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Introduction

- 3.5.1** We want our rural villages to continue to thrive and sustain their local services, but we don't want to encourage lots of new homes in places where car travel is the easiest or only way to get around. We therefore propose some development in and around villages that have good transport links and services, while in smaller villages, we propose that only small-scale infill development and affordable housing would be permitted. Any development in and around villages needs to be well-designed for the rural setting, with a strong relationship to landscape.

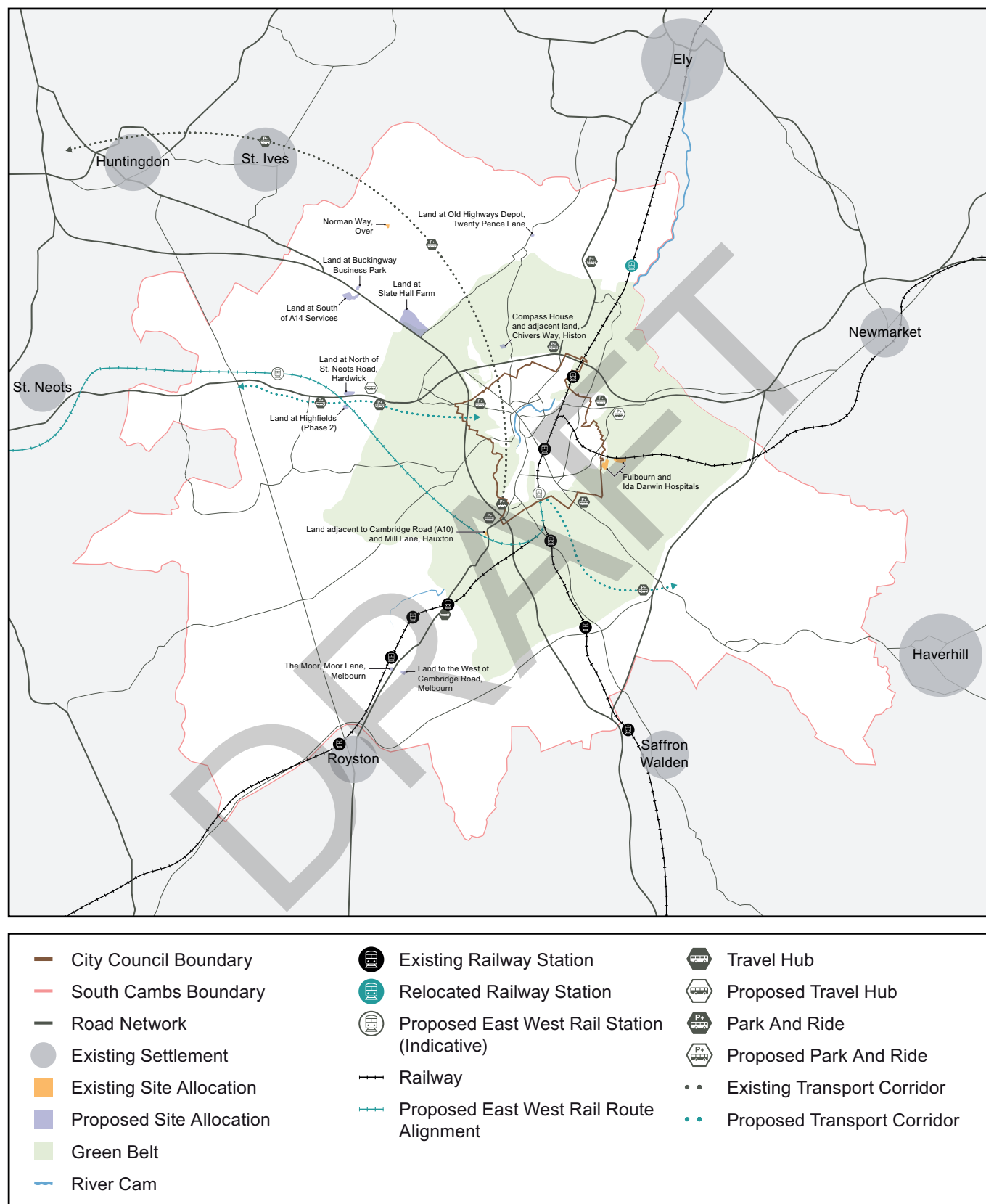
Our strategic priority for our rest of rural area policies

