as the off-site infrastructure needed to deliver and serve the urban extension as a whole.
- 2.4h The Structure Plan sets a context for the review of the Green Belt (saved Policy P9/2b). It sets out a number of criteria to guide this process, including the need to retain within it any areas required to maintain the purposes of the Green Belt and to provide separation between existing settlements and any urban expansion.
- 2.4i There has been a Green Belt around Cambridge since the 1960's. The purpose of the Cambridge Green Belt as a whole is to:
- Preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;
 - Maintain and enhance the quality of its setting;

- Prevent communities in the environs of Cambridge from merging into one another and with the city.
- 2.4j The revised Green Belt boundary will maintain an open green foreground setting to Cambridge and ensure that the expanded City remains physically separate from surrounding villages especially the closest villages of Girton and Histon & Impington. In this way the character of Cambridge as a city surrounded by a necklace of villages will be protected.
- 2.4k This rural area provides an opportunity for Green Belt enhancement and a Countryside Enhancement Strategy will be required to demonstrate how landscape and biodiversity enhancements will be achieved in the area as far north as the A14 trunk road to help enhance the quality of the setting of Cambridge and mitigate the impact of development. It will also set out improved countryside access to provide for informal recreation to serve both the development proposed in the City and existing development in this sector of Cambridge. This should include a replacement facility for the current public footpath through open countryside that will be incorporated into the development as well as pedestrian use of the A14 overbridge. The District Council will ask Cambridge City Council in its determination of applications for development on the adjoining allocation, to secure contributions to the preparation of the Countryside Enhancement Strategy referred to in the policy and its implementation.
- 2.4l There are long distance views of Cambridge across much of this area from the A14. These views should be maintained in any noise mitigation measures.
- 2.4m It is important that any urban related open uses, such as playing fields, that are proposed in the Green Belt are carefully located and designed to ensure they do not reduce the effectiveness of the Green Belt separation between Cambridge and Girton in visual terms, particularly having regard to matters such as fencing and floodlighting.
- 2.4n The development will help meet the high level of housing need in the District. As such it must balance the need to make best use of land whilst providing a high quality urban extension to Cambridge. The final number of dwellings will be determined through a design-led approach and the required Masterplan and Design Guides / Codes. A range of house types, sizes and mix will also be important in ensuring a balanced community.
- 2.4o Providing substantially more affordable housing in and close to Cambridge is fundamental to the growth area strategy for the

Cambridge Sub-Region. This is necessary to sustain the growth of the local economy and to ensure that local people are not priced out of the housing market by economic success. The strategic developments are the key to addressing the affordable housing requirements of the area.

- 2.4p All necessary community services and facilities will be provided by the development, either on site or through contributions to off site provision secured through a planning obligation, for example in the local centre proposed in the adjoining development in Cambridge City if masterplanning determines this is most appropriate and deliverable. Open space provision will also provide opportunities for enhanced nature conservation value, and will enable quiet enjoyment of the natural environment.
- 2.4q A secondary school is proposed on the site to serve the needs of all proposed new development in the north west part of Cambridge both north and south of Huntingdon Road. As such, the secondary school must be provided according to a trigger point relating to development in the whole quadrant, which may be ahead of development on the site in South Cambridgeshire. An appropriate mechanism will be included in the planning obligation for the site to ensure timely provision of this key community facility.
- 2.4r A fundamental requirement for North West Cambridge is that it will be highly accessible and permeable to all its residents on foot, by cycle and High Quality Public Transport, to support sustainable transport, recreation and health. Therefore all development will be within 400m easy walking distance of a High Quality Public Transport bus stop via direct, safe and convenient routes. The route must be fully and effectively integrated with the route through the adjoining City development.
- 2.4s Vehicular access to the development will be achieved through the City development and it is important that there is adequate capacity in the wider highway network at all times during the development. Capacity in the A14 is a crucial issue ahead of the proposed A14 Ellington to Fen Ditton Improvements being implemented and advice from the Highways Agency is that development should not be occupied until the section of the A14 between Girton and Milton has been upgraded and opened. Timing of development in relation to A14 improvements is therefore directly relevant to the housing trajectory for the development. The Highways Agency has advised that the part of the scheme most relevant to this site is anticipated to be open in summer 2014. As such, it is anticipated that the site can deliver 630 dwellings by 2016.
- 2.4t The impact of development on a number of natural resources will also be important. This includes surface water drainage and sewage

discharge and the need to take account of the impact of the development on the wider catchment, particularly in view of known problems downstream, especially at Histon, Impington and Oakington, and other large scale development proposed that drains into that area. The impact on the wider catchment must therefore be addressed and the potential for a catchment wide assessment should be considered. Air quality is also an important consideration in view of the Air Quality Management Area on the A14.

2.4u It is important that the services, facilities, landscape and infrastructure needed by the development in North West Cambridge are not only provided to a high quality, but that they are properly and effectively implemented, managed and maintained if they are to meet the needs of the community in the long term. There would be advantages in a single organisation taking responsibility for maintenance to avoid fragmentation and ensure continuity in approach. The policy is not specific about the number of management strategies. However, there should be a single agreed management strategy covering recreation, landscape and biodiversity. The inclusion of water and drainage features within open spaces would have significant advantages to ensuring a holistic approach to the management of open spaces where the respective needs of the various land uses and functions within those spaces can be addressed and should therefore be investigated.

The Council will need to add to the Proposals Map a new housing allocation SP/1a, as shown, as the area coloured red, on the map on page 155 of this report, and delete the Green Belt notation from the area. Other necessary changes to the Proposals Map will need to be made i.e. Delete from the Green Belt the small area lying south of the eastern part of the new housing allocation, between the allocation and the existing built-up area, and include within the Development Framework boundary the above areas excluded from the Green Belt.

(b) Add to the DPD Appendices containing the open space, car parking and cycle parking standards for Cambridge, as set out in Annex C to this report.

(c) Add a new monitoring indicator to Table 1, as detailed in Annex E below.

C. POWELL'S GARAGE, GREAT SHELFORD

11.56 This site is located at the heart of a Rural Centre and therefore its use for residential development would be consistent with policy. The site includes the Old British School building, currently used as a car

service garage, with car sales and associated parking. It also includes a dwelling at 49 Woollards Lane. In the past, planning permission, now expired, has been granted for residential use.

11.57 The site is within the Great Shelford Conservation Area. Whilst the Old British School is not listed, it does make a contribution to the character and appearance of the area, and provides some historic interest. The Council's proposed policy seeks the retention and conversion of this building as part of any scheme. The proposed allocation does not include the shop on the frontage forming part of the local centre, and this seems to us to be justified as it appears to be a well used and valuable asset to the village.

11.58 We are satisfied that redevelopment of the site for residential use would have benefits for residential amenity, would help improve the character and appearance of this important site in the Conservation Area, and would provide additional custom for the local centre. We are also satisfied that the ownership considerations mean that the site is likely to be available for redevelopment in the near future, and that the freeholder is in favour of the allocation, albeit that he would wish the allocation to include the site of the shop. There would be a loss of the employment use, but on balance we consider that, bearing in mind the length of outstanding lease, this use would be unlikely to continue for long. We are also satisfied that a residential development would be acceptable in terms of traffic movements into and out of the site and highway safety.

Action Needed to Achieve Soundness

The following changes are required to make the document sound:

Add to the DPD a new policy and reasoned justification as set out below:

POLICY SP/6a Housing Allocation - Powell's Garage, Woollards Lane, Great Shelford

- 1. An area of 0.44 hectares on Woollards Lane, Great Shelford, as shown on the Proposals Map, is allocated for residential development.**
- 2. Development must preserve the character and appearance of the Conservation Area. The Old British School building should be retained and restored as part of any scheme. Any proposals for demolition of the building must demonstrate that it is not viable to retain the building and that there are substantial benefits for the community that decisively outweigh the loss resulting from demolition, particularly in terms of the**

architectural merits of the replacement building, which must provide a high quality landmark design in this sensitive location.

- 3. Due to the historical use as a commercial garage, an investigation into land contamination will be required prior to the granting of any planning permission. Should this indicate that remediation should be undertaken, this must be done to a standard agreed with the Council and conditions will be imposed on any planning permission to ensure that development does not commence on site until satisfactory remediation has been undertaken and a validation report is provided.**
- 4. A design brief is required to be submitted to and approved by the Local Planning Authority prior to granting of planning permission.**

2.13a This brownfield site lies within the village framework of a Rural Centre. It is an existing employment site, comprising a vehicle repairs workshop and car sales area. The site has previously had outline planning consent for warden-controlled retirement flats. Development of the site offers the opportunity to enhance this part of the Conservation Area. The Great Shelford Conservation Area Appraisal identifies the Old British School to be a positive building and a focal point, which forms part of an important view. Any development proposal should retain and restore the former Old British School building and convert it to residential use as part of the wider scheme for this site.

2.13b Access to the site is likely to be from Church Street. The site is located close to a good range of existing services and facilities and where there is a good local public transport service. A net density of at least 40 dwellings per hectare should therefore be applied to the site reflecting the requirements of Development Control Policies DPD Policy HG/1. The actual capacity would depend on design taking account of the character and constraints of the site but is anticipated to be in the order of 18 dwellings.

The Council will need to add to the Proposals Map a new housing allocation SP/6a, as shown in the relevant Inset 45 plan in the Council's document 'Responding to a Housing Shortfall: The Council's Preferred Sites', dated March 2009.

Add a new monitoring indicator to Table 1, as detailed in Annex E below.

D. THE IDA DARWIN AND FULBOURN HOSPITALS

- 11.59 The Ida Darwin and Fulbourn Hospitals are located within a Major Developed Site (MDS) in the Green Belt. The allocation is appropriate for the reasons set out below. The MDS includes some substantial buildings such as a Tesco store and the Capital Park office development, but there are extensive areas of open land, such as that north and south of Capital Park. The large buildings were permitted because they replaced pre-existing buildings on the land, principally those hospital buildings which once occupied the Capital Park site.
- 11.60 Fulbourn Hospital and Ida Darwin Hospital both consist of areas of buildings and parking interspersed with landscaping and other open land. The western part of the Ida Darwin site, where it approaches Capital Park, contains relatively few buildings and a commensurately higher proportion of open land. The Fulbourn Hospital site has a number of buildings which tend to be concentrated in the centre of the site, quite close to Capital Park. There are sizable open areas to the south, west and north.
- 11.61 Because of the amount of open land within the MDS it fulfils the Green Belt purpose of separating Fulbourn from Cambridge, at a sensitive location where the 2 settlements are close together.
- 11.62 The South Cambridgeshire Development Control Policies DPD contains Policy GB/4 which controls development in MDS. Redevelopment will be limited to that which would not result in a greater floor area, a greater footprint (unless there are significant environmental improvements), and a greater height than that of the existing development. There should also be no greater impact on the openness of the Green Belt.
- 11.63 The Cambridgeshire and Peterborough Mental Health Partnership NHS Trust proposes to redevelop the eastern part of the Ida Darwin site for housing, whilst providing an area of completely open land at the western end of the site. The medical and related uses would be relocated to a redeveloped Fulbourn Hospital. The Council in principle supports this proposal and both parties suggest that a housing redevelopment of about 250-275 dwellings should be accommodated. The Council puts this forward as a contribution towards meeting the shortage of housing land allocated in this DPD as submitted.
- 11.64 The conformity of any particular redevelopment scheme with Policy GB/4 is a matter for judgement when a planning application is submitted. However, we have not seen evidence that would persuade us that the proposed redevelopment should be considered impossible to achieve without conflicting with the provisions of the

Policy. A development roughly along the lines of that discussed during the examination would achieve environmental improvements in the form of the creation of a wholly open green wedge, on the western Ida Darwin area, between a housing scheme and Capital Park. This could allow some increase in the footprint of buildings on the 2 hospital sites. Considering the MDS as a whole, there are differences in levels which provide the opportunity for the careful placing of some 2 or 3 storey buildings on the lower parts of the sites of the hospitals.

- 11.65 The floorspace provision of Policy GB/4 is not found in national Green Belt policy and has the objective of limiting the amount of new employment floorspace which could be provided in rural areas, a particular concern in the Cambridge sub-region. The redevelopment of the hospital sites for housing and medical purposes would not increase rural employment provision, and would not conflict with the objective of the floorspace criterion of Policy GB/4.
- 11.66 A sensitive redevelopment layout, paying particular attention to the placing of buildings and open space, could allow a redevelopment to take place without having a greater impact on the openness of the Green Belt than the existing development.
- 11.67 Nor, given the above considerations, is there any reason, in principle, why such a redevelopment would not accord with national Green Belt policy for MDS. In this context, there is the additional consideration that a hospital redevelopment could contribute to the achievement of the objectives for the use of land in the Green Belt. Creating an open area on the western section of the Ida Darwin site would provide opportunities for access to the open countryside for the urban population, and for outdoor recreation near the urban area of Cambridge. Furthermore, several of the existing buildings are very utilitarian in appearance, and demolition would offer opportunities for further environmental improvements.
- 11.68 In our judgement there is no Green Belt reason why a redevelopment of the nature and scale of that envisaged by the Council should not take place. Nor is it necessary to remove the land from the Green Belt in order to enable such a development to take place. The ability of the Fulbourn Hospital site to accommodate redevelopment in compliance with Conservation Area policies is a matter for assessment in relation to specific proposals.
- 11.69 The Ida Darwin site is not on the edge of Cambridge but it is relatively sustainably located. It is situated adjacent to the Rural Centre of Fulbourn. There are services in Fulbourn, and a Tesco store nearby. Significant employment opportunities are offered by the uses in the MDS. Local cycle and pedestrian accesses to Fulbourn and towards the City pass near the sites. High Quality

Public Transport is not available, but the bus service is of good quality. Although buses are timetabled to take 43 minutes to reach Cambridge City Centre from Capital Park, the journey time is this long because of the need to visit Addenbrooke's Hospital and Cambridge Station, with the access to employment and other opportunities which they offer.

11.70 North of the Ida Darwin site is a Scheduled Ancient Monument. The designation covers a Roman settlement of national importance. The remains also underlie the Ida Darwin site, but the development of that site can be expected to have destroyed some of the remains and reduced the archaeological interest of the land. On the balance of probabilities, it seems to us unlikely that there will be remains of national interest, which should be preserved *in situ*, beneath the site.

11.71 The radial routes into Cambridge from the Fulbourn area, and local roads, are congested at peak times. This is a City-wide problem, and is partly caused by traffic from dispersed development outside the City and its necklace of nearby villages like Fulbourn. The advantage of residential development at Ida Darwin is that a choice of travel modes is available, whereas less choice is available on alternative sites less well related to the City and services. Although there would be an increase in congestion caused by some of the traffic movements resulting from residential development, this is preferable to allocating a site with less choice of travel modes and therefore more likelihood of car use.

Overall Conclusions

11.72 Ida Darwin Hospital forms part of a MDS and could be redeveloped for a substantial number of dwellings. There is a proposal to redevelop the Hospital in this way, using Fulbourn Hospital to relocate medical and related facilities. Such a scheme would provide for medical needs. The Ida Darwin land does not suffer from significant problems of sustainability but offers advantages in this regard. There are no substantial objections to the type of redevelopment being envisaged. In order to make the plan sound in terms of its ability to meet housing requirements (the tests of effectiveness and consistency with national policy), and in order to control the redevelopment, the DPD should provide for the redevelopment by means of a specific policy.

11.73 This proposal has been the subject of much preparatory work already, and an early planning application should be possible. The Council has experience of developers taking on sites where there are still outstanding matters such as the creation and maintenance of a green wedge. We do not see why the Council's projected housing trajectory for this site should not be achievable.

11.74 The redevelopment possibilities offered by the sites under the MDS provisions and the DPD as we propose to change it remove any necessity to include additional material relating to Fulbourn Hospital in Chapter 4 (Services and Facilities) of the DPD.

Policy wording

11.75 A policy and reasoned justification have been suggested by the Council. Two separate, but related, hospital sites are to be covered by the Policy, and this should be reflected in the Policy and reasoned justification. Matters like archaeological interest and Conservation Area compliance need not be repeated in this Policy because they are the province of the Development Control Policies DPD. However in the light of the national importance of the neighbouring land for archaeology a reference indicating why the Ida Darwin site can be regarded as developable in principle should be incorporated in the supporting text.

11.76 Because of the particular role of the control over floorspace provision in Policy GB/4 (see above) a reference to the principles of that Policy, rather than a requirement to accord with the Policy's detailed wording, is appropriate.

Action Needed to Achieve Soundness

The following changes are required to make the document sound:

(a) Add to the DPD a new policy and reasoned justification as set out below:

POLICY SP/7a Fulbourn and Ida Darwin Hospitals

- 1. Fulbourn and Ida Darwin Hospitals have been designated as a Major Developed Site in the Green Belt, and development must reflect the principles established by Development Control Policies DPD Policy GB/4.**
- 2. Redevelopment of the existing built footprint of Ida Darwin Hospital into a different configuration, comprising:**
 - a. Residential redevelopment on the eastern part of the Ida Darwin site; and**
 - b. The transfer of part of the building footprint to the Fulbourn Hospital site for new mental health facilities.**

- 3. Redevelopment will create a green wedge on the western part of the Ida Darwin site to provide a compensatory enhancement to the openness of the Green Belt in this location. This green wedge will also provide enhanced public access to the countryside.**
- 4. Developers will be required to undertake ecological surveys and monitoring prior to the commencement of construction, and propose a Biodiversity Strategy for the protection and enhancement of biodiversity that establishes which areas will be protected and enhanced, and appropriate mitigation measures.**
- 5. An investigation into land contamination will be required prior to the granting of any planning permission. Should this indicate that remediation should be undertaken, this must be done to a standard agreed with the Council and conditions will be imposed on any planning permission to ensure that development takes place in accordance with a programme which takes account of remediation work.**
- 6. Appropriate investigation of noise and vibration in relation to the adjoining railway line will be required, and attenuation measures may be secured by condition as necessary.**
- 7. Development Briefs for this sensitive location in the Green Belt between Cambridge and Fulbourn are required to be submitted to and approved by the Local Planning Authority prior to granting of planning permission.**

2.15a Fulbourn Hospital and Ida Darwin Hospital lie within the Cambridge Green Belt which in this locality separates Cambridge from Fulbourn village and forms part of the setting of the city. Cambridgeshire & Peterborough Mental Health Foundation Trust who own and operate both sites intend to rationalise health care provision on the sites, including relocating some existing uses from the Ida Darwin site to the Fulbourn Hospital site. They will no longer require the majority of buildings on the Ida Darwin site.

2.15b The designation of Fulbourn Hospital and Ida Darwin Hospital as a Major Developed Site (MDS) in the Green Belt means there is potential for redevelopment of the Ida Darwin site and infill development at the Fulbourn Hospital site consistent with the principles of Policy GB/4 of the Development Control Policies DPD.

Policy GB/4 includes a floorspace limitation not included in national planning policy for Green Belts (PPG2) originally intended to address proposals for redevelopment for employment and to limit the amount of new employment floorspace which could be provided in rural areas. Policy SP/7a for the hospitals is for healthcare and residential development, and does not need to include this provision. This effectively allows the existing footprint of built development on the site to be re-configured across the Fulbourn and Ida Darwin Hospital sites.

- 2.15c In view of its location adjoining the village framework of Fulbourn and the potential for a development compatible with settlement character and Green Belt purposes, the policy provides a suitable context for redevelopment of the Ida Darwin site for residential development and new development at Fulbourn Hospital to respond to the long term mental healthcare needs of the area.
- 2.15d The Ida Darwin Hospital site adjoins the western end of Fulbourn village. As a previously developed site which is developed at a relatively low density in landscaped grounds it has a physical relationship with the village but a significantly different character which justifies its location in the Green Belt. Redevelopment of the built footprint in a different configuration as a residential area would change the character of the site and its relationship with Fulbourn, but there is potential for this to have positive implications for the relationship of the site with Fulbourn village and for the Green Belt by the removal of all buildings from the western part of the site, and the creation of an area of open countryside character which could help increase the openness of the Green Belt.
- 2.15e Reflecting Policy GB/4, the residential development potential would depend on how the existing Ida Darwin site built footprint were redistributed across the whole Major Developed Site. It is anticipated that the Ida Darwin site could deliver 250 to 275 dwellings, although the total would depend on any buildings that would remain on the Ida Darwin site, and the amount of additional healthcare development required on the Fulbourn Hospital site.
- 2.15f Fulbourn Hospital Conservation Area was designated in December 1992 to preserve and enhance the setting of the group of 19th Century former asylum buildings. The boundary of the conservation area includes the important parkland setting which was fundamental to the building's purpose as one of the first "open asylums" in the country. Any additional development will need to consider the historic pattern of development and parkland settlement.

- 2.15g A Biodiversity Strategy will be required to accompany development proposals, which should consider features worthy of retention. The redevelopment of the Ida Darwin site will provide significant opportunities for biodiversity enhancement, particularly on the western part of the site which is proposed to revert to open countryside.
- 2.15h A single railway line runs adjacent to the north of the Ida Darwin site. Although it is not a main line, railway noise will need assessment in accordance with PPG24 and associated guidance. Noise and vibration mitigation and/or attenuation on site and noise insulation measures to buildings may be required to provide external and internal noise levels that are acceptable for future residents.
- 2.15i There appears to have been a landfill area to the north west of the Ida Darwin site, and the site itself has historical use as a hospital. These are potential sources of land contamination. This is a material consideration that will require investigation and remediation as necessary so that land is suitable for use in accordance with PPS23 Planning & Pollution Control and associated British Standards / guidance.
- 2.15j The Ida Darwin site is located immediately to the south of a Roman settlement considered to be of national importance and subject to statutory designation (Scheduled Monument 95). Further evidence of Iron Age and Roman settlement is known to the east of the Scheduled Monument and the settlement area is likely to extend into the Ida Darwin Hospital site. This will require appropriate investigation, although development of the hospital itself may have removed some or all remains.
- 2.15k The Ida Darwin site is within a groundwater protection zone and appropriate measures would therefore need to be provided so as to ensure the water environment is protected from contamination. The area is known to have a high water table, and this will need to be considered in a site-specific Flood Risk Assessment.
- 2.15l Residential development will be designed and landscaped to minimise impact on the character of the Green Belt. Strengthening the existing boundary tree planting, particularly the southern boundary will help mitigate the impact of a denser development on the character of the Green Belt. This will also allow two storey houses to replace those parts of the Ida Darwin Hospital, which are large single storey without adversely affecting visual amenity.

2.15m A comprehensive Construction Strategy will be required for all phases of development and planning conditions will be imposed to minimise the adverse effects of construction activity on residential amenity and the environment, in accordance with Policy DP/6 of the Development Control Policies DPD.

The Council will need to amend the Proposals Map as shown on Inset No. 35 Maps 1 and 2 of 5 in the Council's document Responding to a Housing Shortfall: The Council's Preferred Sites dated March 2009, and as shown in Annex F of this report.

(b) Add a new monitoring indicator to Table 1, as detailed in Annex E below.

MIXED USE DEVELOPMENT ALLOCATIONS

12.0 Policy SP/7 Bayer CropScience, Hauxton

12.1 This policy is warranted by the fact that a long standing industrial site has become available for redevelopment. The site has significant ground contamination following many years of agro-chemical production, and represents a brown field opportunity for development which will enable the costly remediation to be carried out.

