

Cambridge Local Plan and South Cambridgeshire Local Plan

Matter 9: Cambridge East

At the Matter 9 hearing on 29 April concerning policies SS/3 of the South Cambridgeshire Local Plan, and Policy 12 of the Cambridge Local Plan, the Councils proposed that development on safeguarded land at Cambridge East should follow a review of the Local Plan to be consistent with the wording of paragraph 85 bullet point 4 of the NPPF. The proposed major modification to policies SS/3 and 12 included in Supplement 2 currently refers to development ‘following a review of this policy and of the Cambridge East Area Action Plan.’ For the avoidance of doubt and to improve clarity, this addendum proposes a minor change to the wording of the major modification to replace the word ‘policy’ with ‘Plan’ in paragraph 3 of policy SS/3 and paragraph 3.27 of the supporting text to the South Cambridgeshire Local Plan, and in paragraph 3 of Policy 12 and paragraph 3.17A of the supporting text to the Cambridge Local Plan. For convenience the wording¹ of appendix 1 of supplement 2 is reproduced below with these changes included with the word ~~policy~~ struckthrough and the word **Plan** picked out in yellow highlighting.

Appendix 1: Proposed Modifications to Policy SS/3 and Policy 12.

Proposed Major Modification, South Cambridgeshire Local Plan:

Amend Policy SS/3 as follows (deletions ~~struckthrough~~, additions underlined):

Policy SS/3: Cambridge East

1. ~~Land at Cambridge East, including Cambridge Airport, shown on the Policies Map, is safeguarded for longer term development beyond 2031. Development on safeguarded land will only occur once flying activities cease and following a review of the Cambridge East Area Action Plan (AAP). Land north of Newmarket Road and land north of Cherry Hinton (to be developed in conjunction with adjoining land in Cambridge), are allocated for residential development within the plan period. Proposals for residential development on these sites, as shown on the Policies Map, will only be supported if:~~
 - a. ~~It can be shown that any environmental and health impacts (including noise) from the airport can be acceptably mitigated for residents; and~~
 - b. ~~Due consideration has been given to safeguarding the appropriate future development of the wider site.~~

¹ The maps in M9/CCC & SCDC Supplement 2 are unchanged.

- ~~c. There would not be a safety risk from the continued authorised use of Cambridge Airport.~~
- ~~2. It is anticipated that land north of Newmarket Road will deliver approximately 1,200 dwellings. Land north of Cherry Hinton will deliver approximately 110 dwellings in South Cambridgeshire.~~
- ~~4. This policy replaces Policies CE/3 and CE/35 of the Cambridge East AAP. All other policies in the Cambridge East AAP are retained.~~
1. Land at Cambridge East is allocated for development as shown on the Policies Map:
- a) Land north of Newmarket Road will deliver approximately 1,300 dwellings during the plan period.
- b) Land north of Cherry Hinton will deliver approximately 110 dwellings during the plan period (together with land allocated in Policy 12 of the Cambridge Local Plan).
- c) The remainder of the land south of the Green Belt corridor is allocated as a broad location for growth during the plan period, subject to the constraints arising from the continued authorised use of Cambridge Airport.
2. Proposals for residential development on sites a), b) and c), as shown on the Policies Map, will only be supported if:
- d) It can be shown that any environmental and health impacts (including noise) from the airport can be acceptably mitigated for residents; and
- e) Due consideration has been given to safeguarding the appropriate future development of the wider site; and
- f) There would not be a safety risk from the continued authorised use of Cambridge Airport.
3. The rest of the Cambridge East site is safeguarded for longer term development beyond 2031. Development on safeguarded land will only occur once the site becomes available and following a review both of this policy Plan and of the Cambridge East Area Action Plan.
4. This policy replaces Policies CE/3 and CE/35 of the Cambridge East AAP. All other policies in the Cambridge East AAP are retained.