- 3.5.2** **Strategic Priority:** Our strategic vision is set out in Figure 103, that reflects our ambitions for the Rest of the Rural Area.
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Policies we are proposing

- Policy S/SHF: Land north of A1307, Bar Hill (Slate Hall Farm)
- Policy S/RRA: Site allocations in the rest of the rural area
- S/RRA/ML The Moor, Moor Lane, Melbourn
- S/RRA/H Land at Highfields (phase 2), Caldecote
- S/RRA/SCS Land to the south of Cambridge Services, A14
- S/RRA/BBP Land at Buckingway Business Park, Swavesey
- S/RRA/SNR Land to the north of St Neots Road, Dry Drayton
- S/RRA/OHD Old Highways Depot, Twenty Pence Road, Cottenham
- S/RRA/NW Norman Way, Over
- S/RRA/CRH Land adjacent to Cambridge Road (A10) and Mill Lane, Hauxton
- S/RRA/CH Land at Compass House, Chivers Way, Histon and Impington
- S/RRA/CR Land to the west of Cambridge Road, Melbourn
- S/RRA/FID Fulbourn and Ida Darwin Hospitals
- Policy S/AMC/IWM: Imperial War Museum, Duxford
- Policy S/AMC/PH: Papworth Hospital

- Policy S/AMC/FD: Fen Drayton Former Land Settlement Association Estate
- Policy S/AMC/HIS: Mixed Use Development in Histon & Impington Station Area
- Policy S/AMC/GT: Optimisation of Gypsy and Traveller sites