12.2 However, there are elements of the policy and its reasoned justification which are unsound, particularly in regard to the test of effectiveness, and in terms of bringing the text up-to-date. With regard to the latter, the council has now determined to grant planning permission for the remediation works but, at the time of writing, there is an application for planning permission for the redevelopment has not been determined, although the principle has been agreed. The application is for a mixed use scheme which includes up to 380 dwellings and 4000 square metres of B1(a) floorspace. This does not reflect the description in part 1 of the policy which stipulates "an even balance between jobs in B1 employment development, and numbers of dwellings, as well as open space and community facilities", and the text of the policy should be amended accordingly.

12.3 Part 1 of the policy should be written in a more flexible form to allow for the development of the site to reflect a detailed assessment of the opportunities in its context, such as that underlying the development proposal which has been agreed in principle. Also, item e does not meet the test of consistency with national policy. It requires improved community facilities in Hauxton village as a whole in compensation for the closure of a

company social club, and does not arise from the redevelopment itself.

- 12.4 At the same time, to provide greater certainty for the Housing Trajectory and to enable monitoring, the figure for the number of dwellings set out in paragraph 2.14 should be updated from 250 dwellings to 380 dwellings.
- 12.5 Paragraph 2.14 also requires amendment with regard to the reference which it makes to recreational buildings and waste water treatment facility on the western side of the A10. Greater clarity and flexibility should be introduced to reflect the difficult judgement that is likely to be needed in future arising from conflicting planning objectives, particularly the desirability of removing incongruous industrial structures from the Green Belt.
- 12.6 Following the hearing into this site, the Council and Harrow Estates Plc have agreed revisions to the policy and reasoned justification which resolve these issues. We therefore recommend them. These are minor amendments to the thrust of the policy and need not be subject of further Sustainability Appraisal.
- 12.7 There remain two further matters to which we draw attention. Firstly, we are told that the Green Belt boundary around the site was incorrectly drafted in the adopted Local Plan 2004, where a section of the site covered by hardstanding within the perimeter wall has been included in the Green Belt. This is a simple drafting error which has been corrected in the submitted Proposals Map. Secondly, an amendment is needed to monitoring indicator SSLO 5 to correct a policy reference, since it refers to SP/2 instead of SP/7.

Action Needed to Achieve Soundness

The following changes are required to make the document sound:

(a) Amend Policy SP/7 as follows:

Part 1:

"1. Land at Bayer CropScience Plc, Hauxton, is allocated for a sustainable **high density, residential led** mixed-use development. Development of the 8.7 hectare site will comprise ~~an even balance between jobs in~~ **housing and** B1 employment development ~~and numbers of dwellings~~ as well as open space and community facilities. **Development will be required to provide appropriate contributions to local services and facilities and the provision of a high quality bus service and cycle links to Cambridge (including long-term financial support if necessary).**"

and in part 2:

~~e. Improved community facilities in Hauxton village as a whole in compensation for the sporting, recreational and social facilities lost to Hauxton by the closure of Bayer Social Club;~~

(b) Amend part 2, item e, of Policy SP/7 by deleting all text after the word "facilities" in the first line.

(c) Amend paragraph 2.14 as follows:

2.14 The Bayer CropScience site near Hauxton offers a specific opportunity where a brownfield site is to come available for redevelopment, located near to the edge of Cambridge. The site comprises an intensively developed industrial site, including manufacturing and warehousing. Appropriate redevelopment will comprise a mix of uses, to maximise sustainability. It is anticipated that it will provide around 250 **380** dwellings. **The Council's Planning Committee has resolved to grant planning permission subject to the resolution of a number of issues. A revised application that addresses these issues was submitted in November 2008.** It will enable visual improvement of this prominent site, improving a major approach into Cambridge. It will need to be sensitively designed to take account of its position surrounded by the Green Belt. It is capable of being developed with good links to the Trumpington West development, and the Trumpington Park and Ride, as well as the village of Hauxton itself. The site also offers opportunities for improved access to the River Cam. Part of the site lies within the medium risk flood zone, and appropriate mitigation measures will be required. Proposals for **the** redevelopment of the recreation buildings and waste water treatment facility on the western side of the A10 will be considered in the context of proposals for appropriate development within the Green Belt. **As a planning objective it would be highly desirable to secure the removal of the incongruous industrial structures on the western part of the site. Particular consideration should be given to proposals that remove these structures and improve the visual appearance of the Green Belt.**

(d) Correct the drafting error in monitoring indicator SSLO 5 by deleting "SP/2" and inserting "SP/7"

13.0 Policy SP/8 Papworth Everard Village Development

13.1 There are 2 sites in Papworth Everard village which are available for re-use or redevelopment, namely Papworth Hospital (site 1) and Papworth Everard West Central (site 2). Although Papworth Everard

is only a Minor Rural Centre the unusual circumstances of the settlement, discussed below, justify a larger scale of development than in other villages. The question of the nature of redevelopment nevertheless arises.

- 13.2 Firstly, however, an alteration to the wording of the Policy arises from the designation of the village, in the Core Strategy DPD, as a Minor Rural Centre rather than a Group Village. The reference in part 1 of the Policy to the category of village should be changed.

Background

- 13.3 The character of the village derives largely from the establishment of Papworth Hospital in the grounds of Papworth Hall, to treat patients with tuberculosis. The Papworth Village Settlement built houses in the village for recuperating patients and their families. Industries were established in the centre of the village adjacent to the Hospital, and an important concern of the village now is to deal with the needs of people with disabilities.
- 13.4 The village is undergoing substantial development, under the terms of the 1989 Structure Plan, to create a more balanced community. The industries in the centre of the village have been replaced by mixed development, a bypass has been built, and a business park is being developed.
- 13.5 Further major changes are in prospect with the planned relocation of the hospital to a site near Addenbrooke's Hospital in Cambridge.

The Hospital Site

- 13.6 The relocation of the Hospital will have a substantial impact on the village and it is this impact which the relevant parts of Policy SP/8 seek to address.
- 13.7 The Hospital employs 1300 people. These jobs would be lost to the village. 300 of the village's employed residents work at the Hospital, and half of these will not go to residential accommodation at the new Addenbrooke's site. The Hospital brings visitors to the village, and consequent trade for businesses such as taxi firms and shops in the recently built village centre. The Hospital helps to make Papworth Everard a relatively sustainable rural settlement. There will also be social effects from Hospital relocation.
- 13.8 Given the nature of the relationship between the Hospital and the village, we consider that the Policy is right to require the Hospital site to be marketed for healthcare use before other employment uses are considered. In addition to the factors set out above, those villagers directly employed by the Hospital have skill levels and particular types of skill which would not lend themselves to re-

employment in other uses, but would be suited to a replacement healthcare use. The Hospital is labour intensive compared with other employment uses. Patients use the village centre and its services. The services and facilities in the village have grown up partly in response to the scale and type of employment and visitors arising because of the Hospital.

- 13.9 The sequential approach set out in part 3 of Policy SP/8, placing healthcare uses first in the sequence, is the most appropriate approach and is based on sound evidence. There is flexibility in that B1 uses could be considered in the event that no healthcare use could be found through marketing. In this respect the test of effectiveness is met. Residential development should not form part of the sequence (except as envisaged in part 5 of the Policy – see below), because residential development elsewhere in Papworth Everard has taken place, and more is permitted. Replacing the Hospital with housing would give the village more of a dormitory character and render it less sustainable.
- 13.10 However, there may be advantages from the conversion of some existing Hospital buildings for residential use, for example where these buildings are important to the townscape and character of the Papworth Hall area. Part 5 of the Policy is intended to provide for such conversions, but greater clarity would be obtained if this part of the Policy emphasised that new residential development is not permitted. This is especially the case in the light of the apparent relaxation of restrictions on development contained in part 1 of the Policy.
- 13.11 However part 3 of the Policy fails the test of justification in requiring such a long period of marketing for healthcare uses, from mid 2006 until no earlier than one year before final closure of the Hospital. Present proposals are for the new Hospital on the Addenbrooke's site to be operational in 2013. This gives a considerable amount of time for marketing. Informal marketing has been carried out, in effect, and the market is fairly well defined. In these circumstances the marketing period specified in the Policy should end no earlier than 2 years before final closure. This would give a longer period for other employment uses to be found, in the event that no healthcare user(s) took over the site, and would reduce the risk of a lengthy period during which the site was unused awaiting new users.
- 13.12 It follows from our conclusion above concerning the sequential approach to the marketing of the site that we do not consider that the site should be added to the list of employment allocations in Policy SP/10.
- 13.13 The Hospital site would be likely to benefit from the preparation of a development brief. This is not clear from the wording of this section of the DPD, which appears only to require a Supplementary

Planning Document for the Papworth Everard West Central land. Corresponding changes to Policy SP/8 and paragraph 2.22 would be needed.

Papworth Everard West Central

13.14 This site is located adjacent to the village centre, which now benefits from the traffic calming effects of the bypass. In view of this, and the characteristics and future of the village outlined above, it is desirable for the Policy to continue to refer to community uses and employment as parts of the proposed mixed use development, and to avoid giving the impression that this will be largely a housing scheme. Part 6 of the Policy, and paragraph 2.21, are appropriate and contain flexibility in their references to several uses.

13.15 Finally, a minor error in the monitoring table should be corrected.

Action Needed to Achieve Soundness

The following changes are required to make the document sound:

- (a) Delete from part 1 of Policy SP/8 the words "Group Village" and replace with "Minor Rural Centre"**
- (b) Add at the beginning of the first sentence of part 5 of Policy SP/8 the words "New housing".**
- (c) In part 3 of Policy SP/8 replace the words "12 months" with "2 years".**
- (d) Reword Part 8 of Policy SP/8 to say that "Further guidance for both sites 1 and 2 will be detailed in Supplementary Planning Documents".**
- (e) Replace paragraph 2.22 with "A development brief Supplementary Planning Document will be required for the Papworth Everard West Central site, and one is likely to be required for the Papworth Hospital site. Both documents will be subject to public participation."**
- (f) Change the Policy reference in the SSLO 8 targets column of Table 1 (the monitoring table) from SP/11 to SP/8.**

14.0 Policy SP/9 Fen Drayton Former Land Settlement Association Estate

14.1 The approach taken in this Policy, allowing, in defined circumstances, experimental forms of sustainable living in an area where an inter-war experiment in sustainable living was attempted, is the result of a recommendation made by the previous Local Plan Inspector. In view of the national and local policy support for

sustainable development, the Policy should be given the opportunity of achieving its objectives. It would be difficult to return the area to 'traditional' countryside, given the amount of development and other changes to the area resulting from the land settlement scheme. Nevertheless, as the land is largely open, and outside the village framework, changes of use and redevelopment should be controlled as the Policy proposes.

- 14.2 Policy SP/9 is an appropriate response to the situation which obtains in the area the subject of the Policy.

EMPLOYMENT ALLOCATIONS

15.0 Policy SP/10 Allocations for Class B1 Employment Uses And Policy SP/11 Allocations for Class B1 and B2 Employment Uses

- 15.1 These two policies carry forward employment allocations to complete the strategy set out in the Local Plan 2004, where there is a realistic prospect of their coming forward in the current plan period. They offer opportunities to provide local employment, contributing to reducing commuting into Cambridge and redressing the balance in places within the district which are otherwise predominantly dormitory areas. We see no reason, on the basis of soundness, to make any amendments in respect of these allocations, except to update details, bearing in mind that the document was submitted over 4 years ago, as we recommend below. There is no need to add references to sites which are the subject of planning permission, such as at Gamlingay, or are covered by masterplans (such as with Cambourne), or are the subject of specific policies elsewhere in this document.
- 15.2 Part of the evidence base for this examination is an Employment Land Review (RD/Emp/50), commissioned by South Cambridgeshire District and Cambridge City Councils. This was carried out by expert consultants, informed by good practice guidance published by the government and by EEDA. The review process was to determine the necessary quantity, and the location of employment land and premises required to meet the needs of local business and inward investment over the period 2009 - 2026, also seeking to provide a diversity of employment sites to meet business needs. In terms of the current plan period running to 2016 there is sufficient employment land in the district to meet requirements.
- 15.3 In the light of this evidence, we are satisfied that these policies are sound, providing sufficient sites for employment development when taken with the strategic employment sites set out in the Core

Strategy DPD, policy ST/8, and there is no basis for allocating additional sites in this round of LDF document preparation. Evidence in relation to individual sites suggested to us does not outweigh the conclusions of the study. The site at Highgate Farm, Willingham is an example.

- 15.4 In addition there will be windfall sites coming forward in the development management process, utilising central government guidance and the policies of the Development Control Policies DPD. A number of the sites the subject of representations come in this category whereby their suitability for development should be tested through the planning application process in the light of the policies and all material considerations. An example is adjacent to Weston Colville Hall, Weston Colville where a group of agricultural buildings are detached from the village.
- 15.5 A number of the sites put before us are in the Green Belt. There is no general policy remit to review Green Belt boundaries - only the review in specific locations on the edge of Cambridge provided for by Structure Plan Policy P9/2c. The evidence on behalf of representors seeking additional employment sites does not persuade us that there are any exceptional circumstances which would justify altering Green Belt boundaries in individual cases concerned. The site between the A14 and Milton is an example where there is no justification for taking the land out of the Green Belt and including it in the Development Framework and allocating it for employment.
- 15.6 There are, however, two points of unsoundness under the test of effectiveness. These are minor matters, but should nevertheless be addressed. Firstly, the heading of policy SP/11 refers to "Allocations for Class B1 and B2 Employment Uses", whilst the policy wording itself also includes class B8. The heading should be corrected to reflect the terms of policy. Secondly, the meaning of paragraph 3.1 of the reasoned justification, which covers these two policies, is not entirely clear. We provide a revised text below.

Action Needed to Achieve Soundness

The following changes are required to make the document sound:

(a) Amend policies SP/10 and SP/11 as follows:

POLICY SP/10 Allocations for Class B1 Employment Uses

1. The following sites are allocated for employment development for uses within Class B1 of the Town and Country Planning (Use Classes Amendment) Order 2005 (Offices; Research and Development; and Light Industry):

South Cambridgeshire
Site Specific Policies Development Plan Document
Inspectors' Report on the Examination

Site	Total Site Size	Area with Planning Permission Unimplemented at March 2005 2009	Residue of Allocation at March 2005 2009
a. Longstanton: N of Hattons Road up to the proposed bypass	3.0 6.7 ha	3.0 6.7 ha	-
b. Pampisford: West of Eastern Counties Leather, London Road (residue)	2.3 1.9 ha	0.9 ha	1.35 1.0 ha
c. The former Bayer CropScience site at Hauxton as part of a mixed-use redevelopment.	Total site size to be specified following the preparation of a Masterplan or Development Brief.	-	-

- a. Longstanton, Hattons Road: Site is allocated for 12,500m² of gross internal floor area of Research & Development use. ~~Development of the site will be dependent upon the provision of a development related bypass secured through a legal agreement. The agreement ensures that no floor area will be occupied before the bypass, including all necessary junctions and road links to the existing road network are complete.~~

POLICY SP/11 Allocations for Class B1, B2 **and B8** Employment Uses

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

South Cambridgeshire
Site Specific Policies Development Plan Document
Inspectors' Report on the Examination

Site	Total Site Size	Area with Planning Permission Unimplemented at March 2005 2009	Residue of Allocation at March 2005 2009
a. Gamlingay: South of Station Road	3.9 ha	3.9 ha	-
b a. Over: Norman Way (residue)	1.09 ha 1.7 ha	1.09 ha 1.7 ha	-
e b. Papworth Everard: Ermine Street South (residue)	6.55 ha 2.5 ha	6.55 ha 2.5 ha	-

- a. Over, Norman Way: No additional access will be allowed from Longstanton Road, and development of the site will therefore be dependent on an extension to the existing service road being achieved.
- b. Papworth Everard, Ermine Street South: A landscape and screening buffer between the commercial use and residential development will be required. Also a 10 metre wide strip of landscaping will need to be carried out round the southern and eastern boundaries in advance of the development.

- (b) **Amend monitoring indicators SSLO3 & SSLO4 as follows:**
"Target: No specific targets; development that comes forward on the sites to be compatible with the specific requirements of the sites and to be compatible with the aim of ensuring sufficient provision of a range of suitable employment land, to respond to the Cambridgeshire Structure Plan 2003 guidelines."
- (c) **Amend monitoring indicator SSLO4 to reflect the name change to Policy SP/11 (with the addition of B8).**
- (d) **Replace the existing text of paragraph 3.1 with the following:**
"These two policies carry forward employment allocations to complete the strategy set out in the Local Plan 2004, where there is a realistic prospect of their coming forward in the current plan period. They offer opportunities to provide local employment, contributing to reducing commuting into Cambridge"

and redressing the balance in places within the district which are otherwise predominantly dormitory areas."

ALLOCATIONS FOR SERVICES AND FACILITIES

16.0 Policy SP/12 Gamlingay

- 16.1 The allocation of land for a new graveyard at Gamlingay is wrongly described as a site west of the church. The land is in fact east of the church.
- 16.2 The provision of a well designed and laid out modern graveyard would preserve the character of the conservation area and would not harm the setting of The Emplins, a listed building. It is not unusual to find graveyards adjacent to village conservation areas, and in this case the visual connection between the nearby church and other historic buildings, and a graveyard on the site, would constitute a very satisfactory new element on the edge of the conservation area. Parking and any other necessary facilities could be located away from The Emplins, and hard surfacing of the grasscrete variety could be provided where needed. The new use would be an open use which would not spoil views out of, or into, the conservation area.
- 16.3 Most other objections to the allocation do not carry material weight. There are 2 access possibilities and occasional visits by funeral parties and other visitors would not in our opinion cause harm to the amenities of the occupants of nearby dwellings. However, there is one very substantial objection to the allocation. On the basis of present knowledge, the site has high archaeological potential, and important remains have been found in the vicinity. There may well be remains here which should be preserved *in situ*. No trial excavations have been carried out on site to show that such remains are absent, or that a graveyard could be developed in such a way that remains would not be harmed.
- 16.4 The existing cemetery can accommodate burials for a few years, giving time for an archaeological investigation. In the light of present evidence, the degree of need for the graveyard does not outweigh the harm to archaeological remains which this use would be likely to cause. The allocation should not be made and the corresponding Policy, reasoned justification and Site Specific Monitoring Indicator (SSLO9) should be deleted.

Action Needed to Achieve Soundness

The following changes are required to make the document sound:

Delete the sub-heading "Community Facilities", Policy SP/12, its reasoned justification, the allocation, and the corresponding Site Specific Monitoring Indicator (SSLO9).

17.0 Policy SP/13

- 17.1 The allocation of the NIAB extra site for housing supersedes Policy SP/13, which should be deleted, along with its supporting text.

Action Needed to Achieve Soundness

The following change is required to make the document sound:

Delete Policy SP/13, its reasoned justification, and the associated sub-heading.

18.0 Policy SP/14

- 18.1 The one DPD proposal under this policy requiring specific comment is dealt with at paragraph 30.18 below.

Allocations Not Made in the Submitted DPD

- 18.2 Barton Road South is a large (32 hectare) area of open countryside in the Green Belt west of Cambridge, overlooked from the nearby Grantchester Road. Although development for sports use would not be inappropriate in principle, such an extensive grouping of pitches and ancillary features in this location would be harmful to the rural character and visual amenities of the Green Belt, and to the setting of the City. There is also poor public transport along Barton Road, and this location outside the City is not well situated for users walking to facilities. An allocation would not be very sustainable, bearing in mind the size of the scheme. The 1999 assessment of open space in Cambridge identified no apparent overall shortage in the number of pitches available to meet local demand. There are clubs seeking facilities on this site, but these considerations of need and demand are outweighed by the harm which would arise from allocation.
- 18.3 A sport village and community stadium, near Milton, would be inappropriate because the site is a substantial open area outside any settlement and is located in the Green Belt. The need for, and benefits of, development do not amount to the exceptional circumstances necessary to justify the removal of the land from the Green Belt. An allocation within the Green Belt would lead to development of a scale inappropriate in the Green Belt.
- 18.4 There are some errors in this section of the DPD which the Council agrees should be rectified.

Action Needed to Achieve Soundness

The following changes are required to make the document sound:

- (a) Delete from Policy SP/14 1e the word "west" and replace with "east".**
- (b) Delete from Policy SP/14 3g the word "Histon" and replace with "Impington".**
- (c) Change the Policy reference in the SSLO 10 targets column of Table 1 (the monitoring table) from SP/7 to SP/14.**

19.0 Policy SP/15

- 19.1 The area covered by the AAP for the new town of Northstowe has been extended to include some of the area between Longstanton St Michaels and Northstowe. This will allow the green separation between the village and the new town to be planned comprehensively, to provide suitable open uses for the new town of Northstowe, together with access for residents to open land.
- 19.2 The extension leaves a significant part of the area between Longstanton St Michaels and Northstowe outside the AAP boundary and covered by Proposals Map Inset No. 73, and within the Longstanton conservation area. The open land in the conservation area is of value for visual, historical and archaeological reasons. Land in the village inset has an interlocking physical relationship with land in the AAP, and in several instances adjoins the built-up area of the village. It is likely that features of importance to the conservation area would be protected by conservation policies. Nevertheless, in the situation described, the Site Specific Policies DPD should allow for green separation, and the characteristics of importance should be identified so as to make clear, as planning for Northstowe progresses, what needs to be protected.
- 19.3 Policy SP/15 in the Site Specific Policies DPD provides the basis for achieving the above objectives but requires amendment. The reference to conservation areas residing in particular villages should be deleted. The reference is obscure in its expression and is inappropriate in the light of the extension of the AAP area. Satisfactory reference to the conservation area is found elsewhere in the Policy and its reasoned justification.
- 19.4 Not necessarily the whole of the area between the village and Northstowe will be included in green separation. The extent of green separation will depend on the Masterplan for the neighbouring parts of Northstowe. For this reason, in the present state of knowledge, the Policy should not attempt to define the

extent of green separation, nor itself be defined on the Proposals Map.

- 19.5 The open land within the conservation area is sensitive to changes which could be brought about by public access, so in this part of the green separation controls on access are desirable. Access could therefore be permitted where it would not cause harm.
- 19.6 The Council's report 'Northstowe – Green Separation' defines green separation as comprising open land where new building should not be permitted in order to maintain openness. Policy SP/15 goes significantly further in preventing open uses such as playing fields, allotments or cemeteries, which require few structures. This policy is substantially more restrictive than national and local Green Belt policy.
- 19.7 Village character is influenced to a large extent by factors internal to the village, and substantial views out are not generally obtainable from Longstanton St. Michael's. There is already a sports field adjacent to the conservation area. It seems to us that the green separation does not have to eschew open uses of the type listed in the preceding paragraph to fulfil its role separating the new town from the existing village in order to maintain village character. The open nature of the uses and their treatment in detail, with careful location of any ancillary features, should be sufficient for the purpose. Green separation is not merely a landscaping tool, but Policy SP/15 contains guidance on the landscape character of the conservation area. There is insufficient justification for the very harsh land use restrictions imposed by Policy SP/15, and it (together with the corresponding monitoring indicator SSLO 11) fails this test.
- 19.8 At present there is no certainty that any agency would take over the management of the green separation. Allowing a wider range of open uses in the green separation has the advantage of offering opportunities of positive control of the land, by those responsible for the particular use, to keep it in good heart. Relying on agricultural or related uses offers less certainty of positive management of the land. This is an important consideration for land on the fringe of a new town.
- 19.9 Careful location and design of open uses in the conservation area part of the green separation will enable the best use to be made of this land, within the protection afforded to important features by Policy SP/15 in an amended form.
- 19.10 The majority of the reasoned justification of the Policy is superfluous: it relates to a much wider area than that covered even by the submitted Policy, and a reduced Policy area would require relatively little explanatory material.