3.24 Land at Cambridge East was taken out of the Green Belt through the Cambridge Plan 2006 and Cambridge East Area Action Plan (AAP) 2008 for the development of a major new urban extension. This was dependant on the relocation of current activities at the airport. Marshall had been actively looking into relocation options for

the airport activities since 2006. In 2010, they announced that they did not have a deliverable relocation option and that they intended to remain at Cambridge Airport for the foreseeable future.

3.25 In reviewing the future options for this large site, Cambridge City Council and South District Council have concluded that it is appropriate that ~~this~~ the site allocated in the AAP remain out of the Green Belt and be safeguarded as a strategic reserve of land to be developed at a later date. The corridor of Green Belt running from Coldham's Common to Teversham will remain as Green Belt. ~~Policies in the existing Cambridge East AAP will remain other than Policies CE/3 and CE/35.~~

~~3.26 This policy replaces both policies CE/3 and CE/35. This policy safeguards the main airport site for longer term development needs beyond 2031. Were circumstances to change, a review of this policy and the Cambridge East AAP could examine the consequences of the change.~~

~~3.27~~ 3.26 There is potential for residential development for a number of parcels of land There is an opportunity during the plan period to deliver residential development on parts of Cambridge East while the airport remains on the site. A number of specific sites and a broad location south of the Green Corridor are allocated in Policy SS/3 (1) and Policy 12 (1) of the Cambridge Local Plan (see Figure 7). These were identified in the AAP as capable of coming forward ahead of the Airport site, and potentially without it. Careful consideration of how the on-going airport activities will interact with any new residential use will be needed at the planning application stage to ensure that the new homes have a high level of amenity, and that the continued authorised use of the airport would not be compromised. Any development that comes forward in advance of the wider site will have to be carefully planned and demonstrate that it is capable of working both with and without the wider development, so as not to prejudice the potential delivery of development on the safeguarded land at some point in the future if it becomes available. This policy makes it clear that these areas are not part of the wider safeguarded site and are allocated to come forward for development before 2031.

~~3.27 This policy safeguards the main airport site for longer-term development needs beyond 2031. Were circumstances to change, a review of this policy **Plan** and the Cambridge East AAP could examine the consequences of the change. Policies in the existing Cambridge East AAP will remain other than Policies CE/3 and CE/35.~~

Proposed Major Modification, Cambridge Local Plan:

Amend Policy 12 as follows (deletions ~~struck through~~, additions underlined):

Policy 12: Cambridge East

~~**Within the administrative area of Cambridge City Council, land at Cambridge East, including Cambridge Airport, is safeguarded for longer-term development beyond**~~

~~2031. Development on safeguarded land will only occur once the site becomes available and following a review of the Cambridge East AAP.~~

~~Land north of Newmarket Road, land north of Coldham's Lane and land north of Teversham Drift, as shown on Figure 3.2, is allocated for residential development within the plan period. Proposals for residential development on sites will only be supported if:~~

- ~~a. it can be shown that environmental and health impacts (including noise) from the airport can be acceptably mitigated for residents; and~~
- ~~b. due consideration has been given to safeguarding the appropriate future development of the wider site.~~

~~Where it can be clearly demonstrated that residential development will impede the ongoing safe use of Cambridge Airport, proposals will be refused.~~

~~This policy replaces policies CE/3 and CE/35 of the Cambridge East AAP. All other policies in the Cambridge East AAP are retained.~~

1. Land at Cambridge East, shown on the Policies Map, including Cambridge Airport, is allocated for development as shown on Figure 3.2 as follows:

- a) Land north of Newmarket Road during the plan period (R45).
- b) Land north of Coldham's Lane during the plan period (R41).
- c) Land north of Church End during the plan period (R46).
- d) Land north of Teversham Drift during the plan period (R40) (together with land allocated in Policy SS/3 of the South Cambridgeshire Local Plan).
- e) The remainder of the land south of the Green Belt corridor is allocated as a broad location for growth during the plan period, subject to the constraints arising from the continued authorised use of Cambridge Airport.