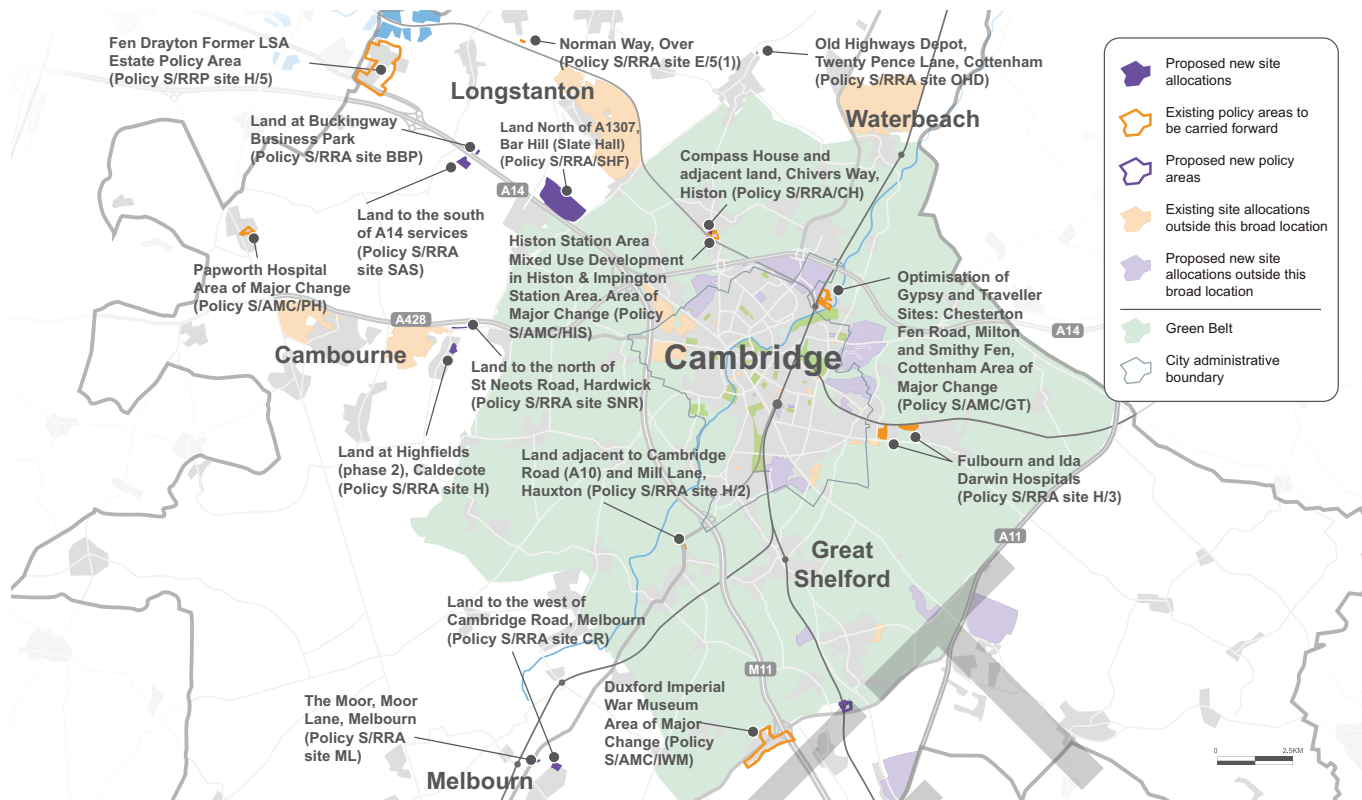


Figure 104: Map of Rest of Rural Area Site Allocations and Policy Areas

Policy S/SHF:

Land north of A1307, Bar Hill (Slate Hall Farm)

What this policy does

- 3.5.3** This policy allocates a site on the A14 corridor to help meet the areas need for industrial and logistic space.

Policy S/SHF: Land north of A1307, Bar Hill (Slate Hall Farm)

Vision and identity

1. Land North of A1307, Bar Hill (Slate Hall Farm) will be a masterplanned employment-led development that responds sensitively to the local landscape, and secures access to new green infrastructure for future workers and the local community. It will provide a range of logistics and industrial uses which can support the long-term needs of residents and businesses in Greater Cambridge.
2. The site's proximity to Northstowe, Cambridge and nearby villages will provide active travel opportunities for employees and visitors and sustainable last-mile delivery opportunities, as well as providing good access to the strategic road network, critical to support the proposed employment uses.
3. The development of the site will be landscape-led, with new buildings set within a mature landscape setting. The protection and enhancement of wildlife habitats will be prioritised alongside the creation of new open spaces for recreational use by workers and local residents. The site's design will respond to its landscape setting in terms of the height, design and placement of buildings.

Uses

4. Land North of A1307, Bar Hill (Slate Hall Farm) (site area of 113.3 hectares) is allocated for a major new employment site, as shown on the Policies Map and indicative Spatial Framework. It has capacity for approximately 220,000 metres square (GIA) of commercial uses providing a flexible range of small- to medium-scale units that can support a wide range of businesses and that can be adapted to accommodate changing business requirements within the following uses classes:
 - a. Class B2 (General Industrial);
 - b. Class B8 (Storage or Distribution) serving local needs; and
 - c. Supporting amenities to meet the needs of staff.

The development of Land North of A1307, Bar Hill (Slate Hall Farm) must do the following:

Context

5. Take a positive approach to managing and mitigating impacts on the surrounding landscape, including long-range views of the site, by:
 - a. retaining and reinforcing existing mature trees and tree belts;
 - b. maximising opportunities to create new landscape areas and corridors, ensuring that new buildings are set within a mature landscape context; and
 - c. preparing and implementing a landscape-led Masterplan for the site, which must be submitted and approved by the Local Planning Authority as part of the first planning application for the site.
6. Retain and respond to the setting of Oakington Brook and its associated flood zone by including substantial areas for green infrastructure and water management.
7. Mitigate the impact of the development on Slate Hall Farm, a potential non-designated heritage asset, and its setting.
8. Prepare appropriate archaeological assessments which consider the extent, character and condition of the archaeological resources and the likely impact of the development on archaeological remains.
9. Maintain the usability of the bridleways which run through and around the site.