19.11 Some of the Inset Maps around Northstowe will require amendment to reflect changes arising from the adoption of the Northstowe AAP. This is a matter for the Council, but in particular the area of Inset Map No. 73 will need to be reduced.

Action Needed to Achieve Soundness

The following changes are required to make the document sound:

- (a) Replace Policy SP/15 as submitted with: “Areas of countryside within the conservation area at Longstanton will form part of the green separation between Longstanton and Northstowe. Public access to this area of countryside will be controlled to protect the conservation area. The area will contain only open land uses, such as playing fields, allotments and cemeteries, which will contribute towards effective separation between these communities. The open aspect of the fields affording views of All Saints Church will be maintained. Elsewhere the landscape character of a series of hedged paddocks, small copses and tree belts will be maintained and enhanced.”**
- (b) The reasoned justification to Policy SP/15 should be deleted and replaced with: “The green separation between Longstanton village and the new town of Northstowe is designed to ensure the maintenance of the village character of Longstanton. The land within the conservation area has itself a valuable character which should be preserved or enhanced. The predominant historic character of the open land comprises a series of paddocks with hedgerows and small copses, bounded by the tree lined bridleway of Long Lane. Historically this is an important area and includes fields which still demonstrate remnants of the early ridge and furrow field system. Long Lane is a long established right of way and its sylvan character is a key part of the setting of Longstanton.”**
- (c) In the target for Site Specific Monitoring Indicator SSLO 11, replace “not contain any urban uses” with “contain only open land uses”.**
- (d) The Council will need to delete from Proposals Map Inset No.73 the notation for green separation.**

20.0 SP/16 New Road Infrastructure

- 20.1 The Bypass for Papworth Everard has been constructed, and therefore reference to it should be deleted from the policy to achieve soundness under the test of effectiveness. Similarly, the Longstanton Bypass was opened in December 2008 and therefore the safeguarding of the route of the bypass is no longer required. Policy SP/16 and paragraphs 6.1 and 6.2 should therefore be deleted, and consequently the sub-heading "roads".
- 20.2 No convincing evidence has been brought before us to show that there is a possible need for a new Motorway Service Area. With particular reference to the representation about the roads required to give access to Northstowe from the A14, the Northstowe AAP provides all the policy framework necessary, and the routes for the access roads remain a matter for the masterplanning process.

Action Needed to Achieve Soundness

The following changes are required to make the document sound:

- (a) **Delete Policy SP/16 and paragraphs 6.1 and 6.2, and the sub-heading 'Roads' above the policy.**

21.0 SP/17 Rapid Transit

21.1 No evidence has been brought before us to show that Policy SP/17 is unsound. The Cambridgeshire Guided Busway (the text of Policy SP/17 and paragraph 6.3 should be changed to reflect this change of title from "Rapid Transit System", with consequential changes elsewhere, and the Council will need to amend the Proposals Map key) is under construction, so that a reference to any other form of transit system would not be appropriate. As to the CamToo Project, see our conclusions under policy SP/18.

Action Needed to Achieve Soundness

The following changes are required to make the document sound:

- (a) **Rename Policy SP/17 to "Cambridgeshire Guided Busway" and in item 1 of the policy delete "Rapid Transit System (RTS)" and replace it with "Cambridgeshire Guided Busway (CGB)". Replace references to "RTS" in the policy with "CGB".**
- (b) **Amend paragraph 6.3 as follows:**

Structure Plan Policy P8/10 and the Local Transport Plan propose the re-use of the Cambridge – St Ives line as part of a guided bus Rapid transit System (~~RTS~~) linking Trumpington to Addenbrooke's, Cambridge City Centre, Chesterton Interchange, Histon, Oakington, the new town of Northstowe, Swavesey, and St Ives, with on-road

links to Godmanchester and Huntingdon. **This is now called the Cambridgeshire Guided Busway (CGB)**. An RTS **guided busway** of this kind would be a key element in planning for sustainable growth in the Cambridge Sub-Region.

22.0 SP/18 Rail Infrastructure

- 22.1 As a result of a change in approach at Chesterton Sidings (Cambridge Northern Fringe East), such that it can no longer be relied on to provide residential development, Policy SP/18 needs to be changed. The Council has provided the text of the necessary changes, as set out in our recommendation below, which has been the subject of consultation.
- 22.2 Proposals for the CamToo Project lie almost entirely within the Cambridge City area. No full social, environmental and economic appraisal has been carried out, which would be part of the essential evidence base necessary to include the project in a DPD.

Action Needed to Achieve Soundness

The following changes are required to make the document sound:

- (a) **Revise Policies SP/18 and supporting text in Chapter 6 as follows:**

RAIL

POLICY SP/18 Rail Infrastructure

- 1 Land at Chesterton Sidings is safeguarded for the development of a railway station and interchange facility.**
- 2. The Council will use its powers under Section 106 of the Town and Country Planning Act 1990 to secure financial contributions at an appropriate level towards the development of the railway station and interchange facility.**
- 6.5a Structure Plan 'saved' policy P8/10 and the Local Transport Plan propose the development of a rail station and interchange facility at Chesterton Sidings to provide a high quality interchange between all modes, including with the Cambridgeshire Guided Busway Rapid Transit. This forms part of a wider redevelopment area with land in Cambridge City. Planning obligation contributions towards the cost of the railway station and interchange will be sought at a level proportional to the benefit of the mitigation of road traffic for developments which would be served by a new railway station at Chesterton Sidings.**

6.5b Not all the land at Chesterton Sidings will be required for the railway station and public transport interchange. Some of the remaining land will be used by Network Rail for train stabling and at least until the completion of the planned upgrade to the A14 trunk road for the delivery of aggregates and the manufacture of coated roadstone. Even with these uses present at the Sidings there will be land to the rear of the Cambridge Business Park available for redevelopment in the short term.

6.5c Chesterton Sidings forms part of a larger area of land with development potential which includes land north of Cowley Road within Cambridge City. The redevelopment potential of this and other land has been investigated on a number of occasions but found to be unviable or undeliverable. Now that the future of much of Chesterton Sidings has been determined by Network Rail's decision to retain land for train stabling a new planning framework for the development of this area will be required. This will be produced jointly with Cambridge City Council and Cambridgeshire County Council, and agreed through the Joint Section 29 Committee. Central to the policy will remain a multimodal transport interchange.

6.5d Chesterton Sidings includes an area of Jersey Cudweed. This is a protected species under Schedule 8 of the Wildlife and Countryside Act. Development will need to incorporate measures for protecting this species.

23.0 Policy SP/19 Rail Freight

23.1 The inclusion of Chesterton Junction in this policy was a drafting error, incorrectly carried forward from an earlier plan. It thus is unsound on the basis of the test of justification, and should be deleted. This deletion is not significant in terms of the Sustainability Appraisal.

Action Needed to Achieve Soundness

The following change is required to make the document sound:

delete "Chesterton Junction," from the list of rail freight facilities in Policy SP/19.

24.0 SP/20 Cambridge Airport

24.1 No evidence has been brought before us to show that Policy SP/20 is unsound.

25.0 Phasing and Delivery, and Monitoring

- 25.1 This plan includes important sites for the delivery of the District's contribution towards sub-regional housing provision. The sections on phasing, delivery and monitoring are necessary for that reason alone, but need to be updated to meet the test of effectiveness. Paragraph 7.6 is out of date and should be deleted. The housing trajectories need to be brought up to date and must reflect both the decisions to allocate further land made elsewhere in this report and the non-availability of land at Chesterton Sidings.
- 25.2 Policy SP/21 repeats the corresponding Policy in the Core Strategy and should be deleted in the interests of a concise document. For similar reasons, the Council has itself suggested a substantial redrafting of the chapter on monitoring, as set out below.
- 25.3 There are inaccuracies in Table 1, as referred to in the preceding sections of this report, and these need to be corrected. There should also be additions and deletions to reflect our decisions above.

Action Needed to Achieve Soundness

The following changes are required to make the document sound:

- (a) delete paragraph 7.6.**
- (b) replace the housing trajectories on pages 40-42 as submitted with the trajectory in Annex D below.**
- (c) replace Table 1 as submitted with the Table 1 in Annex E below.**
- (d) delete Policy SP/21, its sub-heading PLAN MONITOR MANAGE, and paragraphs 8.1-8.6, and replace with a section sub-headed "Monitoring" and worded as follows:**

"Monitoring provides information on the performance of policy, the delivery of development and impacts on the environment. Monitoring will help the local planning authority assess whether its plans remain sound or whether adjustments need to be made to continue to meet plan objectives. The presence of clear mechanisms for implementation and monitoring forms part of the test of soundness (effective) of the Local Development Framework. The Core Strategy DPD includes a policy on Plan Monitor Manage (ST/11).

Monitoring Indicators

Every local planning authority has to produce an Annual Monitoring Report for submission to the Secretary of State. This forms part of the overall package of documents making up the Local Development Framework for each District.

A set of indicators has been developed specifically for monitoring the LDF, building on guidance in the ODPM publication Annual Monitoring Reports: A Good Practice Guide. The District-wide indicators for South Cambridgeshire are contained in the Core Strategy and Development Control Policies DPDs. For example, the Council will identify the number of houses completed annually in the District.

THE BOUNDARY OF THE GREEN BELT, DEVELOPMENT FRAMEWORKS, ETC.

26.0 Green Belt Boundaries

- 26.1 In our examination of this DPD, or of the South Cambridgeshire Core Strategy, we found no justification for a general review of Green Belt boundaries. A review of the Green Belt boundaries in the district was undertaken as part of the work for the South Cambridgeshire Local Plan 2004. The Cambridge and Peterborough Structure Plan 2003 identified locations where major growth is to take place on the edge of Cambridge. These locations have mostly been the subject of Area Action Plans. Outside of these locations there is no strategic justification for a further review and, as PPG2 makes clear, "once the general extent of the Green Belt has been approved, it should be altered only in exceptional circumstances." (paragraph 2.6) and "Where existing local plans are being revised and updated, existing Green Belt boundaries should not be changed unless alterations to the structure plan have been approved, or other exceptional circumstances exist, which necessitate such revision." (paragraph 2.7). Whilst this guidance has not been revised to take account of the new LDF system of plan making, its import remains clear.
- 26.2 Thus, for the most part we do not recommend sites being taken out of the Green Belt. Here we begin with a brief account, where comment is necessary or helpful, of sites which should remain in the Green Belt, as an indication of our approach. Where the representation also sought a residential allocation, we do not deal with that separately.

- 26.3 The rear garden of 76 Station Road, Foxton, has a line of garden features which are sufficient to divide the village framework from the Green Belt. The most appropriate way to deal with the situation at the rear of the next door house, No1 Royston Road, is to project the line of these garden features to the railway. Otherwise the village framework would remove a significant area of open land from the Green Belt, and the boundary would merely be the insubstantial fence dividing the land associated with these houses from the field behind. The difficulties of defining a boundary here do not provide the exceptional circumstances necessary to remove land from the Green Belt.
- 26.4 The Scotsdale Garden Centre at Great Shelford is a large garden centre in the Green Belt and outside the Development Framework in the submitted DPD. It is separated from the ribbon of houses on the A1301 by long rear gardens and by planting. Most of the site is occupied by open parking areas, outside storage, and grassed/landscaped areas. Most of the structures on the site are of the glasshouse type; others have one or more open sides. The scale and nature of development, and the effects on this commercial use of Green Belt restrictions, again do not constitute such exceptional circumstances as to warrant changing the Green Belt boundary. The submitted plan is also sound in its definition of the boundary of the Development Framework to exclude the site.
- 26.5 Black Horse Farm, Haslingfield is separated from the village by the perimeter road and is clearly situated in the countryside beyond the village. There is no justification for its removal from the Green Belt.
- 26.6 The Cambridge Farm Machinery site at Hauxton is sought for removal from the Green Belt on the basis that the company wishes to expand and relocate. Development of the site for housing, half of which would be affordable, would provide the company with the necessary finance. This does not amount to an exceptional circumstance warranting the removal of the site from the Green Belt. Furthermore, provision is made in the plan for housing development at Hauxton, and government policy, including emerging policy, does not justify the development proposed in a rural location where development pressure from Cambridge is so high. Similarly, the poor state of farm buildings at University Arms Farm, Hauxton, does not justify removal of the site from the Green Belt. The proposal, in association with a Registered Social Landlord, can be considered against policy in the Development Control Policies DPD in the normal course of development management.
- 26.7 Land at Milton, north of the A14, is narrow but fulfils the Green Belt purpose of separating Milton from the built-up area of Cambridge.
- 26.8 Land at Arcade Farm, Kettles Close, Oakington has development on 3 sides, and a watercourse on the fourth. It has the benefit of a

Certificate of Lawful Use or Development which details a workshop on the south western boundary of the site, with the remainder being for mixed use of agriculture, including open storage of agricultural machinery used on the associated farm and the open storage of contractor's machinery for use other than on the farm. The site remains largely open. Were it not for the development governed by the Certificate, this site would clearly be part of the countryside extending into the village: with the development on it, in our opinion it remains countryside related in character. There are no exceptional reasons for removing the site from the Green Belt.

- 26.9 The Green Belt is soundly delineated in the submitted DPD. The land included in the Green Belt fulfils Green Belt purposes and the Green Belt boundary follows readily recognisable features.

27.0 Development Frameworks

- 27.1 We deal here with sites which have been put forward with suggested changes to the Development Frameworks, where comment is helpful. Many of these representations also seek a residential allocation. We deal with the principal sites where a residential allocation is sought in section 30 below.
- 27.2 Land at Ivatt Street, Cottenham, is largely open. Although the backland in this part of the village contains some buildings and gardens, it too is predominantly open. This site should not be included in the village framework, which is here soundly drawn. The same is true of Histon Road, where the gaps and breaks in development in the vicinity of Close Drove provide a sound termination to the Development Framework.
- 27.3 On the southern fringe of Fulbourn is a row of houses south of Dogget Lane. The Development Framework is generally soundly drawn to exclude the majority of the long open rear gardens of these properties, using features within the gardens, such as changes in level which coincide with garden furnishings or vegetation. The one exception is No3 Dogget Lane. Here the framework cuts across the lawn and does not follow any distinguishing feature. A better boundary is represented by the tall evergreen hedge forming the southern limit of the area of gravel and garages south of the above lawn. In order to reflect the evidence (the test of justification), the Development Framework should be re-drawn.
- 27.4 Land at Clay Close Lane, Impington, is attractive and important to the character of the conservation area. Its openness is readily appreciated from the road, from which viewpoint it is also possible to see that the countryside penetrates south of the road to include the land. This site should not be allocated for housing development,

nor should it be excluded from the Green Belt and included in the village framework.

- 27.5 Similarly, the further expansion of Longstanton is not necessary to meet the housing requirement. Longstanton is no more than a group village, with the limited level of services which has led to its categorisation as such.
- 27.6 Although the new town of Northstowe is close to Longstanton, the 2 are separated by a valuable area of open land, which we discuss above. The Development Framework of Longstanton should not be extended into this separating area. There is, nevertheless, a revision to the Development Framework necessitated by its inaccurate depiction around the Badger's Holt caravan park.
- 27.7 On the other side of the village the framework has been drawn inappropriately in some respects, and does not meet the soundness test of justification. Certain areas of committed development will extend beyond the boundary as submitted, and this situation should be rectified by extending the framework. Conversely, the village framework is accurately drawn between Longstanton All Saints and Longstanton St Michael. There is a clear break in the built-up area here, with few houses, in open surroundings, and buildings of an agricultural nature.
- 27.8 Finally, as far as Longstanton is concerned, the southernmost house, St Michael's Mount, is inappropriately included in the framework, as it is set in large grounds and somewhat separated from the houses to the north.
- 27.9 Land at New Road, on the south eastern edge of Melbourn, is a long fairly narrow unused grass field, not associated with any agricultural holding. It has village housing development along its north western boundary, and a bungalow on the road frontage adjoining the built up area of the village. The rear boundary of the site abuts housing development where the village extends by about a plot depth further to the south east than the frontage development on New Road. Next to the site to the south east is a recent development of a small group of houses which have gained permission under the affordable housing exceptions policy. There is no justification for additional housing allocations in this Minor Rural Centre, and the Development Framework boundary has been drawn in accordance with Policy DP/7 of the Development Control Policies DPD.
- 27.10 At the Anglia Ruskin University site at Landbeach Road, Milton, the Development Framework is soundly drawn to exclude those areas which contain open land, parking, and buildings and other features of an agricultural character.

- 27.11 There is a parcel of land at West Wratting, next to the Vicarage, The Causeway, where the Development Framework has been drawn arbitrarily: a more suitable boundary would be to project the line at the rear of the Vicarage, across what appears to be former garden land to meet the existing boundary where it continues in a south-westerly direction to the High Street.
- 27.12 Land at Whittlesford Bridge, just north of the bypass, is open, and forms a continuation of the large open area to the west. The site east of Moorfield Road, included in the Development Framework by the Inspector who considered objections to the South Cambridgeshire Local Plan, has housing on 3 sides as well as the bypass to the south. This is not true of land west of Moorfield Road, which land should not be included in the Development Framework.
- 27.13 Land at Highgate Farm, Willingham, where various agricultural buildings have been converted to employment use, remains more associated with the countryside, and should not be included in the Development Framework with the possibility for further development which that would bring.
- 27.14 At The Woodyard, Wimpole, a housing development was under construction at the time of our site visit. The new dwellings will contribute towards meeting the housing requirement, but the small size of the development, and its low density, mean that it should not be included within the Development Framework for Wimpole.

The Council should make the following changes to the proposals map are required to make the document sound:

- a) Redraw the Development Framework at 3 Dogget Lane, Fulbourn, to follow the tall evergreen hedge forming the southern limit of the area of gravel and garages south of the house.**
- b) Redraw the Development Framework on the western side of Longstanton to include all of the committed residential development, coloured dark grey on plan 7/2339 submitted with examination statement SSPMM7 – 2339, and to include the business park area also coloured dark grey on the same plan, but not including the light grey landscaping area of the business park; and to follow the edge of the road as built on the approach to the central roundabout north of the business park, as shown on plan 7/2339. Consequent on these actions, the figure of 1.93 ha for the land north of Hatton's Road, Longstanton in line 1c of Policy SP/14 should be changed to 2.65 ha, and the figure of 6.3 ha for land north of Hatton's**

Road, Longstanton in line 1a of Policy SP/10 should be changed to 6.7 ha.

c) Exclude St Michael's Mount from the Development Framework for Longstanton.

d) Redraw the Development Framework around Badger's Holt caravan park, Longstanton, to follow the line depicted in Appendix 6 to the Council's statement Longstanton – 1251.

e) Redraw the Development Framework at West Wratting to project the line at the rear of the Vicarage, in The Causeway, to meet the existing boundary where it continues in a south-westerly direction to the High Street.

28.0 Protected Village Amenity Areas

28.1 On the whole these are soundly identified to protect land within village frameworks which is important to the amenity and character of villages. We comment below on those which do not meet the tests of soundness though justification and effectiveness.

28.2 Land in a garden near Back Lane, Barrington, is very difficult to see from Back Lane, the only possible public viewpoint. Consequently the land is not important to the public amenity and character of this part of the village, and is inappropriately designated as part of a PVAA.

28.3 As St Michael's Mount should be excluded from the village Development Framework for Longstanton, its designation as a PVAA is inappropriate: PVAAs are not intended to include land outside villages.

28.4 The western part of the PVAA land east of Station Road, Over, is covered in thick scrub. It does not contribute to the amenity and character of this part of the village, in contrast to the eastern part of the PVAA. Similarly, the car park to the public house at Boxworth does not enhance the amenity or character of the village. In contrast the private garden area nearby, opposite the village green, does.

Action Needed to Achieve Soundness

The following changes are required to make the document sound:

Delete the PVAA notation from the western part of the PVAA near the church in Over as defined in the submitted DPD, from the area north of the road adjacent to the public house at Boxworth; from that part of the PVAA at Back Lane, Barrington,

identified in representation 12361; and from St Michael's Mount, Longstanton.

29.0 Important Countryside Frontages

- 29.1 Again, these frontages are soundly identified in accordance with Policy CH/7 of the Development Control Policies DPD, with minor exceptions. Land north of Church Lane, Arrington, is backed by a hard surfaced area and the outbuildings of a house to the east. Also, on the west side of Woodside, Longstanton, and continuing around the corner into School Lane, the ugly barn and the 2 houses to the north do not constitute a strong countryside character. Because of the character of the land to their rear, these sections of frontage should not be identified as important countryside frontages, even though they are not part of the villages' built-up areas and Development Frameworks.
- 29.2 Conversely, the land at Longstanton on the eastern side of Woodside and the southern side of Rampton Road has a strong countryside character and its frontages are worthy of their designation as Important Countryside Frontages.
- 29.3 Other sites put forward as Important Countryside Frontages by objectors have been excluded from designation appropriately, and should not be added to those in the submitted DPD.

Action Needed to Achieve Soundness

The following changes are required to make the document sound:

Delete the Important Countryside Frontage notation from the frontage of the site identified in representation 14384 (land north of Church Lane, Arrington), and from the west side of Woodside and the adjacent part of School Lane, Longstanton.

30.0 Omission Sites that have not been Allocated

- 30.1 We have had regard to all those representations which seek to change the plan through the allocation of omission sites. However, our conclusions do not lend support to the allocation of additional sites in rural areas. As the Council's work on meeting our identified housing shortfall demonstrates, more sustainable sites are available to meet the need, which conform to the Core Strategy hierarchy.
- 30.2 There are, however, edge of Cambridge omission sites which must be considered before the rural sites are assessed.

Barton Road North, Cambridge

- 30.3 The quality of the view of the historic centre of Cambridge from the M11 and other locations west of Cambridge is of quite a different order from that seen from the A14 (see 11.34 above). There is a large area of open land west of the City, between it and the motorway. This open land approaches close to the City Centre. There is little development to be seen in this extensive foreground landscape, and several historic features are clearly seen beyond the countryside. Even the reduced area for development, promoted since the representations were made on the submitted DPD, would impinge on this view, sometimes directly in front of historic features, and would spoil the setting of the city. It is not only the motorway traveller who benefits from these striking views of the historic centre. The footpath from Barton Road to the M11 overbridge provides views, and so does higher land west of the motorway. In our opinion a development of about 400 dwellings (in South Cambridgeshire), and other buildings, would not be hidden by virtue of its own design attributes, buildings outside the site, and vegetation.
- 30.4 In addition the Barton Road approach to Cambridge is important because it is undeveloped. New development could be set back and landscaped, but would be seen from the road and would spoil the approach which is another valuable element in the setting of the City.
- 30.5 The Structure Plan does not identify this area as one for the release of Green Belt land for development. It is not the case that there could therefore be no circumstances in which the site could be released, but, with reference to national policy, existing Green Belt boundaries should not be changed unless exceptional circumstances exist. In terms of national policy the site's allocation for housing would encroach on the countryside. Given the elongated shape of the land, it would also represent unrestricted sprawl of the urban area of Cambridge and would not help to retain the compact form of the City.
- 30.6 The ambition of the prospective developer is to construct a further 500 dwellings on adjacent land in the City. Even if this land in the City were not to be developed as part of a scheme including the South Cambridgeshire omission site, City land between the northern part of the site and the existing edge of the built-up area would be vulnerable to pressure for development.
- 30.7 There are therefore several ways in which allocation would offend against Green Belt purposes.