2. Proposals for residential development on sites a), b), c), d) and e), as shown on the Policies Map, will only be supported if:

- f) It can be shown that environmental and health impacts (including noise) from the airport can be acceptably mitigated for residents; and
- g) Due consideration has been given to safeguarding the appropriate future development of the wider site; and
- h) There would not be a safety risk from the continued authorised use of Cambridge Airport

3. The rest of the Cambridge East site is safeguarded for longer term development beyond 2031. Development on safeguarded land will only occur

once the site becomes available and following a review both of this policy Plan and of the Cambridge East Area Action Plan.

4. This policy replaces Policies CE/3 and CE/35 of the Cambridge East AAP. All other policies in the Cambridge East AAP are retained.

- 3.15 Land at Cambridge East was taken out of the Green Belt through the Cambridge Local Plan 2006 and Cambridge East Area Action Plan (AAP) 2008 for the development of a major new urban extension to the city. This was dependent on the relocation of current activities at the airport. The Marshall Group had been actively looking into relocation options for the airport activities since 2006. In 2010, they announced that they did not have a deliverable relocation option and they intended to remain at Cambridge Airport for the foreseeable future.
- 3.16 In reviewing the future options for this large site, Cambridge City Council and South Cambridgeshire District Council have concluded that it is appropriate that ~~this the site allocated in the AAP~~ remain out of the Green Belt ~~and be safeguarded as a strategic reserve of land to be developed at a later date.~~ The corridor of Green Belt running from Coldham's Common to Teversham which will remain as Green Belt. ~~Policies in the existing Cambridge East AAP will remain other than policies CE/3 and CE/35. For areas within Cambridge City Council's administrative area, this policy replaces both policies CE/3 and CE/35. This policy safeguards the main airport site for longer term development needs beyond 2031. If circumstances changed, a review of this policy and the AAP could examine the consequences of the change in circumstances.~~
- 3.17 ~~There is potential for residential development on several smaller parcels of land~~ There is an opportunity during the plan period to deliver residential development on parts of Cambridge East while the airport remains on the site. A number of specific sites and a broad location South of the Green Corridor are allocated in Policy 12 (1) and Policy SS/3 (1) of the South Cambridgeshire Local Plan (see Figure 3.2). These were identified in the AAP as capable of coming forward ahead of the Airport site, and potentially without it. Careful consideration of how the ongoing airport activities will interact with any new residential use will need to be undertaken at the planning application stage, to ensure that the new residences have an acceptable level of amenity, and that they do not impede on the ongoing use of the airport. In terms of how any development might impede use of the airport, it will be for the airport operators to demonstrate how the development does this. Any development that comes forward in advance of the wider site will have to be carefully planned so that it is capable of working both with and without the wider development, so as not to prejudice the potential delivery of development on the safeguarded land at some point in the future if it becomes available. This policy makes it clear that these areas are not part of the wider safeguarded site and could come forward for development before 2031. ~~, if the site becomes available and following a review of the Cambridge East AAP.~~
- 3.17A This policy safeguards the main airport site for longer-term development needs beyond 2031. Were circumstances to change, a review of this policy Plan and the Cambridge East AAP could examine the consequences of the change. Policies in the existing Cambridge East AAP will remain other than Policies CE/3 and CE/35.

Appendix B

New row below R45, reading as follows:

<u>R46</u>	<u>Land north of Church End</u>	<u>12.84</u>	<u>Agricultural</u>	<u>448 dwellings</u>	<ul style="list-style-type: none">○ <u>Potential amenity issues associated with ongoing airport activity will require mitigation</u>○ <u>Site will need careful review of highway access</u>	<ul style="list-style-type: none">○ <u>Allocated within the Cambridge East AAP 2008</u>○ <u>Local Plan re-allocation</u>
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