Built form

10. Take a comprehensive approach to the planning and delivery of the site, including:
 - a. Ensure the landscape-led Masterplan addresses the whole site, ensuring broad alignment between land in different ownerships; and
 - b. Prepare a site-wide Design Code to ensure a design-led approach to the site, which must:
 - i. address building heights, massing and scale to ensure development proposals fit into their context and respond to and reduce impacts on key views and vistas; and
 - ii. ensure high-quality design of buildings, including through use of appropriate materials and colour palettes.
11. Focus built form on the north-west part of the site, with the area to the south-east providing substantial green infrastructure, and water management features along the Oakington Brook.

Public space

12. Create new parkland and amenity spaces, creating spaces for people working and visiting the site, and spaces focused on biodiversity enhancement.

Nature

13. Prepare and submit, for approval by the Local Planning Authority as part of the first planning application, a site wide biodiversity strategy with an overarching approach to ecology and the environment.
14. Protect, positively plan for and deliver dark corridors for bats and other nocturnal species particularly within the Oakington Brook corridor, including (but not limited to):
 - a. Preparing a site-wide lighting strategy to keep lighting to a minimum, which where necessary should be directional and movement sensitive if appropriate.
 - b. Incorporating appropriately sized buffers around woodlands and along the extent of Oakington Brook, which is an important bat corridor. Buffers must be subject to appropriate positive management to maintain biodiversity value including habitats for water vole and otter populations.

Movement

15. Secure active travel and public transport improvements, ensuring sustainable access to the site for workers and local residents, and ensure the site integrates successfully with the highways network by:
 - a. Providing new and improved active travel infrastructure and a Mobility Hub to maximise sustainable methods of travel to, from and around the site, including from larger settlements such as Cambridge, Northstowe, Bar Hill, Cambourne North, Girton, Histon and Impington;
 - b. Maximising opportunities for sustainable last mile deliveries through cargo bikes, e-vehicles and other sustainable modes; and
 - c. Providing safe and adequate road access to the site from the Strategic Road Network following engagement with the Highways Authority and National Highways, including junction improvements where required.
16. A trip budget based on detailed evidence must be agreed with the Local Highways Authority prior to planning applications for further development. A monitor and manage approach will be taken to ensure that the development remains within the agreed trip budget for the site throughout its delivery.
17. The applicant must submit a comprehensive Transport Assessment, Traffic Management Plan and Travel Plan for the whole allocation with the first planning application. The Traffic Management Plan must include a traffic routing plan and arrangements for enforcement.
18. To support delivery of the agreed Masterplan, a strategic and local transport mitigation plan must be prepared by the developer in consultation with the Local Highways Authority and Local Planning Authority.

Resources

19. Develop a comprehensive approach to water management strategy, including appropriate avoidance and mitigation measures to address fluvial and surface water

flood risk, and which takes opportunities for betterment by controlling run off from the site to reduce flood risk downstream both to Longstanton Brook and Oakington Brook.

20. Provide appropriate space for the ongoing maintenance of the watercourses.

21. Planning conditions will be imposed to minimise the adverse effects of construction activity on the amenity of nearby communities and the environment.

Lifespan

22. A site-wide spatial Masterplan and Design Code must be submitted for approval by the Local Planning Authority as part of the first application for planning permission. Delivery of the development, including any individual phases, must be in accordance with the phasing plan which must accompany the first planning application. It must demonstrate how comprehensive development of the site will be achieved, including how and when infrastructure required for each phase will be delivered.

23. The applicant must also prepare and submit:

- a. A comprehensive environmental management and construction strategy for all phases of development; and