- 30.8 In coming to the above conclusions we have taken account of the planning permission for a bowls club building west of the land.
- 30.9 Barton Road North offers sustainability advantages in other ways. Residents in the adjoining ward of the City have a marked tendency to walk or cycle to destinations in the City. These are important modes in the City. Cycling would be an attractive option for residents in a development on the objection site. Walking would be less attractive given the minimum distance of about 2.5 km from the City Centre, although more attractive than from the Histon Road site considered above. However Barton Road is poorly served by bus services, and development would not guarantee that HQPT would be provided.
- 30.10 We give weight to the advantages for walking and cycling which this edge of Cambridge site would provide, including those advantages which this site has compared with the Histon Road site. A carbon neutral scheme is being put forward for the Barton Road North site. However the sustainability benefits of Barton Road are in our view clearly outweighed by the harm to the setting of the City and other Green Belt impacts discussed above.

Other Edge of Cambridge Sites

- 30.11 There is a large and complex area of mostly Green Belt land east of Chesterton Sidings. There is no Structure Plan proposal to release land from the Green Belt for development in this locality, as is the case in the north-west of Cambridge. This area accommodates many and varied urban fringe uses. Access to the area is difficult. Some of the land is at risk of flooding, and/or suffers from railway and industrial noise. The deletion of the Chesterton Sidings development proposal (submitted Policy SP/2 – see 6.1 above) removes a major argument in favour of considering the Fen Road area for allocation. There should be no allocation in this area.
- 30.12 A small site at the end of Fulbrook Road, Cambridge, is open land in the Green Belt and the development of this site would extend the City into the Green Belt. This is not an area identified in the Structure Plan for removal from the Green Belt in order to meet housing needs. Much of the site is in Flood Zone 2.

Rural Omission Sites

- 30.13 The selection of sites for allocation for development is intimately associated with the definition of village Development Frameworks. In the great majority of cases the frameworks are soundly defined in the submitted DPD. They follow clear physical features which include the built-up areas of villages. They rightly exclude largely open land, including large gardens on the edges of settlements; agricultural uses and buildings outside the main built-up parts of

villages; isolated ribbons of houses; and sporadic development. Below we comment on the few specific instances where comment is helpful.

- 30.14 Four sites for the extension of Cambourne² have been put forward, including two options for Bourn Airfield. All four were included in the Council's full comparative assessment in the search for the most suitable and sustainable sites to meet the housing shortfall which we had identified. Particular arguments in favour of further development at Cambourne include the contention that it is too small to become a thoroughly sustainable settlement, needs more housing to spur the further development of the village centre and provide High Quality Public Transport provision, and that the County Council now intend to site a new secondary school at Cambourne. We acknowledge the force of these arguments, but the outcome of the comparative assessment is clear: there are sufficient sites on the edge of Cambridge, which accord with the Core Strategy hierarchy, which perform better in the sustainability appraisal and which can reasonably be expected to be available for development without undue difficulties with infrastructure, ownerships, etc. In addition, we do see difficulties in integrating any extension of Cambourne with the existing layout, including providing satisfactory links to the retail and other facilities in the centre. In respect of the proposal for expansion to the north of the A428 we should be clear: in our view the difficulty of integrating any expansion of Cambourne across this major traffic route in a meaningful way makes this option untenable.
- 30.15 Sites in, or on the edges of, several other Rural Centres have been put forward for consideration as housing allocations. In the light of the amendments to the DPD which we make, there is no need for sites in villages, including the Rural Centres (except in the case of Powell's Garage allocation), to be allocated. The housing requirement can be made up by allocating sites further up the settlement hierarchy and on the Ida Darwin Hospital Major Developed Site in the Green Belt (see paragraph 11.3 et seq above).
- 30.16 At Fulbourn allocation of any of the omission sites would mean the unnecessary development of open land, most of it, including 2 of the large omission sites, in the Green Belt. There are also access difficulties for land at Station Road, including the effects of a roundabout and of increased traffic on the Conservation Area around the church. Although not in the Green Belt, land off

² There was a fifth site at Cambourne 'Land to the North of the A428 and East of the A1198' which was rejected by the Council in the first round of consideration and so did not reach the stage of full comparative assessment. We agree with that rejection.

Teversham Road forms part of the countryside setting of the village and of the Conservation Area which includes the Horse Pond.

- 30.17 Great Shelford sites also involve land outside the built-up area of the village and in the Green Belt. There are no exceptional circumstances justifying the alteration of the Green Belt boundary here, and no need to extend the village into the countryside.
- 30.18 The site at Clay Close Lane, Impington, is dealt with above (see paragraph 27.4). Land south of Manor Park, Histon, is correctly excluded from the Village Development Framework because it is a large open area outside the built-up area. It is accessible, overlooked, and used informally for recreation in an area of poor formal provision: the corresponding inclusion of this site in Policy SP/14 is sound. Housing development would potentially suffer from noise and odour from a neighbouring industrial use. Bearing in mind the lack of need for additional allocations for housing, the site should not be so allocated. Land north of the Holiday Inn is situated within a large area of Green Belt clearly outside the built-up areas of Impington and Cambridge.
- 30.19 Four sites at Sawston were looked at in the Council's first selection of sites for comparative assessment. These were all rejected in the first round of consideration and so did not reach the stage of full comparative assessment. We agree with that rejection. In respect of land at Mill Lane, there is controversy about whether the correct Flood Zone for the area is Zone 1 or Zone 2. From the evidence presented at the hearing, it would appear that the correct assessment might well be Zone 1, although that is not accepted by the Environment Agency. Irrespective of that, there is no need for an allocation here, on the basis that sites higher up the search hierarchy have been found.
- 30.20 Turning to consider omission sites in smaller villages, the Banner Homes site at Cottenham, including Site A, can be seen to fall outside the village. There is not such a need for housing as to justify the extension of this minor rural centre to include this site.
- 30.21 Land at Duxford has been identified by Huntsman Advanced Materials as being surplus to the company's requirements, and is being decommissioned and decontaminated. It is put forward for a residential led allocation. However, there is no justification for residential development in Duxford in accordance with the hierarchy set out in the Core Strategy, and there is no need for any additional residential allocations in view of the fact that the Council has now put before us sufficient sites which we have found sound. Furthermore, the site, which is currently developed at a relatively low density, with buildings occupying about 30% of it, is identified as an Established Employment Area in the Countryside in Policy ET/3 of the Development Control Policies DPD. There are also

objections relating to traffic generation and the presence of Hexcel Composites Ltd which is involved in the production and storage of hazardous substances. There is no justification for including this site within the Development Framework of Duxford and allocating a residential led development, and the community improvements which are suggested in the representation do not outweigh these considerations.

- 30.22 Linton, where a site is proposed for residential development south of A1307 Cambridge Road, is classified as a Minor Rural Centre in the Core Strategy. It is therefore not appropriate for additional residential development in accordance with the sequential search set out in the Core Strategy. Furthermore, there is no need for any additional residential allocations in view of the fact that the Council has now put before us sufficient sites which we have found sound. In addition, the site is within the Linton Special Policy Area (Policy CH/10 of the adopted Development Control Policies DPD) which does not permit the use of land for residential development. The fact that marketing the site for its present use has been unsuccessful does not outweigh these considerations.
- 30.23 In the normal course, the inclusion of about two thirds of the site at Meldreth Manor, Meldreth within the Development Framework, with only the indoor riding school and significant areas of open space being outside the framework, would probably not be subject to further consideration. However, the Manor has been the site of a residential school and college for pupils with disabilities run by SCOPE, which has now been closed or is about to be closed in furtherance of that charity's aim of developing new solutions for all its educational establishments. The desire to include the whole site within the framework and allocate it for residential development, with a capacity of perhaps 120+ dwellings, is founded on the need for funding these solutions. However, Meldreth is a 'Group Village' as defined in the Core Strategy and has a poor range of facilities and services. It is not an appropriate location for a housing allocation, and even if the Development Framework extended to enclose the whole site, policy limits development to groups of up to 8 dwellings and exceptionally 15 where this would make the best use of a previously developed site. The fact that the Manor is listed Grade 2 and part of the site falls within Meldreth Conservation Area adds to the considerations which any development proposal would have to address. We conclude that it would be inappropriate to allocate this site, since to do so would be in real conflict with established policies. The way forward for the charity is to address the problems and potential through the development management route, no doubt requiring exploration of development potential through pre-application discussions.
- 30.24 Fen End Nursery, on the north eastern edge of Over is developed for horticultural purposes and is properly identified by the Council

as being countryside uses and outside the village framework. The Council has now been able to identify an adequate provision of housing sites which follow the sequential approach of the Core Strategy.

- 30.25 The substantial Dixon International Group Ltd site is located in Pampisford, a very small settlement designated in the Core Strategy as no more than an infill village, the least sustainable category of settlement identified in the Core Strategy. The site is previously developed land but there is no need to allocate relatively unsustainable land. The centre of Sawston is about 1.8km from the site, not within convenient walking distance, and Sawston is only a Rural Centre, not comparable with Cambridge in the provision of services.
- 30.26 It would be inappropriate to allocate sites on the edge of Swavesey for housing, or to include them in the Development Framework. In particular, land fronting the south side of Taylors Lane and Hale Road is largely open and outside the built-up area of the village, despite the presence of a bungalow and a business on part of the land. North of Taylors Lane, the business use is separated from Nos 22 and 24 by an open break, and the 2 houses have large gardens. An open gap will remain even should a planning permission for a new dwelling (in exchange for a permitted large scale extension to No24) be implemented. The character of this area is, and will remain, that of largely open land, with only sporadic development, outside the built-up area of the village. None of these sites should be allocated for development, and the submitted plan's Development Framework is appropriately drawn.
- 30.27 A number of sites have been proposed at Weston Green with the aim of producing a strategy that will help the local community and help towards ensuring the longer term viability of West Wrattling Park Estate. Whilst the intentions behind these proposals are well understood and would carry benefits, these do not outweigh the conflict which would occur with the overall strategy in South Cambridgeshire.
- 30.28 Similarly, land at West Wrattling is not suitable for allocation since it would be in complete conflict with the South Cambridgeshire Core Strategy.
- 30.29 The Close, Whaddon is correctly identified as being outside the village framework. It is set back from the road and is part of the landscape of the countryside. The comparison with the extent of the framework at the western end of the village does not justify an allocation or an amendment to the framework boundary.

31.0 Other Matters

Chapter 1: Introduction

- 31.1 The first section of the DPD, is an introduction to the Local Development Framework as a whole. It is repeated in each of the DPDs submitted to the Secretary of State in January 2006. It is thus unnecessarily repetitious and contains dated material, and is therefore not effective. The Preface as written would fail the tests of soundness as it would conflict with national planning policy. It also needs to be consistent with the corresponding parts of other DPDs produced by South Cambridgeshire, in order to be effective.
- 31.2 The Council accepts that there is duplication between documents, but considers that there is a need for a short preface to each document and that the text of this should be up to date. A replacement text has been agreed with the Council which follows closely the changed text used in the DPDs already adopted. With these changes, as shown in Annex A, the introduction is sound.

Regulation 13(5)

- 31.3 Regulation 13(5) in the Town and Country Planning (Local Development) (England) Regulations 2004 states: "Where a DPD contains a policy that is intended to supersede another policy, it must state that fact and identify the superseded policy". In Annex A we set out a table which meets the requirements of this regulation. It should be inserted after Table 1: Site Specific Monitoring Indicators.

Glossary

- 31.4 During the examination of the DPD it became apparent that it would be desirable to expand the Glossary in the document. The Council has responded to our suggestion, and we recommend that the Glossary be amended as shown in Annex A.

Other updating

- 31.5 To be sound the DPD should be amended so that it does not have misleading references which have occurred due to the passage of time, as set out below.

Proposals Map

- 31.6 Changes will have to be made to the Proposals Map, consequent upon our decisions, as itemised in the preceding sections of this report. Additional changes suggested by the Council, to update the DPD, are listed in Annex G below.

Action Needed to Achieve Soundness

The following change is required to make the document sound:

(a) Change the text of the document in accordance with the text set out in Annex A.

(b) (i) Change the reference in paragraph 4.5 from 'Recreation Study 2004' to 'Recreation Study 2005'.

(ii) Amend the reference in paragraph 7.1 from 'at three stages of consultation' to 'through a number of stages of consultation'.

32.0 Overall Conclusions

32.1 We conclude that, with the changes we recommend, set out above and in the Annexes to this report, the Site Specific Policies DPD satisfies the requirements of s20(5) of the 2004 Act and the associated Regulations, is sound in terms of s20(5)(b) of the 2004 Act, and meets the tests of soundness in PPS12.

32.2 The Council should renumber sections, policies and paragraphs as necessary following the recommendations in this report.

Cliff Hughes
Terry Kemmann-Lane

INSPECTORS

ANNEX A: NEW TEXT FOR THE INTRODUCTION, REGULATION 13(5), GLOSSARY AND UPDATING

The following text replaces that of the Introduction of the submitted version of this DPD

1 INTRODUCTION TO THE SOUTH CAMBRIDGESHIRE LDF

WHAT IS A LOCAL DEVELOPMENT FRAMEWORK?

- 1.1 The Local Development Framework (LDF) for South Cambridgeshire will replace the existing Local Plan which was adopted in February 2004. It is being prepared under the new government legislation for development plans. The LDF comprises a number of Development Plan Documents (DPDs) that set out policies and proposals for the development and use of land in the district, the first DPDs cover the period to 2016. The LDF includes a vision for the future of South Cambridgeshire and objectives and targets, which developments must meet to secure that vision. Once adopted, planning applications and other decisions will be made in accordance with it.
- 1.2 The Local Development Framework:
- Takes account of national, regional and strategic planning policies;
 - Identifies sites for, and requirements of, major development;
 - Provides the framework of policies for assessing all planning applications;
 - Enables infrastructure and service providers to bring forward their services when needed by new development;
 - Enables the public to be fully involved in developing local policies and proposals.
- 1.3 The Local Development Framework forms part of the Development Plan for South Cambridgeshire. The Development Plan is made up of those plans which have been statutorily adopted and which cover the District. The composition of the current development plan is set out in the Council's Local Development Scheme. This document sets out the programme for the preparation of Development Plan Documents (DPDs) over a three year period.

- 1.4 The East of England Regional Spatial Strategy (generally referred to as the East of England Plan) was published in May 2008 and has replaced the majority of the policies included in the Cambridgeshire and Peterborough Structure Plan 2003 (generally referred to in this document as the Structure Plan). A small number of Structure Plan policies have been 'saved', under the transitional provisions of the Planning and Compulsory Purchase Act 2004, and will remain valid until superseded by the revised East of England Plan (to be determined by the Government). Whilst under the terms of the plan making system the LDF must be in general conformity with the East of England Plan, in the circumstances of the Cambridge area it is also appropriate and consistent for the LDF be consistent with the 'saved' policy requirements of the Structure Plan.

CONTEXT

- 1.5 South Cambridgeshire is located centrally in the East of England region at the crossroads of the M11 / A14 roads and with direct rail access to London and to Stansted Airport. It is a largely rural district which surrounds the city of Cambridge and comprises over 100 villages, none currently larger than 8,000 persons. It is surrounded by a ring of market towns just beyond its borders, which are generally 10 – 15 miles from Cambridge. Together, Cambridge, South Cambridgeshire and the Market Towns form the Cambridge Sub-Region. South Cambridgeshire has long been a fast growing district and in 2003 had a population of over 130,000 persons (bigger than Cambridge itself) and has become home to many of the clusters of high technology research and development in the Cambridge Sub-Region.
- 1.6 The regional context is set out in the East of England Plan which was published in May 2008. It aims to focus a higher proportion of Cambridgeshire's growth into the Cambridge Sub-Region and proposes a sequential approach to the planning of development, with much of the development concentrated into and on the edge of Cambridge (subject to a review of the Cambridge Green Belt), including development in South Cambridgeshire, and into a new town beyond the outer boundary of the Green Belt.
- 1.7 The LDF will enable the step change in growth required in the East of England Plan and Structure Plan, particularly in the rate of housing development. South Cambridgeshire will be experiencing an almost 40% increase in housing development between 1999 and 2016. In the past much of the housing development in the Cambridge area has been directed to the villages and towns beyond the city. Whilst there has been employment growth elsewhere, Cambridge has remained the dominant centre of employment. As demand has outstripped the supply of housing close to Cambridge, people have located further from Cambridge increasing commuter

flows through the District. Most of the new development in the District (on sites not yet committed) will in future take place on the edge of Cambridge and in the new town of Northstowe.

- 1.8 The national context is set out in Planning Policy Statements (the replacement to Planning Policy Guidance Notes), Circulars and other advice from Government. Whilst some of those national policies will require local interpretation, a great number do not. The Local Development Framework will not repeat that advice which must also be taken into account in determining planning applications.

COMMUNITY STRATEGY

- 1.9 The Local Development Framework will be a key mechanism for delivering the South Cambridgeshire Community Strategy. All local authorities are required by the Local Government Act 2000 to "prepare a community strategy for promoting the economic, environmental and social well-being of their areas and contributing to the achievement of sustainable development in the UK".
- 1.10 The Strategy is the result of a partnership between the District and County Councils, working with the health services, the police, parish councils, the business and voluntary sector. These groups have come together in the South Cambridgeshire Strategic Partnership to produce the Community Strategy. The Local Strategic Partnership will continue to develop a joint approach to the important issues, whenever possible, and will oversee the delivery of the Strategy. The Local Development Framework will be important in securing those parts of the Community Strategy which involve the development, or use of land and buildings.
- 1.11 The Council's second Community Strategy (Working Together for a Better South Cambridgeshire: Sustainable Community Strategy 2008-2011) was published in September 2008. The Community Strategy's vision is split into 4 objectives as set out below:
- **ACTIVE, HEALTHY AND INCLUSIVE COMMUNITIES** where residents can play a full part in community life, with a structure of thriving voluntary and community organisations.
 - **SAFE AND CLEAN COMMUNITIES** where residents do not feel vulnerable or isolated and need not fear crime or anti-social behaviour.
 - **BUILDING SUCCESSFUL NEW COMMUNITIES** where developments include affordable homes to meet local needs and form attractive places where people want to live, and which are supported by a full range of quality services and social networks.

- A SUSTAINABLE INFRASTRUCTURE AND ENVIRONMENT with good transport links and access to the countryside of the district, which is itself protected and improved, and with sustainable measures which minimise waste and tackle climate change.

1.12 The Community Strategy is reviewed regularly and includes actions for the following 3 year period which focus on meeting key aspects of the vision taking priority at the time and reflecting potential opportunities. Some of these will relate to district wide policies contained in the LDF, including issues such as affordable housing. Others will relate to the major developments in the district, which are addressed in planning terms in Area Action Plans, and which are a key priority for many of the stakeholders and service providers involved in the Local Strategic Partnership.

RELATIONSHIP WITH OTHER PLANS AND STRATEGIES

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

CORNERSTONE OF SUSTAINABILITY

1.14 The LDF aims to improve the overall quality of life for residents of South Cambridgeshire in a way which will also benefit future generations. Taking a sustainable approach to economic, social and environmental issues will be at the heart of the plan and will be closely related to the national strategy for sustainable development which has four objectives:

- Social progress which recognises the needs of everyone;
- Effective protection and enhancement of the environment;
- Prudent use of natural resources; and
- Maintenance of high and stable levels of economic growth and employment.

- 1.15 European Directive 2001/42/EC requires an 'Environmental Assessment' of plans and programmes prepared by public authorities that are likely to have a significant effect upon the environment. This process is commonly known as 'Strategic Environmental Assessment' (SEA), and covers relevant plans and programmes whose formal preparation begins after 21 July 2004. Among the documents to which this requirement will apply are land use plans that cover a wide area, such as the LDF.
- 1.16 The Planning and Compulsory Purchase Act 2004 requires a Sustainability Appraisal (SA) of all emerging Development Plan Documents. As the draft guidance explaining this requirement makes clear, SA and SEA are similar processes that involve a comparable series of steps. If there is a difference between them, it lies in the fact that SEA focuses on environmental effects whereas SA is concerned with the full range of environmental, social and economic matters.
- 1.17 A Sustainability Appraisal Scoping Report has been prepared, and been the subject of public participation. This highlights economic, social and environmental issues relevant to the area, and objectives to test the LDF against. A Sustainability Report, incorporating an 'Environmental Report' has been prepared to accompany each DPD.
- 1.18 A further requirement comes from the Habitats Directive (Council Directive 92/43/EEC) which requires Assessment of plans or projects affecting Natura 2000 sites. Natura 2000 is a Europe-wide network of sites of international importance for nature conservation. Ramsar sites support internationally important wetland habitats, and are also included in the Assessment in line with Government policy in PPS9. The DPD has been subject to a Screening Assessment which identifies the likely impacts of the DPD on a Natura 2000 site or Ramsar site, either alone or in combination with other projects or plans, and considers whether these impacts are likely to be significant. The sites assessed have been agreed with Natural England and include those within and outside the district where assessment is required because of their proximity to South Cambridgeshire and / or the nature of their conservation interest. The Assessment objectively concluded that the DPD is not likely to have any significant effects on any Natura 2000 or Ramsar sites. There is therefore no requirement to proceed to the next stage of an Appropriate Assessment.

COMMUNITY INVOLVEMENT

- 1.19 The Site Specific Policies DPD has been prepared following a programme of consultation and public participation. Consultation with the community on the future planning of South Cambridgeshire began at the end of 2001 with the publication of an Issues Report.

In April 2004 the Council carried out an initial consultation with statutory bodies, as required under the new system of plan making, to ensure that it was aware at an early stage of any programmes and plans that would affect the LDF. This was followed in October 2004 by consultation on Preferred Options, which gave people the opportunity to comment on how the local planning authority should approach the preparation of a particular development plan document. The Preferred Options Reports focused on key issues for the DPDs and issues where there were choices to be made on the policy direction. A Pre-Submission Draft of the DPD was published in June 2005 and was subject to a six-week long public participation period, allowing people to make representations to be considered by the Council.

- 1.20 The DPD was then submitted to the Secretary of State in January 2006, and made available for a further six-week consultation period. A number of representations were received that sought the inclusion of additional, alternative or amended site allocations; these are known as 'objection sites'. The 'objection sites' were subject to two six-week periods of public consultation in June-July 2006 and June-July 2007. All representations received were considered at an independent Examination, conducted by Inspectors appointed by the Secretary of State to consider the "soundness" of the plan.
- 1.21 Following Examination hearings, the Inspectors advised the Council in March 2008 that it had not identified sufficient land to meet its housing requirement of 20,000 new homes between 1999 and 2016. The Inspectors concluded that the Council must identify additional land for 2,200 dwellings for the Site Specific Policies DPD to be found to be 'sound'. The Council's preferred sites to make up the housing shortfall were subject to public consultation for six-weeks in October – December 2008 and additional Examination hearings were held in May and July 2009. The independent Inspectors subsequently produced a report, which was binding on the Council. Further information on the plan preparation process can be found on the Council's website:
www.scambs.gov.uk.
- 1.22 A Glossary of Technical and Other Terms is to be found at the back of this document.
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This table to be inserted after Table 1: Site Specific Monitoring Indicators.