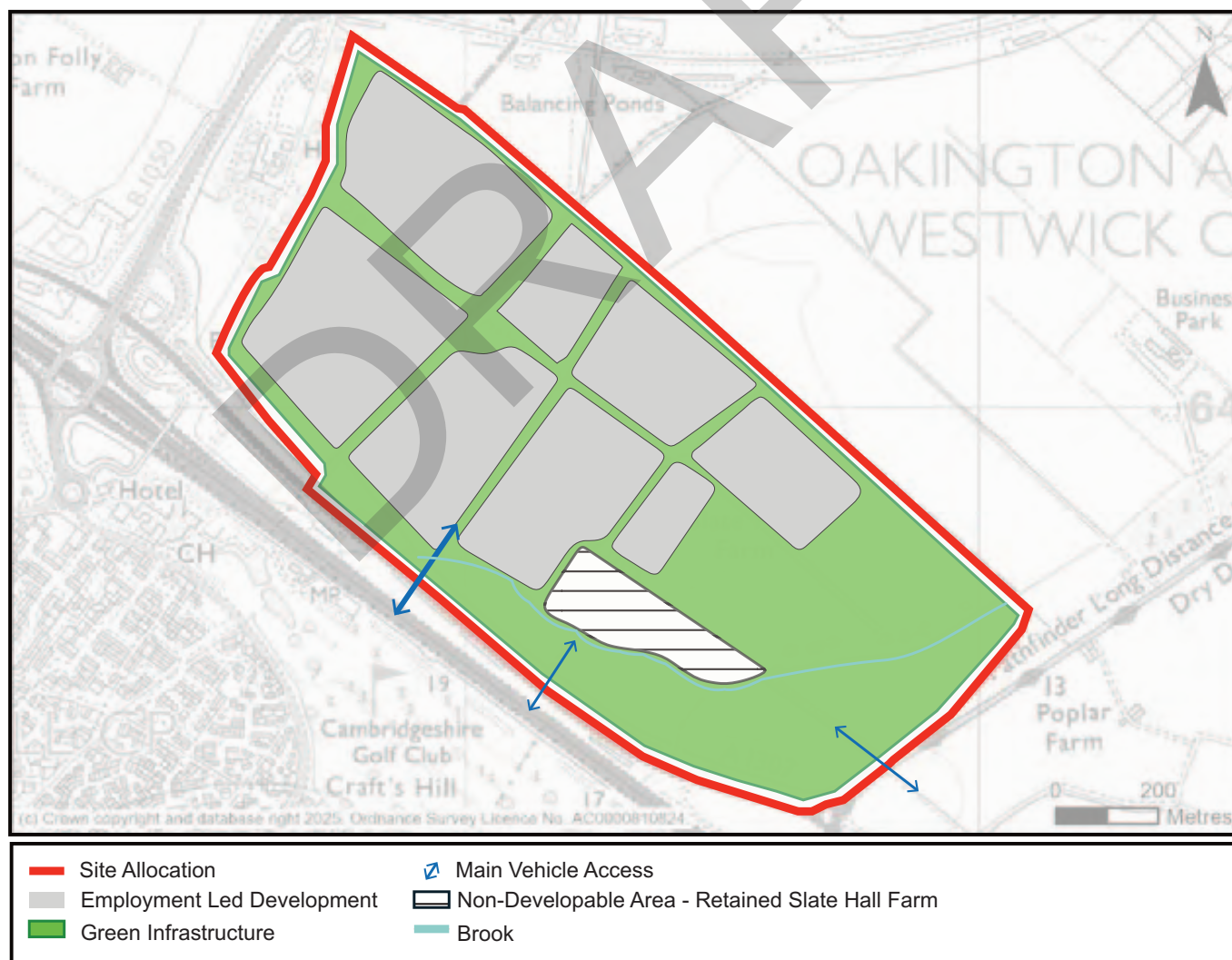


Figure 105: Spatial Framework for Policy S/SHF: Land north of A1307, Bar Hill (Slate Hall Farm)

- b. Strategies for the long-term management and maintenance of landscape, drainage and green infrastructure.

Supporting information

- 3.5.4** This site is allocated for employment uses to meet the demand for local warehousing and logistics, advanced manufacturing and general industrial employment floorspace identified in the studies informing the draft Local Plan.
- 3.5.5** The policy enables a range of small and medium-scale commercial uses to come forward and it will be important that there is sufficient variety in their form and floorplate size and flexibility in their design to ensure that they cater for a range of different business types and can be adapted over time to meet changing local business needs. As the focus of the site should be on meeting the identified local needs, the site should deliver a range of small and medium sized units. Small and medium sized units are defined as less than 9,300 square metres (100,000 square feet). Development should come forward in phases which respond to local needs.
- 3.5.6** Given the scale and nature of the proposed uses, the policy identifies a positive approach to landscape mitigation, seeking to create an exemplar proposal that is set within a mature landscape. This is to support the health and well-being of those working

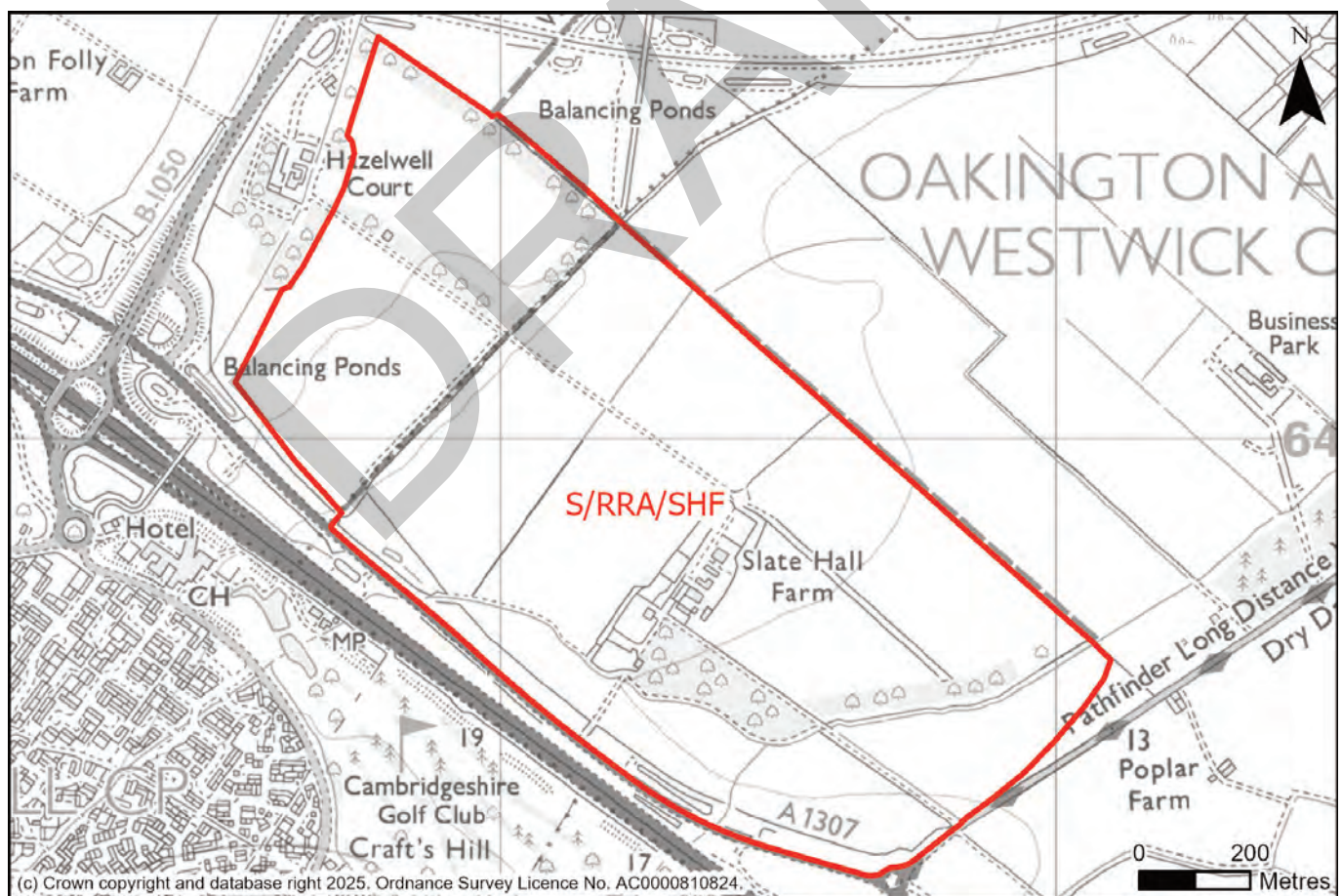


Figure 106: Site Plan of Policy S/SHF: Land north of A1307, Bar Hill (Slate Hall Farm)

and visiting the site but also mitigate landscape and long distance view impacts, existing ecological habitats and species and identified flood risk areas.