Table 2: Superseded Policies

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

Site Specific Policy	Local Plan Policy to be superseded
Policy SP/1 – Cambridge Northern Fringe West (Orchard Park)	Policy HG2 – Cambridge Northern Fringe Policy CNF1 – CNF West (Arbury Camp)
Policy SP/1a – North West Cambridge Huntingdon Road to Histon Road	No saved policies
Policy SP/3- Cambourne	No saved policies
Policy SP/4 – Cambourne Approved Masterplan and Design Guide	Policy CAMBOURNE 2 – The Design Guide Policy SE7 – New Settlement of Cambourne
Policy SP/5- Cambourne School Lane Special Policy Area	No saved policies
Policy SP/6 Impington – North of Impington Lane Policy SP/6a Housing Allocation – Powell's Garage, Woolards Lane, Great Shelford	Policy IMPINGTON 1 Allocation for residential development Policy HG3 Allocations in Rural Growth Settlements Policy HG4 Allocations in Limited Rural Growth Settlements Policy HG5

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Site Specific Policy	Local Plan Policy to be superseded
	<p>Allocations in Group Villages</p> <p>Policy MELBOURN 3A& 3B Allocation for residential development</p> <p>Policy WATERBEACH 1 Allocation for residential development</p> <p>Policy PAPWORTH EVERARD 3C Allocation for residential development</p> <p>Policy HEATHFIELD 1 Allocation for residential development</p> <p>Policy BASSINGBOURN 1 Allocation for residential development</p> <p>Policy CALDECOTE 1 Allocation for residential development</p> <p>Policy CALDECOTE 2 Allocation for residential development</p> <p>Policy SAWSTON 1 Allocation for residential development</p> <p>Policy Willingham 1 Allocation for residential development</p>
Policy SP/7 Bayer CropScience , Hauxton	No saved policies
Policy SP/7a – Papworth Everard Village Development	No saved policies
Policy SP/8 Papworth Everard Village Development	No saved policies
Policy SP/9 Fen Drayton Former Land	Policy FEN DRAYTON 1 Fen Drayton Former Land

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Site Specific Policy	Local Plan Policy to be superseded
Settlement association estate	Settlement association estate
<p>Policy SP/10 Allocation for Class B1 Employment Uses.</p> <p>1a. Longstanton: N of Hatton Road up to the proposed bypass</p> <p>1b. Pampisford: West of Eastern Counties Leather, London Road (residue)</p> <p>1c. The Former Bayer CropScience site at Hauxton as part of a mixed-use redevelopment</p>	<p>Policy EM1(1) & (2) Allocation for Class B1 Employment Uses.</p> <p>Policy HISTON 1 Allocation for industrial development.</p> <p>Policy LONGSTANTON 2 Allocation for research and development uses</p> <p>Policy PAMPISFORD 1 Allocation for industrial development.</p>
<p>Policy SP/11 Allocation for Class B1, B2 and B8 Employment Uses</p> <p>1a. Gamlingay: South of Station Road</p> <p>1b. Over : Norman Way(residue)</p> <p>1c. Papworth Everard: Ermine Street South (residue)</p>	<p>Policy EM2 Allocation for B1 and B2 employment uses.</p> <p>Policy GAMLINGAY 2 Allocation for B1 and B2 employment uses.</p> <p>Policy OVER 2 Allocation for B1 and B2 employment uses.</p> <p>Policy PAPWORTH EVERARD 4 Allocation for B1 and B2 employment uses.</p>
<p>Policy SP/14 Allocations for Open Space</p> <p>1a. Land East of recreation ground, Over 2.19 ha.</p> <p>1b. Land east of Bar Lane, Stapleford and west of the access road to Green Hedge Farm 1.42 ha.</p> <p>1c. Land north of Hatton's Road, Longstanton 1.93 ha.</p>	<p>Policy OVER 4 Allocation of extension of recreation ground.</p> <p>Policy STAPLEFORD 1 Allocation of extension of recreation ground.</p> <p>Policy LONGSTANTON 3 Allocation of extension of recreation ground.</p>

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Site Specific Policy	Local Plan Policy to be superseded
<p>1d. Land north of recreation ground, Swavesey 2.16 ha.</p> <p>1e. Land west of recreation ground, New Road, Impington 5.7 ha</p> <p>2f. Land at primary school, Long Furlong, Over 0.56 ha</p> <p>3g. Land east of Mill Lane, Histon</p> <p>3h. Land to the south of Manor Park, Histon</p>	<p>Policy SWAVESEY 1 Allocation of extension of recreation ground.</p> <p>Policy OVER 3 Allocation for extension to school playing field</p>
Policy SP/15 Conservation Area and Green Separation at Longstanton	No saved policies
Policy SP/17 Cambridgeshire Guided Busway	Policy TP3 The St Ives Transport Corridor
Policy SP/18 Rail Infrastructure	No saved policies
Policy SP/19 Rail Freight	Policy TP4 Railways
Policy SP/20 Cambridge Airport Safety Zone	Policy TP7 Cambridge Airport: Airport Public Safety Zone

This text to replace the Glossary in the submitted DPD

GLOSSARY OF TERMS

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

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		both urban and rural settings. The precise definition can be found in PPS3.
	Building Regulations	Building Regulations ensure the health and safety of people in and around buildings by providing functional requirements for building design and construction. They also promote energy efficiency in buildings and contribute to meeting the needs of disabled people. Builders and developers are required by law to obtain building control approval - an independent check that the Building Regulations have been complied with. There are two types of building control providers - the Local Authority and Approved Inspectors.
BIS	Bus Information Strategy	Part of the Local Transport Plan.
	Cambridge Area	The area covered by Cambridge City Council and South Cambridgeshire District Council.
	Cambridgeshire and Peterborough Structure Plan	Statutory plan that sets out broad development requirements in the County to 2016 (Prepared by the County Council).
CGB	Cambridgeshire Guided Busway	Proposed bus-based Rapid Transit System to operate along the former St. Ives railway line. See Rapid Transit System.
	Cambridgeshire Horizons	Cambridgeshire Horizons is the local delivery vehicle established by the Cambridgeshire local authorities to drive forward the development of new communities and infrastructure in the Cambridge Sub-Region in a sustainable way, in accordance with the approved planning policies.
	Cambridge Sub-Region	Comprises Cambridge, South Cambridgeshire and the Market Towns.
	Car Pooling	Shared use of a car(s) by a group of people.
CiWS	City Wildlife Site	Sites designated of particular local importance for nature conservation by Cambridge City Council and the Wildlife Trust.
	Climate Proofing	Climate proofing aims to ensure buildings and associated infrastructure are capable of enduring the future impacts of climate change, for example minimising risk of flooding, minimising risk of subsidence,

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		installing water saving measures and devices, and using materials that have low / zero CO ₂ and green house gas emissions.
	Cluster	Clusters are defined as concentrations of companies in related activities, specialised suppliers, service providers and institutions, which are co-operating, collaborating and competing to build competitive advantage often across sector boundaries (EEDA Regional Economic Strategy 2001). Clusters may be concentrated in a particular location or linked locations.
CPZ	Controlled Parking Zone	An area in which special parking controls are applied.
	Community facilities	Facilities, which help meet the varied needs of the residents for health, educational and public services as well as social, cultural and religious activities.
	Community Strategy	Strategy for promoting the economic, environmental and social well-being of the area and contributing to the achievement of District Wide sustainable development.
	Comparison shopping	Goods that are purchased occasionally and for longer term use, such as electrical goods, clothing, household goods, books, jewellery, furniture etc. which consumers will compare before making a choice.
	Concept Plan	Shows in diagrammatic form the structure and the distribution of the main land uses and their inter-relationships within the new development.
	Conservation Area	Areas identified by the Council, which have 'special architectural or historic interest', which makes them worth protecting and improving.
	Conservation Area Appraisals	Produced by the Council covering various Conservation Areas within the district. The appraisals define the special character and evolve guidelines for development and enhancement schemes.
	Considerate Contractors Scheme	Requires that all contractors, sub contractors, suppliers and others working on a project minimise disturbance on neighbouring uses.
	Convenience shopping	Goods that are purchased regularly and for immediate consumption, such as foods,

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		drink, groceries, confectionary, tobacco, newspapers for which convenience is a prime consideration.
	Core Strategy	An element of planning policy within the LDF.
	Countryside Enhancement Areas	Areas that have potential for undisturbed enjoyment of the countryside and for their landscapes and habitats to be significantly enhanced.
	Country Park	An area of countryside which is landscaped and managed for informal recreation and includes some visitor facilities such as car parking, toilets and an interpretation centre.
CWS	County Wildlife Site	Sites identified as being of particular local importance for nature conservation at county, rather than at national level
	Definitive Map	A legal record of the public's rights of way. The maps are produced by the Local Authority (Cambridgeshire County Council). Note there may be additional rights over land, which have not yet been recorded on the map or there may be rights, which are incorrectly recorded on the map.
	Design and Access Statement	A statement submitted alongside a planning application by the applicant to demonstrate that: <ul style="list-style-type: none"> • proper consideration has been given to the impact of the proposal and account taken of all relevant factors in the design and landscaping of the scheme • development will be accessible to everybody regardless of age, gender or disability.
	Design Code	Will guide the nature, scale and form of new development.
	Design Guide	Identifies the particular character of an area and sets out the general principles for good design.
	Development Brief	Describes how proposals for a site will be implemented.
	Development Framework	Line on the Proposals Map defining where policies for the built-up areas of settlements give way to policies for the countryside.

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DPD	Development Plan Document	Statutory document having been through Independent Examination.
dph	Dwellings per hectare	30 dph is the national minimum, as set out in PPS3: Housing.
EEDA	East of England Development Agency	
EERA	East of England Regional Assembly	
EA	Environment Agency	
EIA	Environmental Impact Assessment	Considers the potential environmental effects of land use change, enabling decisions on land use change to be taken with full knowledge of the likely environmental consequences.
EiP	Examination in Public	Inquiry led by an independent Planning Inspector into proposals for and objections to LDDs.
	Farm diversification	Where a farm diversifies into non-agricultural activities.
FRA	Flood Risk Assessment	An assessment of impact of development on flooding, including the run-off implications of proposals.
	Flood Zones	Zones identified by the Environment Agency to indicate the risk of flooding.
GPDO	General Permitted Development Order	Provides permitted development rights which allow certain types of development to proceed without the need for a planning application.
	Good local public transport service	Minimum service frequencies of every 30 minutes during the day, hourly in the evenings and on Saturdays. Every 2 hours or better on Sundays.
GO-East	Government Office for the Eastern Region	
	Grampian condition	Planning condition restricting development unless and until an event had occurred which was not within the power of the applicant to bring about. (Grampian Regional Council v. Aberdeen DC (1984) JPL 590 H.L).
	Green Corridor	Areas of open land which penetrate into an urban area for amenity and recreation.
	Green Belt	A statutory designation made for the purposes of: checking the unrestricted sprawl of large built-up areas, preventing neighbouring towns from merging into each other, assisting in safeguarding the

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		countryside from encroachment, preserving the setting and special character of historic towns and assisting in urban regeneration by encouraging the recycling of derelict and other urban land.
	Green Fingers	As Green Corridors, but on a smaller scale.
	Green Separation	An area of open land required to keep apart two separate communities and maintain their individual identities.
	Greenfield land	Land which has not previously been developed or which has returned to greenfield status over time.
	Greenhouse Gases	Carbon Dioxide and other emissions, causing global warming.
	Greywater	The mildly polluted wastewater from shower / bath, washbasin and washing machine.
HIA	Health Impact Assessment	An assessment of the impact of the proposed development on health and identifies actions that can enhance positive effects and reduce or eliminate negative effects.
HSA	Health and Safety Executive	The Health and Safety Executive is responsible for health and safety regulation in Great Britain.
	High Quality Agricultural Land	Land designated as Grades 1, 2 and 3a on the Agricultural Land Classification maps produced by Department for Environment, Food and Rural Affairs.
HQPT	High Quality Public Transport	Generally service frequencies of at least a 10 minutes peak / 20 minutes inter-peak. Weekday evening frequencies of ½ hourly until 11pm, Saturday ½ hourly 7am - 6pm, then hourly and Sunday hourly 8am - 11pm. Also provides high quality low floor / easy access buses, air conditioning, prepaid / electronic ticketing, Real Time information and branding to encourage patronage.
	Home Zone	Roads / neighbourhoods that are designed not just to allow the passage of motor vehicles, but so that all road users, pedestrians and cyclists as well as drivers can share the road space. Streets will be safer, greener, friendlier and more attractive, encouraging both social interaction and child's play to be part of

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		the normal use of the street.
	Housing Association	Sometimes referred to as a Registered Social Landlord; a non profit making organisation which provides housing for people in need.
HNS	Housing Needs Survey	Assessment of housing needs across the whole district.
	Housing Trajectory	Assessments showing past, and estimating future, housing performance. They should consider past rates of housing completions and conversions and projected completions and conversions.
	Important Countryside Frontages	Land with a strong countryside character that penetrates or sweeps into the villages or separates two parts of the built-up area. Such land enhances the setting, character and appearance of the village by retaining the sense of connection between the village and its rural origins and surroundings.
	Infrastructure	Basic structure of systems such as utilities (gas, electricity, water) drainage, flood defences, transportation, roads, healthcare, education and other community facilities.
	Infrastructure Partnership	Responsible for co-ordination of the delivery of housing and infrastructure across the Cambridge Sub-Region. See: Cambridgeshire Horizons
	Intermediate housing	Housing for those who do not qualify for social rented housing, but whose incomes are such in relation to local housing costs that they are nonetheless not able to access market housing. This includes intermediate rented and low cost home ownership.
	Intermediate rented housing	Rents are not to exceed 30% of net median household incomes in Cambridge and South Cambridgeshire taken as a whole except where provided for specific groups of workers, where they should not exceed 30% of the net median income for the specific group.
	Key Diagram	Illustrates the broad strategy for the area in a diagrammatic format.
	Key Worker Housing	Discounted market housing targeted at specific groups, including teachers, nurses

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		and others whose role relates to the care and comfort of the community or sustaining the local economy, and who are unable to meet their housing needs on the open market.
	Landscape Character Assessment	Assessment of the landscapes, wildlife and natural features into distinct Landscape Character Areas.
	Landscape Statement	A statement submitted alongside a planning application by the applicant to demonstrate that they have properly considered the impact of their proposal on the particular site and surroundings.
	Legible	A legible place is one whose landmarks or pathways are easily identified; a place that can be easily understood and which people can navigate simply and safely.
	Lifetime mobility standard / lifetime homes	Developed by the Joseph Rowntree Foundation to provide dwellings that cater for the needs of residents throughout their lifetime, including the possibility of impaired mobility. These standards exceed the requirements of the Building Regulations.
	Listed Building	A building or structure of special architectural or historic interest and included in a list, approved by the Secretary of State. The owner must get Listed Building Consent to carry out alterations, which would affect its character.
LAP	Local Area for Play	A small area of unsupervised open space specifically designated for young children for play activities close to where they live. The target user is mainly for 4-6 year olds, although they can attract other children in slightly older and younger age groups.
LAPC	Local Authority Pollution Control	
LAPPC	Local Authority Pollution Prevention and Control	
	Local Centre	Smaller scale than a District Centre, and includes a primary school, provides for the day-to-day shopping needs of local residents for convenience shopping and service provision, and small-scale local employment.

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LDD	Local Development Document	Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs).
LDF	Local Development Framework	A "folder" containing LDDs, LDS, SCI etc.
LDS	Local Development Scheme	Sets out the LDDs to be produced over the next 3 years.
LEAP	Local Equipped Area for Play	Mainly for accompanied children from 4 to 8 although consideration is given to the needs of supervised children from 4 years, and unaccompanied children older than 8.
LNR	Local Nature Reserve	Reserves with wildlife or geological features that are of special interests locally.
LPA	Local Planning Authority	e.g. South Cambridgeshire District Council.
LSP	Local Strategic Partnership	Public service providers, local communities, voluntary, public and private sectors co-ordinate improvements in public services to achieve sustainable economic, social and physical regeneration.
LTP	Local Transport Plan	Sets out transport strategy for Cambridgeshire.
	Long Term Transport Strategy	Sets out the longer term transport strategy for Cambridgeshire to 2021.
	Low cost home ownership	Including shared ownership, equity share, and discounted market housing. Costs (mortgage and any rent) are not to exceed 30% of gross median household incomes in Cambridge and South Cambridgeshire taken as a whole except where provided for specific groups of workers, where they should not exceed 30% of the gross median household income for that specific group.
	Material consideration	Something, which should be taken into account when making planning decisions such as determining planning applications.
MOD	Ministry of Defence	
	Mixed-use development	Development comprising two or more uses as part of the same scheme. This could apply at a variety of scales from individual buildings to an urban extension. Mixed-use development can help create vitality and diversity and can help to reduce the need to travel, which is more sustainable.
	Monitoring Strategy	Sets out how the LDF will be monitored against a number of indicators.

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

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

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

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SSSI	Site of Special Scientific Interest	Designated site of national importance to wildlife and / or geology.
	Social rented housing	Housing provided at below market rents at levels controlled by the Housing Corporation, normally provided by Registered Social Landlords (Housing Associations).
SIP	Space for Imaginative Play	
	Spatial Masterplan	Describes how proposals for a site will be implemented. The level of detail required in a spatial masterplan will vary according to the scale at which the masterplan is produced.
SAC	Special Areas of Conservation	Designated site of international importance to wildlife and / or geology.
SPA	Special Protection Areas	Designated site of international importance to wildlife and / or geology.
SAP	Standard Assessment Procedure	Assessment procedure for energy rating of dwellings.
SCI	Statement of Community Involvement	Shows how the wider community and stakeholders are to be involved in the process of producing a LDF.
SEA	Strategic Environmental Assessment	Integration of environmental considerations into the preparation and adoption of plans, promoting sustainable development.
SOS	Strategic Open Space	Public Open Space of more than local significance such as Country Parks.
	Sui-generis	Those uses not allocated to a particular Use Class. See Use Class Order.
SPD	Supplementary Planning Document	Informal policy which has been the subject of public participation (the new name for SPG).
SPG	Supplementary Planning Guidance	See SPD.
	Supported housing	Is a generic term used to include supported housing for all client groups covered by the Supporting People Strategy (including people with physical or other disabilities) who cannot afford to buy or rent on the open market.
SA	Sustainability Appraisal	An appraisal against sustainability criteria of proposals for LDDs by independent consultants.
	Sustainable	Development that meets the needs of the

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	Development	present, without compromising the ability of future generations to meet their own needs.
SuDS	Sustainable Drainage Systems	Control surface water run-off by mimicking natural drainage processes and may take the form of swales, lagoons, permeable paving, green roofs and sensitively re-engineered channels or reed beds.
TA	Transport Assessment	Assessment of the potential transport impacts of a proposed development, with an agreed plan to reduce or mitigate any adverse consequences and where appropriate establish how more sustainable modes of travel can be increased.
TP	Travel Plan	Package of measures tailored to a particular site, aimed at promoting more sustainable travel choices (such as walking, cycling, public transport) and reducing car use. It may include initiatives such as car sharing schemes, provision of cycle facilities, improved bus services, and restricting or charging for car parking.
	Traveller & Gypsy	Circular 01/2006 defines this as persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling show people or circus people travelling together as such.
UCS	Urban Capacity Study	Assessment of vacant land within built-up areas which could be developed.
	Urban Design	The complex relationships between all the elements of built and unbuilt space.
	Urban extension	Development built on the edge of an existing town or city which extends the built area of the settlement.
	Use Classes Order	The Town and Country Planning (Use Classes) Order 1987 (as amended) established Use Classes, which is a system of classifying uses of land.
B1(a)	Use Class B1(a)	An office other than within Use Class A2.
B1(b)	Use Class B1(b)	Research and development, studios,

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		laboratories, high technology.
B1(c)	Use Class B1(c)	Light Industry.
B2	Use Class B2	General Industry.
B8	Use Class B8	Wholesale warehouse, distribution centres and repositories.
C2	Use Class C2	Hospitals, nursing homes.
D1	Use Class D1	Places of worship, public halls, health centres, educational uses, libraries.
VDS	Village Design Statement	Produced by communities to show what kind of development they want as part of their settlement.
	Windfall site	A site which becomes unexpectedly available for development (usually for housing) during the Plan period and which is not already identified as a potential development site.

ANNEX B: THE RECOMMENDATIONS MADE IN THE TEXT OF THE REPORT

Policy SP/1 Cambridge Northern Fringe West

See page 109 below

Policy SP/2 Chesterton Sidings

Delete Policy SP/2 and paragraphs 2.5 to 2.7 and the associated monitoring indicator SSL07.

The Council will need to amend the Proposals Map Inset E Cambridge Northern fringe (East) as shown on the plan in the Council's document Responding to a Housing Shortfall: The Council's Preferred Sites, dated March 2009, deleting Major Development Site annotation and Policy SP/2 reference - show Special Policy Area annotation.

Policy SP/3 Cambourne

In line 1 of paragraph 2.9, delete ", through PPG3," and in line 7 of paragraph 2.9, delete the figure '700' and replace it with '950'.

Policy SP/6 Housing Allocations in Rural Areas

a) Replace Policy SP/6 as submitted with "POLICY SP/6 Impington – North of Impington Lane An area of 1.42 hectares north of Impington Lane, Impington is allocated for residential development. A development brief will be required prior to a planning application. Any scheme must demonstrate that suitable access and flood mitigation measures can be achieved. As such, no notional capacity is included since it would be dependent on detailed scheme design."

b) Replace paragraph 2.13 as submitted with "A small number of outstanding village housing allocations from the Local Plan 2004 were carried forward into the submission draft plan where these were within the village framework of more sustainable villages. These allocations were tested through the Local Plan in the context of the sustainability criteria in PPG3. Other allocations in less sustainable villages were not carried forward. Only one outstanding village housing allocation from the Local Plan 2004 remains without planning permission. A number of other allocations were included in the submission draft plan, but these have subsequently gained planning permission or been completed. This housing supply is important in securing a

continuous supply of land in the early part of the plan period, and to allow an adequate lead in period for the major strategic sites. Taking the new sequential approach to development will take time to deliver. It also provides a limited amount of additional housing in the rural area consistent with the Structure Plan strategy".

c) Amend monitoring indicator SSLO 1 to read "Dwelling completions at North of Impington Lane, Impington" and the corresponding target to read "Development of the site in accordance with the provisions of Policy SP/6".