3.5.7 The required mitigation measures also include further Archaeological Assessment, which is required given the archaeological potential in this area. Development is also contingent upon the provision of safe and adequate vehicular access to the public highway, the provision of active travel connections to nearby settlements and maximising opportunities to facilitate sustainable last mile deliveries, given the sites, location close to Cambridge and several nearby towns and villages.

3.5.8 The southeastern part of the **site** contains the corridor of the Oakington Brook. This provides a flood risk constraint but also an opportunity to manage water effectively and mitigate flood risk downstream. The area is also important for biodiversity mitigation. Development should therefore be restricted to the north western parts of the site.

DRAFT

Policy S/RRA:

Site allocations in the rest of the rural area

What this policy does

- 3.5.9** Allocates specific sites within the rest of the rural area for housing, employment or a mix of uses that will contribute towards meeting the housing needs and forecast new jobs in Greater Cambridge. It includes rolling forward sites from the South Cambridgeshire Local Plan 2018 where appropriate.

Policy S/RRA: Site allocations in the rest of the rural area

1. The following sites identified on the Policies Map are allocated for housing, employment or mixed uses in the rest of the rural area.
2. The site allocations will be developed in accordance with:
 - a. all relevant national and local planning policy requirements, including making appropriate contributions towards mitigation measures or infrastructure requirements that are necessary to make the development acceptable; and
 - b. the site-specific development requirements identified for each site, including the site-specific spatial framework where provided.
3. An indicative dwelling or floorspace capacity is identified for each of the site allocations. The number of homes or amount of floorspace granted planning permission on each site may be higher or lower than the indicative capacity and should be determined through a design-led approach.

Supporting information

- 3.5.10** Policy S/RRA identifies the list of sites that are allocated for housing, employment or mixed uses in the rest of the rural area, and the specific development requirements for each site that should be met alongside all other relevant Local Plan policy requirements. It highlights that the number of homes or floorspace included in the policy is indicative and that what is permitted should be determined through a design-led approach at the planning application stage.

- 3.5.11** The Local Plan must allocate sites for new housing and employment development to meet the long term housing needs of Greater Cambridge and support the forecast new jobs in the area. The majority of new homes and jobs will be delivered at the strategic