Sites chosen to make up the Housing Shortfall

ORCHARD PARK (3 SITES)

a) Replace Policy SP1 and its reasoned justification as submitted with the following changed policy SP/1 and reasoned justification:

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

- 1. Land bounded by the A14, Histon Road, Kings Hedges Road and the former Cambridge-St Ives railway line is allocated for a sustainable housing-led mixed-use development providing a minimum of 900 dwellings, a public transport interchange on the proposed Cambridgeshire Guided Busway along the former railway line, up to 18,000m² B1 development, a primary school, a local centre, public open space, and the preservation or enhancement of the Arbury Camp site of archaeological interest.**

- 2. Development will take place in accordance with the approved Masterplan for the whole of the site including the land within the City Council boundary, other than where this Policy provides for exceptions. The Masterplan shall provide for:**
 - a. Maximum penetration and service of the site by public transport, including the extension of existing bus routes and full utilisation of the potential of direct connection to any future public transport route along the former railway line;**

- b. **The creation of strong internal cycle and footpath links between component parts of the development and the retention and strengthening of such links to neighbouring parts of the urban area and to the rural area to the north of the A14;**
 - c. **Adequate attenuation measures in relation to noise and emissions generated by traffic on the A14, including the adoption of an appropriate layout and disposition of uses.**
 - d. **The retention of an attractive urban edge to Cambridge through the use of high standards of design and landscaping and the creation of gateway features;**
 - e. **The retention of appropriate existing features of ecological interest and the creation of new features which will enhance the interest of the site.**
3. **Residential development may be granted planning permission as an addition to, or a change from, the approved development and Masterplan, but only where this would be compatible with the objective for the development as a whole of providing a sustainable housing-led mixed-use development and where it would conform with the terms of this Policy. The following specific assessments must be submitted as part of any planning application:**
- f. **A Noise Assessment to demonstrate that the proposed development takes account of, and mitigates as necessary and appropriate, any impacts of noise on achieving a satisfactory external and internal residential noise environment. Where any part of the noise barrier to the A14 would need to be retained as a result of residential development, the impact on the long term setting of Cambridge will be taken into account in determining the planning application. The potential to replace the barrier with higher quality design and materials will be explored and secured through any planning permission if appropriate, subject to ensuring no adverse noise impact on existing communities.**

- g. An Air Quality Assessment, including monitoring, to demonstrate that the proposed development takes account of, and mitigates as necessary and appropriate, any impacts of air quality on achieving a suitable residential environment and also any impacts of development upon the objectives of the designated Air Quality Management Area (AQMA). Account should also be taken of the anticipated effects of the A14 Ellington to Fen Ditton Improvements on the nature and extent of the A14 AQMA.**
- h. A Transport Assessment to demonstrate that there is adequate highway capacity to serve all stages of development on the Orchard Park site as a whole, particularly in the A14 corridor between Girton and Milton, having regard to the traffic forecast to be generated by each phase of development.**

- 2.1 The Orchard Park site, formerly known as Arbury Park, was allocated for mixed-use development in the South Cambridgeshire Local Plan 2004. The site is in a sustainable location on the edge of Cambridge with good access to local services and facilities in the wider Orchard Park development and employment in the nearby Science Park, as well as by good public transport provision to the rest of Cambridge by a number of routes, including the Cambridgeshire Guided Busway. Outline planning permission was granted in 2005, and included approval of the Orchard Park Development Framework Plan. A number of phases of the site are complete or under construction. However, it is appropriate to provide a policy context for any planning applications for changes to the approved development during the period of construction.
- 2.2 The presence of the A14 has a heavy influence on the site. The A14 Ellington to Fen Ditton Improvements will provide dual 3-lane carriageways but this which can be accommodated without compromising the strategy in Policy SP/1. This road widening is likely to include noise reduction measures such as a quiet road surface but other mitigation measures will still be necessary to ensure that traffic noise and vehicle emissions are reduced to acceptable levels. It will be particularly important to keep a balance between the provision of effective mitigation measures (such as noise barriers and/or buildings designed or orientated to screen noise) and the creation of an attractive urban edge alongside the widened road. The original strategy envisaged that commercial uses may be used for this purpose.

- 2.3 The outline planning consent allowed a mixed development including 900 homes. There is potential for additional residential development beyond this figure, by using parcels shown in the Development Framework Plan for other uses, including two areas for commercial development adjacent to the A14 and also the south west part of the site where the masterplan approved as part of the 2005 planning permission envisaged there would be mixed use development and a Heritage Resource & Conservation Centre, which is now intended to be located elsewhere in Cambridge. These known parcels could provide in the order of 220 additional dwellings, although the final number will be determined through detailed planning applications and could be higher, although regard must be had to the constraints on these parcels. This will result in a corresponding reduction in the level of commercial development on the Orchard Park site. The south west part of the site fronts onto both Histon Road and Kings Hedges Road and will provide an important gateway building for those entering the historic City of Cambridge from the north. A high quality landmark building will therefore be required, which provides an appropriate frontage to Histon Road and reflects its edge of City location and the need to respect the separation with Histon and Impington village to the north of the A14.
- 2.4 In the development of the original planning policy for residential-led development at the Orchard Park site, the primary purpose of allocating a mixed use development was in order for the proposed employment development on the northern edge of the Orchard Park site to act as noise attenuation for the A14 in order to bring forward residential development and local services and facilities on the remainder of the site. The noise barrier along the A14 was originally envisaged as a temporary measure pending development.
- 2.4a However, the nature of some of the development now built on the north eastern part of the site adjacent to the A14 (which includes residential uses) already requires the retention of the eastern part of the noise barrier permanently. Any development proposal for additional residential development as an alternative to commercial uses adjacent to the A14 would need to demonstrate that a satisfactory internal and external residential noise environment can be created, including careful acoustic design and layout of any residential buildings (such as single aspect, limited height, sealed non-opening windows on façade facing A14, passive and or forced mechanical acoustically treated ventilation, no external private amenity spaces such as balconies / gardens on any facade with direct line of sight to road noise source). Any proposals must also demonstrate that there would not be an unacceptable adverse impact on the setting of Cambridge if a greater length of the noise

barrier needs to be retained permanently as a result of the development. The local planning authority will seek to secure through development the replacement of any parts of the noise barrier that need to be retained permanently with more aesthetically appropriate design and materials for this sensitive location on the edge of Cambridge at the time when the barrier is moved to accommodate the A14 Ellington to Fen Ditton Improvements, subject to ensuring that there is no adverse impact on existing communities, particularly on the north side of the A14 through for example reflected noise.

- 2.4b Where the noise barrier is not required to be retained to protect the additional development, it is important that the development proposals demonstrate that the form of development would provide adequate protection from noise for residential development elsewhere on the Orchard Park site.
- 2.4c An Air Quality Assessment will be required to be submitted as part of any planning application for additional or alternative forms of development depending on the nature and size of the proposal. This must include monitoring of the actual location where residential development is proposed or an agreed equivalent, if appropriate monitoring data is not available from the Council. The assessment should be based on total emissions from the site and be in accordance with current national best practice guidance. An Air Quality Management Area was originally designated to address problems with Nitrogen Dioxide levels in the A14 corridor in 2007, after the granting of outline planning permission for the development. The Air Quality Management Area was re-designated in 2008 to also include particulate matter (PM10). The Air Quality Management Area must be taken into account in any development proposals to ensure that a satisfactory residential environment can be provided in order to protect the health of future residents by minimising exposure to poor air quality and appropriate mitigation measures must be included if necessary. Any proposals for additional or alternative forms of development must also have regard to any impacts of development on the national air quality objectives, the designated Air Quality Management Area along the A14 and the Council's Low Emission Strategy. Account must also be taken of the anticipated effects of the A14 Ellington to Fen Ditton Improvements on the nature and extent of the AQMA. Development will not be permitted on any part of the site where this issue cannot be adequately addressed.
- 2.4d A Transport Assessment will be required to consider the implications of additional or alternative forms of development on highway capacity. This will include a detailed assessment of the net impact

of replacing parcels assumed for commercial development in the Transport Assessment accompanying the original planning permission with residential development. The assessment must also consider the cumulative impact alongside other allocations in this part of Cambridge, on both the A14 Histon Interchange and surrounding local highways junctions and have regard to the effect of the A14 Ellington to Fen Ditton Improvements.

- 2.4e Arbury Camp (an Iron Age enclosure which was re-occupied during the Roman period, when the main Roman settlement was located to the north of Arbury Camp) lies within the site but below ground level. As in-situ preservation of the enclosure has proven to be essential, its site may be used to satisfy part of the open space requirements of the new development insofar as such use is compatible with preservation of the enclosure. Any additional residential development will need to make provision for its recreational needs in accordance with the Council's Open Space and Recreation Standards, as well as any enhanced or additional community services and facilities to serve the additional homes. Consideration may be given to off-site provision of the active recreational needs of new residents in consultation with Orchard Park Community Council as the managing agency.

b) Reword the monitoring indicator SSLO 6 to read "Development at Cambridge Northern Fringe West (Orchard Park)" and the target to read "Completion of development that accords with the CNF West Masterplan and Policy SP/1".

Land Between Huntingdon Road and Histon Road – the NIAB Extra Site

- (a) Add to the DPD a new policy and reasoned justification as set out below:**

POLICY SP/1a North West Cambridge Huntingdon Road to Histon Road

1. Land at North West Cambridge between Huntingdon Road and Histon Road, as shown on the Proposals Map, will be developed as part of a sustainable housing led urban extension of Cambridge. The Cambridge Green Belt is revised as shown on the Proposals Map to provide for development, but it will

ensure separation from Girton and Histon & Impington villages.

2. A Spatial Masterplan will be submitted for approval by the local planning authorities as part of the first application for planning permission to demonstrate that the development will integrate effectively with the development of the wider north-west Cambridge area, including development in Cambridge City:

- a) The Masterplan will set out the principles of good design and be supplemented by a Design and Access Statement;**
- b) Design Guides / Design Codes for each phase of development will be prepared as part of applications for the grant of approval for reserved matters.**

3. A landscape strategy must be submitted and approved as part of or before the granting of the first planning permission, and must include appropriate edge treatments that respect the Green Belt setting of Cambridge and views of key features of the City.

4. Approximately 1100 dwellings will be provided in South Cambridgeshire, 630 by 2016, with a good mix of house types, sizes and tenures (including affordable housing) attractive to, and meeting the needs of, all ages and sectors of society including those with disabilities.

5. The starting point for negotiations concerning the provision of affordable housing at North West Cambridge will be Policy HG/3 of the Development Control Policies DPD. However, this is a major development, and a balance may need to be struck between competing requirements, in the light of economic viability.

6. The development will provide for an appropriate level and type of services, facilities and infrastructure to meet the day to day needs of the development either on site or elsewhere in North West Cambridge (within or outside the District), including a secondary school, primary school, local shopping and community

facilities. Provision will be through innovative means, including opportunities for joint provision and co-location to provide services which best meet people's needs, are accessible to all and which are cost efficient to service and facility providers. Provision for outdoor sports facilities, provision for teenagers and children, and informal open space and allotments will be made in accordance with the Open Space and Recreation Standards for Cambridge set out in Appendix 1. If the most appropriate locations for provision in accordance with the Masterplan for the site are found to lie within the adjoining development in Cambridge City, e.g. in the proposed local centre, the planning obligation will include a requirement for contributions to the provision of off-site services and facilities.

7. Development and transport systems will be planned in order to integrate with adjoining development in Cambridge City, to reduce the need to travel and to maximise the use of sustainable transport modes, so as to achieve a modal share of no more than 40% of trips by car (excluding passengers). This will include the provision of car clubs, employee travel plans, residential travel planning, and other similar measures.

8. Adequate highway capacity will be required to serve all stages of development. Planning permission will be subject to conditions requiring that sufficient highway capacity is available in the A14 corridor between Girton and Milton throughout the development for the traffic forecast to be generated by each phase of development.

9. Vehicular access shall be made available from both Histon Road and Huntingdon Road. There shall be no vehicular access to the A14.

10. Car parking will be provided in accordance with the maximum car parking standards for Cambridge as set out in Appendix 2 and secure cycle parking in accordance with the cycle standards for Cambridge as set out in Appendix 3. Car clubs will be encouraged in order to minimise the amount of land given over to car parking. This must be explored through the Transport Assessment and Travel Plan.

11. The development will be highly accessible and permeable to all its residents on foot, by cycle and High Quality Public Transport, to support sustainable transport, recreation and health. High Quality Public Transport will be provided to serve the development, including segregated bus priority through the development linking effectively with the route through the adjoining development in Cambridge City and into the wider bus network. There will be a network of strong internal and external cycle and footpath links to neighbouring parts of the urban and rural areas.

12. A Countryside Enhancement Strategy for the land between Huntingdon Road, Histon Road and the A14 retained in the Green Belt will be prepared and implemented to provide landscape, biodiversity and public access enhancements, including hedgerow management and enhancement, measures to protect and enhance wildlife habitats, and new footpaths, cycleways and bridleways including access via the A14 overbridge to planned routes alongside the A14. Developers will be required to retain appropriate existing features of ecological interest.

13. Surface water drainage will be controlled by means of a sustainable drainage system which will only release surface water run-off into surrounding water courses at least at a rate no greater than if the site was undeveloped. The development will not result in harm in the form of untreated sewage discharge or increased flood risk from treated waste water. Planning conditions (which may include 'Grampian' style conditions ¹) will link the start (and phased development of the site, if necessary) to the availability of waste water treatment capacity and the capacity of receiving watercourses. All flood mitigation measures should make allowance for the forecast effects of climate change.

14. Noise and air quality assessments will be required as part of any planning application. If necessary, development will be subject to measures, which may include planning conditions and/or planning obligations, a landscaped buffer, and layout and design measures, to mitigate the effects of air pollution and noise caused by traffic using the A14 north of the site and Histon Road east of the site. The

impacts of development on air quality objectives, the designated Air Quality Management Area and the Council's Low Emission Strategy, will also be taken into account, as will the anticipated effects of the A14 Ellington to Fen Ditton Improvements on the nature and extent of the AQMA.

15. Management strategies for services, facilities, landscape and infrastructure will be submitted to the local planning authority for approval prior to the granting of outline planning permission to ensure high quality, robust and effective implementation, adoption and maintenance.

16. A comprehensive construction strategy will be required for all phases of development and planning conditions will be imposed to minimise the adverse effects of construction activity on residential amenity and the environment. A scheme will be introduced to avoid construction vehicles travelling through existing residential areas of Cambridge and villages in the locality and to avoid unacceptable adverse impacts on traffic flows on the A14 and the surrounding road network. Conditions on timing of construction traffic movements on the network will be imposed if necessary, taking account also of the need to minimise adverse impacts on residential amenity.

NOTE:

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

2.4f Land is released from the Green Belt at North West Cambridge for a sustainable housing led urban extension of Cambridge. The urban extension crosses the South Cambridgeshire / Cambridge City boundary. Built development within Cambridge City is addressed in the Cambridge Local Plan, which should be read alongside this DPD to give a full understanding of all inter-related proposals in the area. The policy should also be read in conjunction with the South Cambridgeshire Development Control Policies DPD and the requirements it places on the development must be complied with.

2.4g The policy establishes the requirements for the part of this new urban extension that lies within South Cambridgeshire and addresses its relationship with Cambridge and its surrounding countryside setting. It identifies the site within South Cambridgeshire for approximately 1100 dwellings and associated development, which lies in the Parish of Impington (with the adjoining countryside to the west lying in the Parish of Girton), as well as the off-site infrastructure needed to deliver and serve the urban extension as a whole.

2.4h The Structure Plan sets a context for the review of the Green Belt (saved Policy P9/2b). It sets out a number of criteria to guide this process, including the need to retain within it any areas required to maintain the purposes of the Green Belt and to provide separation between existing settlements and any urban expansion.

2.4i There has been a Green Belt around Cambridge since the 1960's. The purpose of the Cambridge Green Belt as a whole is to:

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

2.4j The revised Green Belt boundary will maintain an open green foreground setting to Cambridge and ensure that the expanded City remains physically separate from surrounding villages especially the closest villages of Girton and Histon & Impington. In this way the character of Cambridge as a city surrounded by a necklace of villages will be protected.

2.4k This rural area provides an opportunity for Green Belt enhancement and a Countryside Enhancement Strategy will be required to demonstrate how landscape and biodiversity enhancements will be achieved in the area as far north as the A14 trunk road to help enhance the quality of the setting of Cambridge and mitigate the impact of development. It will also set out improved countryside access to provide for informal recreation to serve both the development proposed in the City and existing development in this sector of Cambridge. This should include a replacement facility for the current public footpath through open countryside that will be incorporated into

the development as well as pedestrian use of the A14 overbridge. The District Council will ask Cambridge City Council in its determination of applications for development on the adjoining allocation, to secure contributions to the preparation of the Countryside Enhancement Strategy referred to in the policy and its implementation.

2.4l There are long distance views of Cambridge across much of this area from the A14. These views should be maintained in any noise mitigation measures.

2.4m It is important that any urban related open uses, such as playing fields, that are proposed in the Green Belt are carefully located and designed to ensure they do not reduce the effectiveness of the Green Belt separation between Cambridge and Girton in visual terms, particularly having regard to matters such as fencing and floodlighting.

2.4n The development will help meet the high level of housing need in the District. As such it must balance the need to make best use of land whilst providing a high quality urban extension to Cambridge. The final number of dwellings will be determined through a design-led approach and the required Masterplan and Design Guides / Codes. A range of house types, sizes and mix will also be important in ensuring a balanced community.

2.4o Providing substantially more affordable housing in and close to Cambridge is fundamental to the growth area strategy for the Cambridge Sub-Region. This is necessary to sustain the growth of the local economy and to ensure that local people are not priced out of the housing market by economic success. The strategic developments are the key to addressing the affordable housing requirements of the area.

2.4p All necessary community services and facilities will be provided by the development, either on site or through contributions to off site provision secured through a planning obligation, for example in the local centre proposed in the adjoining development in Cambridge City if masterplanning determines this is most appropriate and deliverable. Open space provision will also provide opportunities for enhanced nature conservation value, and will enable quiet enjoyment of the natural environment.

2.4q A secondary school is proposed on the site to serve the needs of all proposed new development in the north west part of Cambridge both north and south of Huntingdon Road. As such, the secondary school must be provided according to a trigger point relating to development in the whole quadrant, which may be ahead of development on the site in South Cambridgeshire. An appropriate mechanism will be included in the planning obligation for the site to ensure timely provision of this key community facility.

2.4r A fundamental requirement for North West Cambridge is that it will be highly accessible and permeable to all its residents on foot, by cycle and High Quality Public Transport, to support sustainable transport, recreation and health. Therefore all development will be within 400m easy walking distance of a High Quality Public Transport bus stop via direct, safe and convenient routes. The route must be fully and effectively integrated with the route through the adjoining City development.

2.4s Vehicular access to the development will be achieved through the City development and it is important that there is adequate capacity in the wider highway network at all times during the development. Capacity in the A14 is a crucial issue ahead of the proposed A14 Ellington to Fen Ditton Improvements being implemented and advice from the Highways Agency is that development should not be occupied until the section of the A14 between Girton and Milton has been upgraded and opened. Timing of development in relation to A14 improvements is therefore directly relevant to the housing trajectory for the development. The Highways Agency has advised that the part of the scheme most relevant to this site is anticipated to be open in summer 2014. As such, it is anticipated that the site can deliver 630 dwellings by 2016.

2.4t The impact of development on a number of natural resources will also be important. This includes surface water drainage and sewage discharge and the need to take account of the impact of the development on the wider catchment, particularly in view of known problems downstream, especially at Histon, Impington and Oakington, and other large scale development proposed that drains into that area. The impact on the wider catchment must therefore be addressed and the potential for a catchment wide assessment should be considered. Air quality is also an important consideration in view of the Air Quality Management Area on the A14.

2.4u It is important that the services, facilities, landscape and infrastructure needed by the development in North West Cambridge are not only provided to a high quality, but that they are properly and effectively implemented, managed and maintained if they are to meet the needs of the community in the long term. There would be advantages in a single organisation taking responsibility for maintenance to avoid fragmentation and ensure continuity in approach. The policy is not specific about the number of management strategies. However, there should be a single agreed management strategy covering recreation, landscape and biodiversity. The inclusion of water and drainage features within open spaces would have significant advantages to ensuring a holistic approach to the management of open spaces where the respective needs of the various land uses and functions within those spaces can be addressed and should therefore be investigated.

The Council will need to add to the Proposals Map a new housing allocation SP/1a, as shown, as the area coloured red, on the map on page 155 of this report, and delete the Green Belt notation from the area. Other necessary changes to the Proposals Map will need to be made i.e. Delete from the Green Belt the small area lying south of the eastern part of the new housing allocation, between the allocation and the existing built-up area, and include within the development framework boundary the above areas excluded from the Green Belt.

(b) Add to the DPD Appendices containing the open space, car parking and cycle parking standards for Cambridge, as set out in Annex C to this report.

(c) Add a new monitoring indicator to Table 1, as detailed in Annex E below.

POWELL'S GARAGE, GREAT SHELFORD

(a) Add to the DPD a new policy and reasoned justification as set out below:

POLICY SP/6a Housing Allocation - Powell's Garage, Woollards Lane, Great Shelford

- 1. An area of 0.44 hectares on Woollards Lane, Great Shelford, as shown on the Proposals Map, is allocated for residential development.**

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

2.13a This brownfield site lies within the village framework of a Rural Centre. It is an existing employment site, comprising a vehicle repairs workshop and car sales area. The site has previously had outline planning consent for warden-controlled retirement flats. Development of the site offers the opportunity to enhance this part of the Conservation Area. The Great Shelford Conservation Area Appraisal identifies the Old British School to be a positive building and a focal point, which forms part of an important view. Any development proposal should retain and restore the former Old British School building and convert it to residential use as part of the wider scheme for this site.

2.13b Access to the site is likely to be from Church Street. The site is located close to a good range of existing services and facilities and where there is a good local public transport service. A net density of at least 40 dwellings per hectare should therefore be applied to the site reflecting the requirements of Development Control Policies DPD Policy HG/1. The actual capacity would depend on design

taking account of the character and constraints of the site but is anticipated to be in the order of 18 dwellings.

- (b) Add to the Proposals Map a new housing allocation SP/6a, as shown in the relevant Inset 45 plan in the Council's document Responding to a Housing Shortfall: The Council's Preferred Sites, dated March 2009.**
- (c) Add a new monitoring indicator to Table 1, as detailed in Annex E below.**

THE IDA DARWIN AND FULBOURN HOSPITALS

- (a) Add to the DPD a new policy and reasoned justification as set out below:**

POLICY SP/7a Fulbourn and Ida Darwin Hospitals

- 1. Fulbourn and Ida Darwin Hospitals have been designated as a Major Developed Site in the Green Belt, and development must reflect the principles established by Development Control Policies DPD Policy GB/4.**
- 2. Redevelopment of the existing built footprint of Ida Darwin Hospital into a different configuration, comprising:**
 - c. Residential redevelopment on the eastern part of the Ida Darwin site; and**
 - d. The transfer of part of the building footprint to the Fulbourn Hospital site for new mental health facilities.**
- 3. Redevelopment will create a green wedge on the western part of the Ida Darwin site to provide a compensatory enhancement to the openness of the Green Belt in this location. This green wedge will also provide enhanced public access to the countryside.**
- 4. Developers will be required to undertake ecological surveys and monitoring prior to the commencement of construction, and propose a Biodiversity Strategy for the protection and enhancement of biodiversity that**

establishes which areas will be protected and enhanced, and appropriate mitigation measures.

- 5. An investigation into land contamination will be required prior to the granting of any planning permission. Should this indicate that remediation should be undertaken, this must be done to a standard agreed with the Council and conditions will be imposed on any planning permission to ensure that development takes place in accordance with a programme which takes account of remediation work.**
- 6. Appropriate investigation of noise and vibration in relation to the adjoining railway line will be required, and attenuation measures may be secured by condition as necessary.**
- 7. Development Briefs for this sensitive location in the Green Belt between Cambridge and Fulbourn are required to be submitted to and approved by the Local Planning Authority prior to granting of planning permission.**

2.15a Fulbourn Hospital and Ida Darwin Hospital lie within the Cambridge Green Belt which in this locality separates Cambridge from Fulbourn village and forms part of the setting of the city. Cambridgeshire & Peterborough Mental Health Foundation Trust who own and operate both sites intend to rationalise health care provision on the sites, including relocating some existing uses from the Ida Darwin site to the Fulbourn Hospital site. They will no longer require the majority of buildings on the Ida Darwin site.

2.15b The designation of Fulbourn Hospital and Ida Darwin Hospital as a Major Developed Site (MDS) in the Green Belt means there is potential for redevelopment of the Ida Darwin site and infill development at the Fulbourn Hospital site consistent with the principles of Policy GB/4 of the Development Control Policies DPD. Policy GB/4 includes a floorspace limitation not included in national planning policy for Green Belts (PPG2) originally intended to address proposals for redevelopment for employment and to limit the amount of new employment floorspace which could be provided in rural areas. Policy SP/7a for the hospitals is for healthcare and residential development, and does not need to include this provision. This effectively allows the existing footprint of built development on the site to be re-configured across the Fulbourn and Ida Darwin Hospital sites.

- 2.15c In view of its location adjoining the village framework of Fulbourn and the potential for a development compatible with settlement character and Green Belt purposes, the policy provides a suitable context for redevelopment of the Ida Darwin site for residential development and new development at Fulbourn Hospital to respond to the long term mental healthcare needs of the area.
- 2.15d The Ida Darwin Hospital site adjoins the western end of Fulbourn village. As a previously developed site which is developed at a relatively low density in landscaped grounds it has a physical relationship with the village but a significantly different character which justifies its location in the Green Belt. Redevelopment of the built footprint in a different configuration as a residential area would change the character of the site and its relationship with Fulbourn, but there is potential for this to have positive implications for the relationship of the site with Fulbourn village and for the Green Belt by the removal of all buildings from the western part of the site, and the creation of an area of open countryside character which could help increase the openness of the Green Belt.
- 2.15e Reflecting Policy GB/4, the residential development potential would depend on how the existing Ida Darwin site built footprint were redistributed across the whole Major Developed Site. It is anticipated that the Ida Darwin site could deliver 250 to 275 dwellings, although the total would depend on any buildings that would remain on the Ida Darwin site, and the amount of additional healthcare development required on the Fulbourn Hospital site.
- 2.15f Fulbourn Hospital Conservation Area was designated in December 1992 to preserve and enhance the setting of the group of 19th Century former asylum buildings. The boundary of the conservation area includes the important parkland setting which was fundamental to the building's purpose as one of the first "open asylums" in the country. Any additional development will need to consider the historic pattern of development and parkland settlement.
- 2.15g A Biodiversity Strategy will be required to accompany development proposals, which should consider features worthy of retention. The redevelopment of the Ida Darwin site will provide significant opportunities for biodiversity enhancement, particularly on the western part of the site which is proposed to revert to open countryside.
- 2.15h A single railway line runs adjacent to the north of the Ida Darwin site. Although it is not a main line, railway noise will need assessment in accordance with PPG24 and associated guidance.

Noise and vibration mitigation and/or attenuation on site and noise insulation measures to buildings may be required to provide external and internal noise levels that are acceptable for future residents.

- 2.15i There appears to have been a landfill area to the north west of the Ida Darwin site, and the site itself has historical use as a hospital. These are potential sources of land contamination. This is a material consideration that will require investigation and remediation as necessary so that land is suitable for use in accordance with PPS23 Planning & Pollution Control and associated British Standards / guidance.
- 2.15j The Ida Darwin site is located immediately to the south of a Roman settlement considered to be of national importance and subject to statutory designation (Scheduled Monument 95). Further evidence of Iron Age and Roman settlement is known to the east of the Scheduled Monument and the settlement area is likely to extend into the Ida Darwin Hospital site. This will require appropriate investigation, although development of the hospital itself may have removed some or all remains.
- 2.15k The Ida Darwin site is within a groundwater protection zone and appropriate measures would therefore need to be provided so as to ensure the water environment is protected from contamination. The area is known to have a high water table, and this will need to be considered in a site-specific Flood Risk Assessment.
- 2.15l Residential development will be designed and landscaped to minimise impact on the character of the Green Belt. Strengthening the existing boundary tree planting, particularly the southern boundary will help mitigate the impact of a denser development on the character of the Green Belt. This will also allow two storey houses to replace those parts of the Ida Darwin Hospital, which are large single storey without adversely affecting visual amenity.
- 2.15m A comprehensive Construction Strategy will be required for all phases of development and planning conditions will be imposed to minimise the adverse effects of construction activity on residential amenity and the environment, in accordance with Policy DP/6 of the Development Control Policies DPD.

(b) Amend the Proposals Map as shown on Inset No. 35 Maps 1 and 2 of 5 in the Council's document Responding to a Housing Shortfall: The Council's Preferred Sites dated March 2009, and as shown in Annex F of this report.

(c) Add a new monitoring indicator to Table 1, as detailed in Annex E below.

Policy SP/7 Bayer CropScience, Hauxton

(a) Amend Policy SP/7 as follows:

Part 1

"1. Land at Bayer CropScience Plc, Hauxton, is allocated for a sustainable high density, residential led mixed-use development. Development of the 8.7 hectare site will comprise ~~an even balance between jobs in~~ housing and B1 employment development ~~and numbers of dwellings~~ as well as open space and community facilities. Development will be required to provide appropriate contributions to local services and facilities and the provision of a high quality bus service and cycle links to Cambridge (including long-term financial support if necessary)."

and in part 2:

~~e. Improved community facilities in Hauxton village as a whole in compensation for the sporting, recreational and social facilities lost to Hauxton by the closure of Bayer Social Club;~~

(b) Amend part 2, item e, of policy SP/7 by deleting aall text after the word "facilities" in the first line.

(c) Amend paragraph 2.14 as follows:

2.14 The Bayer CropScience site near Hauxton offers a specific opportunity where a brownfield site is to come available for redevelopment, located near to the edge of Cambridge. The site comprises an intensively developed industrial site, including manufacturing and warehousing. Appropriate redevelopment will comprise a mix of uses, to maximise sustainability. It is anticipated that it will provide around ~~250~~ 380 dwellings. The Council's Planning Committee has resolved to grant planning permission subject to the resolution of a number of issues. A revised application that addresses these issues was submitted in November 2008. It will enable visual improvement of this prominent site, improving a major approach into Cambridge. It will need to be sensitively designed to take account of its position surrounded by the Green Belt. It is capable of being developed with good links to the Trumpington West development, and ~~the~~

Trumpington Park and Ride, as well as the village of Hauxton itself. The site also offers opportunities for improved access to the River Cam. Part of the site lies within the medium risk flood zone, and appropriate mitigation measures will be required. Proposals for **the** redevelopment of the recreation buildings and waste water treatment facility on the western side of the A10 will be considered in the context of proposals for appropriate development within the Green Belt. **As a planning objective it would be highly desirable to secure the removal of the incongruous industrial structures on the western part of the site. Particular consideration should be given to proposals that remove these structures and improve the visual appearance of the Green Belt.**

- (d) Correct the drafting error on the Proposals Map to exclude from the Green Belt the section of the site which is covered by hardstanding within the perimeter wall.
- (e) Correct the drafting error in monitoring indicator SSLO 5 by deleting "SP/2" and inserting "'SP/7".

Policy SP/8 Papworth Everard Village Development

- (a) Delete from part 1 of Policy SP/8 the words "Group Village" and replace with "Minor Rural Centre"
- (b) Add at the beginning of the first sentence of part 5 of Policy SP/8 the words "New housing".
- (c) In part 3 of Policy SP/8 replace the words "12 months" with "2 years".
- (d) Reword Part 8 of Policy SP/8 to say that "Further guidance for both sites 1 and 2 will be detailed in Supplementary Planning Documents".
- (e) Replace paragraph 2.22 with "A development brief Supplementary Planning Document will be required for the Papworth Everard West Central site, and one is likely to be required for the Papworth Hospital site. Both documents will be subject to public participation."
- (f) Change the Policy reference in the SSLO 18 targets column of Table 1 (the monitoring table) from SP/11 to SP/8.

Policy SP/10 Allocations for Class B1 Employment Uses And Policy SP/11 Allocations for Class B1 and B2 Employment Uses

- (a) Amend policies SP/10 and SP/11 as follows:

POLICY SP/10 Allocations for Class B1 Employment Uses

1. The following sites are allocated for employment development for uses within Class B1 of the Town and Country Planning (Use Classes Amendment) Order 2005 (Offices; Research and Development; and Light Industry):

Site	Total Site Size	Area with Planning Permission Unimplemented at March 2005 2009	Residue of Allocation at March 2005 2009
a. Longstanton: N of Hattons Road up to the proposed bypass	3.0 6.7 ha	3.0 6.7 ha	-
b. Pampisford: West of Eastern Counties Leather, London Road (residue)	2.3 1.9 ha	0.9 ha	1.35 1.0 ha
c. The former Bayer CropScience site at Hauxton as part of a mixed-use redevelopment.	Total site size to be specified following the preparation of a Masterplan or Development Brief.	-	-

b. Longstanton, Hattons Road: Site is allocated for 12,500m² of gross internal floor area of Research & Development use. ~~Development of the site will be dependent upon the provision of a development related bypass secured through a legal agreement. The agreement ensures that no floor area will be occupied before the bypass, including all necessary junctions and road links to the existing road network are complete.~~

POLICY SP/11 Allocations for Class B1, B2 **and B8** Employment Uses

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

South Cambridgeshire
Site Specific Policies Development Plan Document
Inspectors' Report on the Examination

Site	Total Site Size	Area with Planning Permission Unimplemented at March 2005 2009	Residue of Allocation at March 2005 2009
a. Gamlingay: South of Station Road	3.9 ha	3.9 ha	-
b a. Over: Norman Way (residue)	1.09 ha 1.7 ha	1.09 ha 1.7 ha	-
c b. Papworth Everard: Ermine Street South (residue)	6.55 ha 2.5 ha	6.55 ha 2.5 ha	-

~~ba.~~ Over, Norman Way: No additional access will be allowed from Longstanton Road, and development of the site will therefore be dependent on an extension to the existing service road being achieved.

~~eb.~~ Papworth Everard, Ermine Street South: A landscape and screening buffer between the commercial use and residential development will be required. Also a 10 metre wide strip of landscaping will need to be carried out round the southern and eastern boundaries in advance of the development.

(b) Amend monitoring indicators SSLO 3 & SSLO 4 as follows:

"Target: No specific targets; development that comes forward on the sites to be compatible with the specific requirements of the sites and to be compatible with the aim of ensuring sufficient provision of a range of suitable employment land, to respond to the ~~Cambridgeshire Structure Plan 2003~~ guidelines."

(c) Amend monitoring indicator SSLO4 to reflect the name change to Policy SP/11 (with the addition of B8).

(d) Replace the existing text of paragraph 3.1 with the following:

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

Policy SP/12 Gamlingay

Delete the sub-heading "Community Facilities", Policy SP/12, its reasoned justification, the allocation, and the corresponding Site Specific Monitoring Indicator (SSLO9).

Policy SP/13

Delete Policy SP/13, its reasoned justification, and the associated sub-heading.

Policy SP/14

(a) Delete from Policy SP/14 1e the word "west" and replace with "east".

(b) Delete from Policy SP/14 3g the word "Histon" and replace with "Impington".

(c) Change the Policy reference in the SSLO 10 targets column of Table 1 (the monitoring table) from SP/7 to SP/14.

Policy SP/15

(a) Replace Policy SP/15 as submitted with: "Areas of countryside within the conservation area at Longstanton will form part of the green separation between Longstanton and Northstowe. Public access to this area of countryside will be controlled to protect the conservation area. The area will contain only open land uses, such as playing fields, allotments and cemeteries, which will contribute towards effective separation between these communities. The open aspect of the fields affording views of All Saints Church will be maintained. Elsewhere the landscape character of a series of hedged paddocks, small copses and tree belts will be maintained and enhanced."

(b) The reasoned justification to Policy SP/15 should be deleted and replaced with: "The green separation between Longstanton village and the new town of Northstowe is designed to ensure the maintenance of the village character of Longstanton. The land within the conservation area has itself a valuable character which should be preserved or enhanced. The predominant historic character of the open land comprises a series of paddocks with hedgerows and small

copses, bounded by the tree lined bridleway of Long Lane. Historically this is an important area and includes fields which still demonstrate remnants of the early ridge and furrow field system. Long Lane is a long established right of way and its sylvan character is a key part of the setting of Longstanton."

- (c) In the target for Site Specific Monitoring Indicator SSLO 11, replace "not contain any urban uses" with "contain only open land uses".**

The Council will need to delete from Proposals Map Inset No.73 the notation for green separation.

SP/16 New Road Infrastructure

- (a) Delete Policy SP/16 and paragraphs 6.1 and 6.2, and the sub-heading 'Roads' above the policy.**

SP/17 Rapid Transit

- (a) Rename Policy SP/17 to "Cambridgeshire Guided Busway" and in item 1 of the policy delete "Rapid Transit System (RTS)" and replace it with "Cambridgeshire Guided Busway (CGB)". Replace references to "RTS" in the policy with "CGB".**
- (b) Amend paragraph 6.3 as follows:**

Structure Plan Policy P8/10 and the Local Transport Plan propose the re-use of the Cambridge – St Ives line as part of a guided bus Rapid transit System (~~RTS~~) linking Trumpington to Addenbrooke's, Cambridge City Centre, Chesterton Interchange, Histon, Oakington, the new town of Northstowe, Swavesey, and St Ives, with on-road links to Godmanchester and Huntingdon. **This is now called the Cambridgeshire Guided Busway (CGB).** An RTS (**CGB**) of this kind would be a key element in planning for sustainable growth in the Cambridge Sub-Region.

SP/18 Rail Infrastructure

- (b) Revise Policies SP/18 and supporting text in Chapter 6 as follows:**

POLICY SP/18 Rail Infrastructure

1 Land at Chesterton Sidings is safeguarded for the development of a railway station and interchange facility.

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

6.5a Structure Plan 'saved' policy P8/10 and the Local Transport Plan propose the development of a rail station and interchange facility at Chesterton Sidings to provide a high quality interchange between all modes, including with the Cambridgeshire Guided Busway Rapid Transit. This forms part of a wider redevelopment area with land in Cambridge City. Planning obligation contributions towards the cost of the railway station and interchange will be sought at a level proportional to the benefit of the mitigation of road traffic for developments which would be served by a new railway station at Chesterton Sidings.

6.5b Not all the land at Chesterton Sidings will be required for the railway station and public transport interchange. Some of the remaining land will be used by Network Rail for train stabling and at least until the completion of the planned upgrade to the A14 trunk road for the delivery of aggregates and the manufacture of coated roadstone. Even with these uses present at the Sidings there will be land to the rear of the Cambridge Business Park available for redevelopment in the short term.

6.5c Chesterton Sidings forms part of a larger area of land with development potential which includes land north of Cowley Road within Cambridge City. The redevelopment potential of this and other land has been investigated on a number of occasions but found to be unviable or undeliverable. Now that the future of much of Chesterton Sidings has been determined by Network Rail's decision to retain land for train stabling a new planning framework for the development of this area will be required. This will be produced jointly with Cambridge City Council and Cambridgeshire County Council, and agreed through the Cambridge Fringes Joint Planning Policy Committee. Central to the policy will remain a multimodal transport interchange.

6.5d Chesterton Sidings includes an area of Jersey Cudweed. This is a protected species under Schedule 8 of the Wildlife and Countryside Act. Development will need to incorporate measures for protecting this species.

SP/19 Rail Freight

delete "Chesterton Junction" from the list of rail freight facilities in Policy SP/19.

Phasing and Delivery, and Monitoring

- (e) delete paragraph 7.6.**
- (f) replace the housing trajectories on pages 40-42 as submitted with the trajectory in Annex D below.**
- (g) replace Table 1 as submitted with the Table 1 in Annex E below.**
- (h) delete Policy SP/21, its sub-heading PLAN MONITOR MANAGE, and paragraphs 8.1-8.6, and replace with a section sub-headed "Monitoring" and worded as follows:**

"Monitoring provides information on the performance of policy, the delivery of development and impacts on the environment. Monitoring will help the local planning authority assess whether its plans remain sound or whether adjustments need to be made to continue to meet plan objectives. The presence of clear mechanisms for implementation and monitoring forms part of the test of soundness of the Local Development Framework. The Core Strategy DPD includes a policy on Plan Monitor Manage (ST/11).

Monitoring Indicators

Every local planning authority has to produce an Annual Monitoring Report for submission to the Secretary of State. This forms part of the overall package of documents making up the Local Development Framework for each District.

A set of indicators has been developed specifically for monitoring the LDF, building on guidance in the ODPM publication Annual Monitoring Reports: A Good Practice Guide. The District-wide indicators for South Cambridgeshire are contained in the Core Strategy and Development Control Policies DPDs. For example, the Council will identify the number of houses completed annually in the District.

Development Frameworks

- a) Redraw the Development Framework at 3 Dogget Lane, Fulbourn, to follow the tall evergreen hedge forming the southern limit of the area of gravel and garages south of the house.
- b) Redraw the Development Framework on the western side of Longstanton to include all of the committed residential development, coloured dark grey on plan 7/2339 submitted with examination statement SSPMM7 – 2339, and to include the business park area also coloured dark grey on the same plan, but not including the light grey landscaping area of the business park; and to follow the edge of the road as built on the approach to the central roundabout north of the business park, as shown on plan 7/2339. Consequent on these actions, the figure of 1.93 ha for the land north of Hatton's Road, Longstanton in line 1c of Policy SP/14 should be changed to 2.65 ha..
- c) Exclude St Michael's Mount from the Development Framework for Longstanton.
- d) Redraw the Development Framework around Badger's Holt caravan park, Longstanton, to follow the line depicted in Appendix 6 to the Council's statement Longstanton – 1251.
- e) Redraw the development Framework at West Wratting to project the line at the rear of the Vicarage, in The Causeway, to meet the existing boundary where it continues in a south-westerly direction to the High Street.

Protected Village Amenity Areas

The following changes are required to make the document sound:

Delete the PVAA notation from the western part of the PVAA near the church in Over as defined in the submitted DPD, from the area north of the road adjacent to the public house at Boxworth; from that part of the PVAA at Back Lane, Barrington, identified in representation 12361; and from St Michael's Mount, Longstanton.

Important Countryside Frontages

Delete the Important Countryside Frontage notation from the frontage of the site identified in representation 14384 (land

north of Church Lane, Arrington), and from the west side of Woodside and the adjacent part of School Lane, Longstanton.

Other Matters

(a) Change the text of the document in accordance with the text set out in Annex A.

(b) (i) Change the reference in paragraph 4.5 from 'Recreation Study 2004' to 'Recreation Study 2005'.

(ii) Amend the reference in paragraph 7.1 from 'at three stages of consultation' to 'through a number of stages of consultation'.

ANNEX C: CAR PARKING STANDARDS, CYCLE PARKING STANDARDS AND OPEN SPACE AND RECREATION STANDARDS IN RESPECT OF POLICY SP/1A LAND BETWEEN HUNTINGDON ROAD AND HISTON ROAD

APPENDIX 2: POLICY SP/1a CAR PARKING STANDARDS FOR CAMBRIDGE

INTRODUCTION

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

Application of the Standards

3. Parking for disabled people will be required for their exclusive use at all sites in accordance with Section 6. It should be noted that under the Disability Discrimination Act, it is the responsibility of site occupiers to ensure that adequate provision is made for the needs of disabled people.
4. Levels of car parking below the stated levels, including car-free developments, will be supported where:
 - The site has good access to HQPT bus services, pedestrian and cycle routes; and
 - For residential developments, the site is within close proximity to shops and other local services; and
 - Reduced car ownership / use can be encouraged by provision of car pooling / car share clubs; and
 - Reduced car ownership / use can be enforced by means of a planning condition or obligation, on-street controls, or other

methods to ensure that increased on-street parking pressure will not occur.

5. Some developments may have an exceptional need for vehicle parking in addition to that specified in the standards. Where this can be shown to be necessary, either by the applicant or the local planning authority, such parking should be provided in addition to that stated in the following sections. Such additional parking may be necessary where there will be shift-working staff and non-car travel options are not viable, for example. Preliminary discussions and Transport Assessments will play a key role in demonstrating the need for any such additional parking.
6. Where reference is made to staff numbers, this relates to the typical number of staff working at the same time.

RESIDENTIAL USES

Residential Dwellings

Table 1: Residential Development

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

Note: Garages are counted as parking spaces.

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

Other Residential Developments

Table 2: Other Residential Developments

Type of Development	Standard
Guest houses and hotels	2 spaces for every 3 bedrooms and 1 space per resident staff. Off-street coach parking to be conveniently located in relation to developments of 40 or more bedrooms.

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	Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each room so designed should be provided.
Nursing homes	1 space for every 8 residents, 1 space for every 2 members of staff.
	Provision must be made for ambulance parking.
Retirement homes / sheltered houses	1 space per 4 units, 1 space for every 2 members of staff.
	Provision must be made for ambulance parking. A secure, covered, enclosed area with electricity sockets needs to be provided for electric buggies.
Student residential accommodation where proctorial control or alternative control on car parking exist	1 space per 10 bed spaces or an area for both pick-up / drop-off at the end of term time and visitor parking.
	1 space per resident warden / staff.
	Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each room so designed should be provided.
Student residential accommodation where proctorial control does not exist or where control exists but the development will house conference delegates	1 space per 3 bed spaces.
	1 space per resident warden / staff.
	Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each room so designed should be provided. Controls will be necessary to limit use of car parking outside conference times.
Residential schools, college or training centre	On merit.
	Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each room so designed should be provided.
Hospitals	On merit.

8. Table 2 sets out the car parking standards for residents, visitors and staff. In addition, developers will need to demonstrate that

their proposal provides for any particular exceptional needs, such as service vehicles.

RETAIL, CULTURE, LEISURE AND SPORTS USES

Table 3: Retail, Culture, Leisure and Sports Uses

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

Table 4: Assembly, Culture, Leisure And Sports Uses

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

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

¹ Gross Floor Area

OFFICE USE

Table 5: Business And Industrial Uses

Use	Standards
Offices, General Industry	1 space per 40 m ² GFA, including disabled.
Storage	1 space per 100 m ² GFA, including disabled.

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

NON-RESIDENTIAL INSTITUTIONS

Table 6: Non-Residential Institutions

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

PROVISION FOR PEOPLE WITH DISABILITIES

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

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

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

APPENDIX 3: POLICY SP/1a CYCLE PARKING STANDARDS FOR CAMBRIDGE

INTRODUCTION

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

multi-purpose site is likely to result in a duplication of provision.

Table 1: Residential Use

Type of Development	Number of Spaces
Residential dwellings	<ul style="list-style-type: none"> • 1 space per bedroom up to 3 bedroom dwellings. • Then 3 spaces for 4 bedroom dwellings, 4 spaces for 5 bedroom dwellings etc. • Some level of visitor cycle parking, in particular for large housing developments.
Guest houses and hotels	1 space for every 2 members of staff and 2 spaces for every 10 bedrooms.
Nursing homes	1 visitor space for every 10 residents and 1 space for every 2 members of staff.
Retirement homes / sheltered houses	1 space for every 6 residents and 1 space for every 2 members of staff.
Student residential accommodation	<ul style="list-style-type: none"> • 2 spaces per 3 bedspaces. • 1 visitor space per 5 bedspaces.
Residential schools, college or training centre	(as above)
Hospitals	On merit.

Table 2: Retail, Culture, Leisure And Sports Uses

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

¹ Gross Floor Area

stadia, auditoria and concert halls	
Place of worship, public halls and community centres	1 space per 15 m ² of public floor area.

Table 3: Office Uses

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

Table 4: Non-Residential Institutions

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

CYCLE PARKING DESIGN AND LAYOUT

Design Of Rack

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

Sheffield Stand:

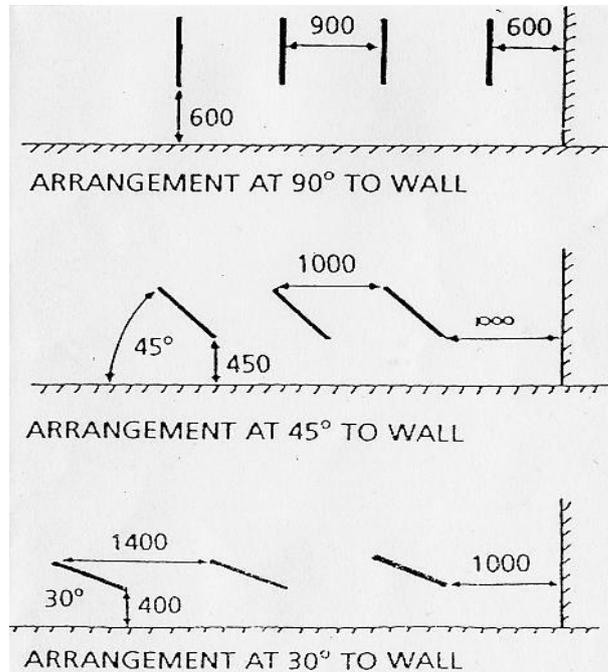


Layout

Rounded A Stand:

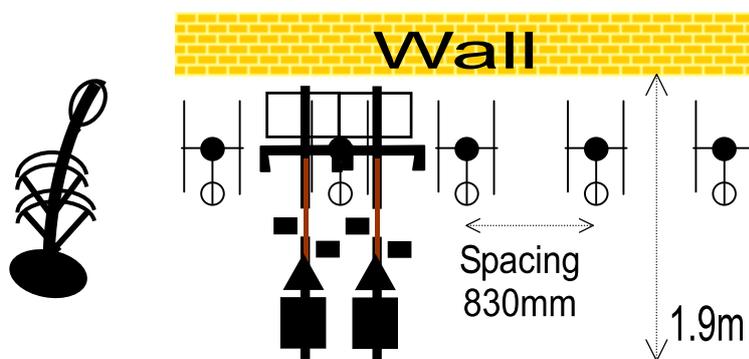


4. This diagram shows the spacing required for cycle stands. There should be a 1,200 mm space between a double row of stands. All measurements shown are in millimetres.



High Capacity

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



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

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

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ANNEX D

Housing Trajectory for South Cambridgeshire, Allocations 2009-2016

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

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

ANNEX E: MONITORING INDICATORS – REPLACEMENT TABLE 1

Housing				
Indicator number	Indicator	Type of Indicator	Related Draft LDF Policies	Targets
SSLO 2	Residential densities at Cambourne	Local	SP/4, SP/5	Residential densities at Cambourne meet those required by Policy HG1 - at least 30 dwellings per ha and 40 dwellings per ha in more sustainable locations close to a good range of existing or potential services and facilities and where there is, or there is potential for, Good Quality Public Transport.
SSLO 1	Dwellings completions at the Housing Allocations set out in SP/6 <u>Dwelling completions at North of Impington Lane, Impington</u>	Local	SP/6	Development of housing allocations at the notional density figure set out in the Site Specific Policies DPD. <u>Development of the site in accordance with the provisions of Policy SP/6.</u>
	<u>Dwelling completions at Powell's Garage, Woollards Lane, Great Shelford</u>	<u>Local</u>	<u>SP/6a</u>	<u>Development of the site in accordance with the provisions of Policy SP/6a.</u>
	<u>Dwelling completions at Fulbourn and Ida Darwin Hospitals</u>	<u>Local</u>	<u>SP/7a</u>	<u>Development of the site in accordance with the provisions of Policy SP/7a.</u>
Employment				
Indicator number	Indicator	Type of Indicator	Related Draft LDF Policies	Targets
SSLO 3	Development at sites allocated for B1 Employment Use	Local	SP/10	<i>No specific targets; development that comes forward on the sites to be compatible with the specific requirements of the sites and to be compatible with the aim of ensuring sufficient provision of a range of suitable employment land, to respond to the Cambridgeshire Structure Plan 2003 guidelines.</i>

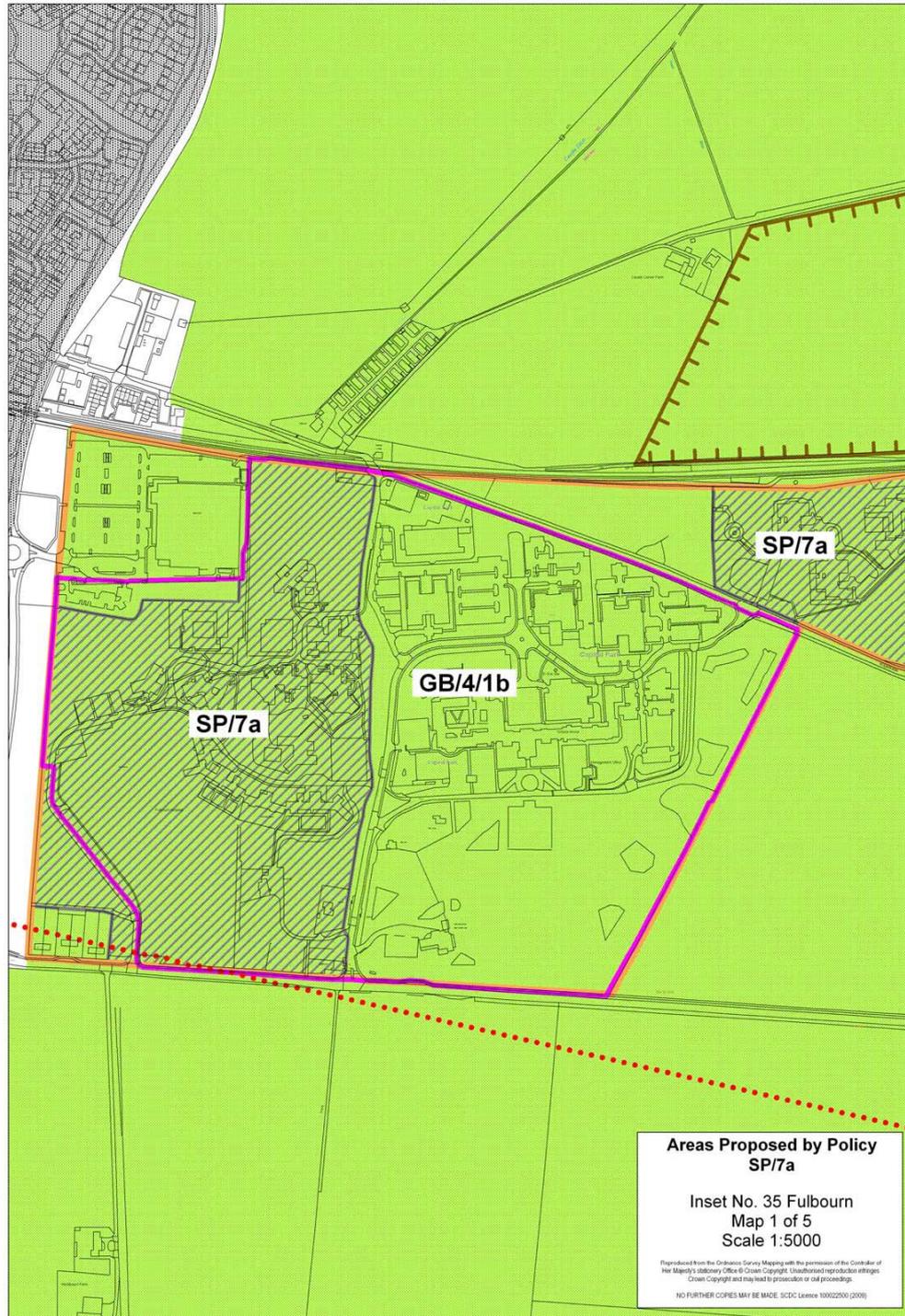
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SSLO 4	Development at sites allocated for B1/B2 Employment Use	Local	SP/11	<i>No specific targets; development that comes forward on the sites to be compatible with the specific requirements of the sites and to be compatible with the aim of ensuring sufficient provision of a range of suitable employment land, to respond to the Cambridgeshire Structure Plan 2003 guidelines.</i>
Mixed Use Development				
Indicator number	Indicator	Type of Indicator	Related Draft LDF Policies	Targets
SSLO 6	Development at Cambridge Northern Fringe West (Orchard Park)	Local	SP/1	Completion of development that accords with the CNF West Masterplan and Policy SP/1 .
SSLO 7	Development at Cambridge Northern Fringe East (Chesterton Sidings)	Local	SP/2	Completion of CNF East development in accordance with the forthcoming Masterplan for the site.
	Development at North West Cambridge – Huntingdon Road to Histon Road	Local	SP/1a	Completion of development in accordance with the forthcoming Masterplan for the site.
SSLO 5	Development at Bayer CropScience, Hauxton	Local	SP/7	Development of site in accordance with the provisions of Policy SP/2 SP/7 and the approved Masterplan for the site.
SSLO 8	Papworth Everard Village Development	Local	SP/8	In the eventuality of Papworth Hospital relocating to the Addenbrooke's Hospital site, a) Site 1 – the Papworth Hospital site; and, b) Site 2 – Papworth Everard West Central to be developed in such a way as to meet the requirements of Policy SP/11 SP/8 and of the Development Briefs that would be prepared for the sites.
Recreation				
Indicator number	Indicator	Type of Indicator	Related Draft LDF Policies	Targets

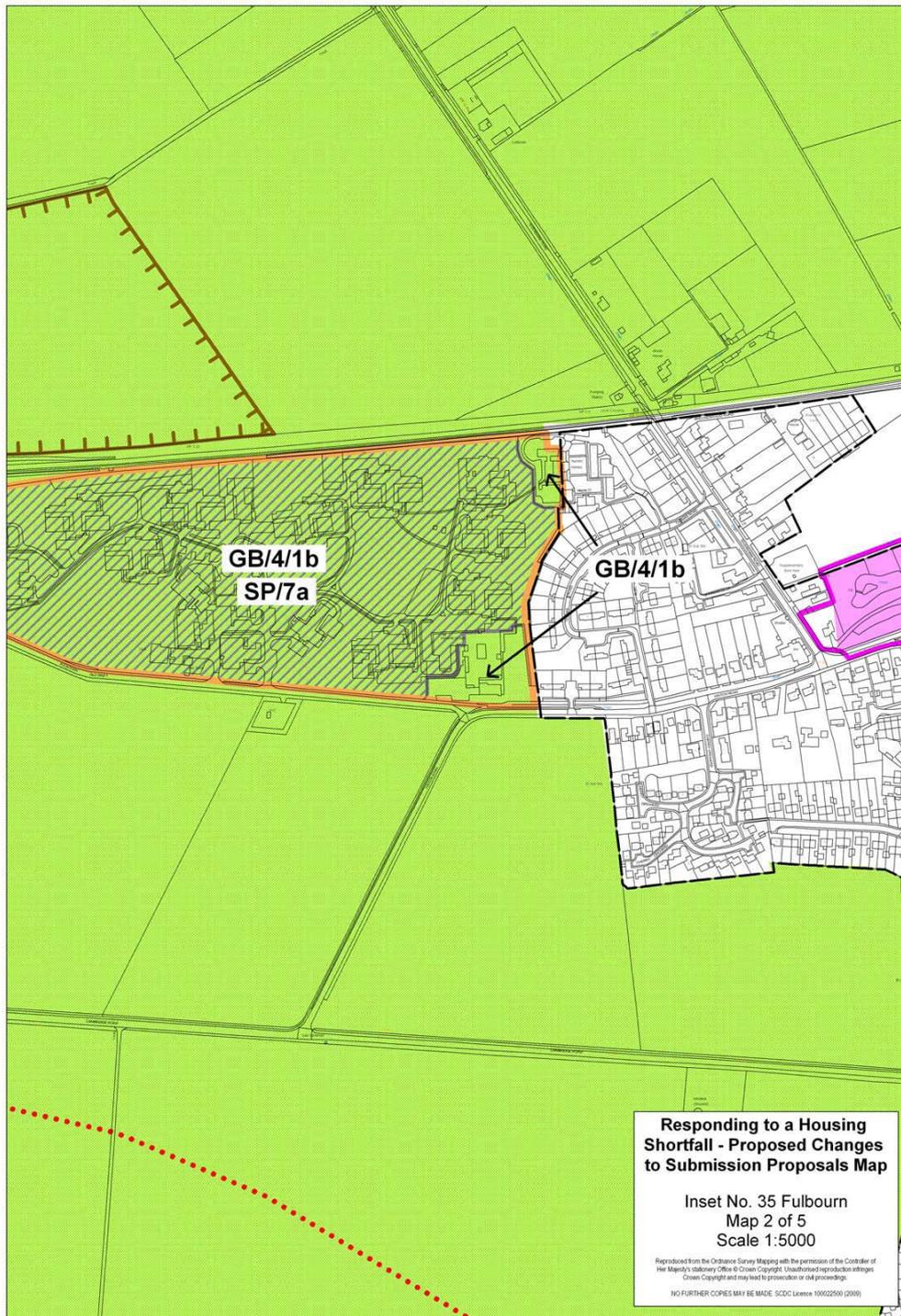
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SSLO 9	Development of additional graveyard west of St Mary's Church, Gamlingay	Local	SP/12	Provision of additional graveyard at site.
SSLO 10	Progress of open space allocations	Local	SP/14	Completion of extension to recreation grounds at the sites listed in SP/7 SP/14 .
Environment				
Indicator number	Indicator	Type of Indicator	Related Draft LDF Policies	Targets
SSLO 11	Green Separation at Northstowe	Local	SP/15	Green Separation at Northstowe to: a) extend to protect Conservation areas which extend beyond the village frameworks b) have a high degree of public access where appropriate to character and amenity, having particular regard to the character of Conservation Areas contain only open land uses not contain any urban uses such as allotments, playing fields or cemeteries-include enhancement of series of hedged paddocks and small copses adjoining St Michael's Mount.

ANNEX F: REVISED PROPOSALS MAP RE FULBOURN HOSPITAL



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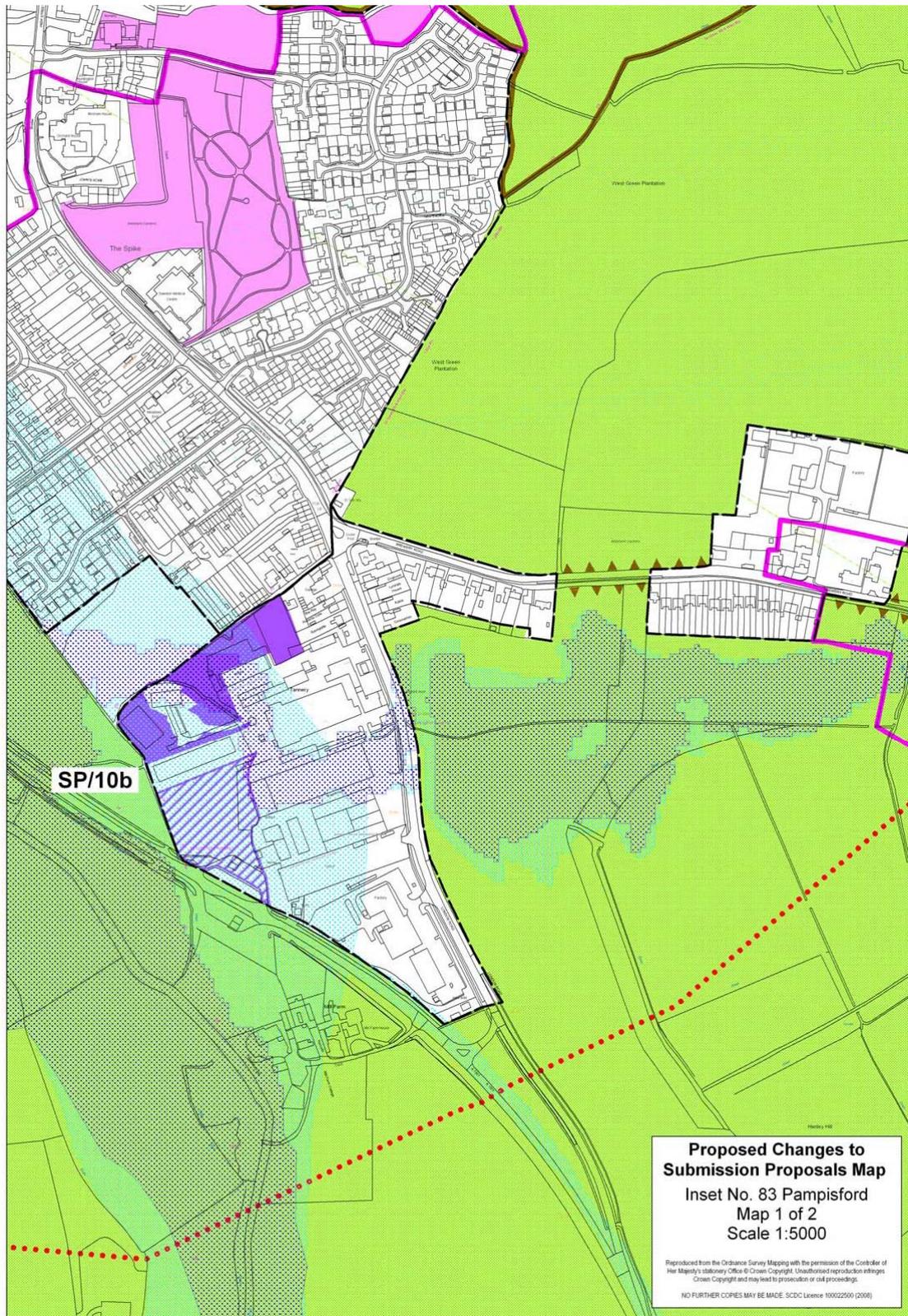


ANNEX G: PROPOSALS MAP CHANGES

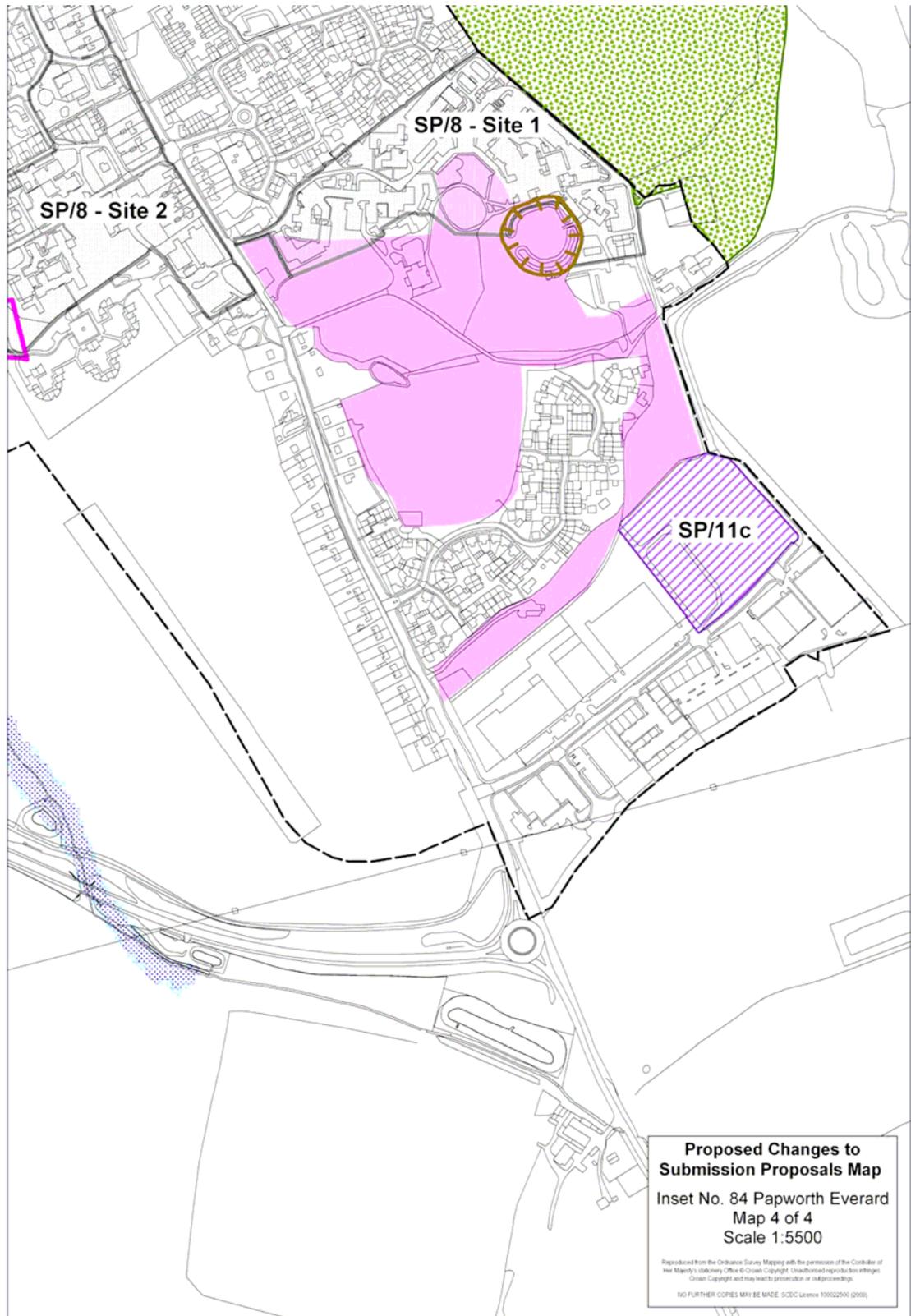
Inset Number	Map	Required Change(s)	Related Policies
36 - Gamlingay		Delete the employment allocation annotation from map 2 of 2. Delete the special policy area annotation for SP/12 from map 2 of 2.	SP/11, SP/12
54 - Heathfield		Delete the housing allocation annotation from map 1 of 2.	SP/6
73 - Longstanton		Delete the special policy area for SP/16 from maps 1 of 4, 2 of 4 and 3 of 4.	SP/16
76 - Melbourn		Delete the special policy area annotation for SP/6b from map 1 of 3 and 3 of 3.	SP/6
83 - Pampisford		Amend the employment allocation annotation and employment commitment annotation on map 1 of 2. See attached revised inset map 83.	SP/10
84 - Papworth Everard		Delete the housing allocation annotation from maps 1 of 4, 2 of 4, 3 of 4, and 4 of 4. Amend the employment commitment annotation on map 4 of 4. Delete the special policy area for SP/16 from maps 1 of 4, 3 of 4 and 4 of 4. See revised inset map 84 (map 4 of 4).	SP/6, SP/11, SP/16
102 - Waterbeach		Delete the housing allocation annotation from maps 1 of 2 and 2 of 2.	SP/6

This list does not include any changes related to the Council's Preferred Sites to make up the housing shortfall.

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