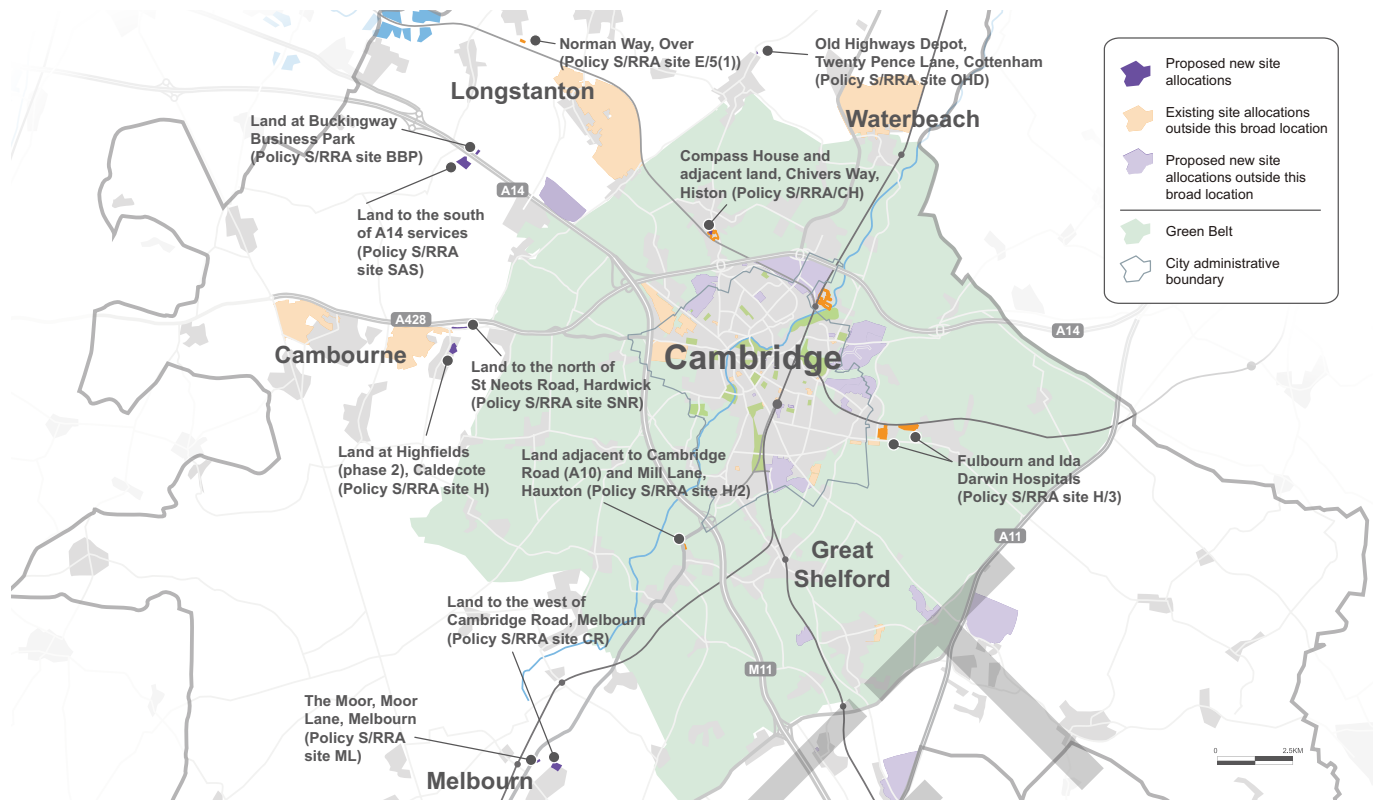


Figure 107: Map showing Other site allocations in the Rest of the Rural Area

sites on the edge of Cambridge and at the new settlements. However, to help support the vitality of villages and the delivery of smaller sites within the area, sites have been allocated for housing, employment and mixed use developments within the rest of the rural area. The number of sites is balanced against the sustainability considerations of the overall strategy, as set out in the Strategy Topic Paper.

3.5.12 Within the rest of the rural area, sites have been allocated:

- In locations with sustainable access – considered to be Rural Centres, Minor Rural Centres, and Group villages with very good public transport access,
- Acknowledging the Green Belt – through site testing we considered sites in the Green Belt, but determined there were no exceptional circumstances to meet general need in light of alternatives available;
- Informed by the Greater Cambridge Employment and Housing Evidence Update (2023), Greater Cambridge Growth Sectors Study: Life science and ICT locational, land and accommodation needs (2024), and Greater Cambridge Industrial and Warehousing Sector Study (2025) – provides evidence on the locational demand of different sectors, and the rest of the rural area can respond to the need for local warehousing and distribution with good access to the highway network;
- Accounting for existing committed development – for parishes with lots of existing committed development the aim is for the existing sites to have been built and the new communities bedded in before further development is identified, and considering where there is community aspirations and support for further development.

Housing

S/RRA/ML: The Moor, Moor Lane, Melbourn

- Site area of 1.08 hectares
 - Capacity for approximately 20 homes.
1. Development proposals must demonstrate how they will meet the following requirements:
 - a. Development should retain existing trees and strengthen the existing landscape buffer to double the width of the eastern and southern boundaries;
 - b. Building design in terms of building heights, mass and materials must respond positively to and protect the wider setting of the nearby Grade II listed buildings and Melbourn Conservation Area;
 - c. Proposals must be informed by a Flood Risk Assessment to determine the necessary flood mitigation measures for the development of the site; and
 - d. Given the known significant potential for archaeological remains in this area, development proposals must be accompanied by an appropriate archaeological assessment, which includes information on the significance of the heritage asset, including the extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains.

Supporting information

- 3.5.13** This small greenfield site adjacent to existing development is a 1.08 hectare site allocated for approximately 20 homes, which responds to the landscape and heritage impacts identified in the Housing and Economic Land Availability Assessment and the Heritage Impact Assessment. The site is close to a number of village services and benefits from public transport connections offered by Meldreth Railway Station. The site is bounded by development on three sides, with screening provided by existing vegetation. The proposed mitigation measures are required to ensure no unacceptable adverse impacts to landscape character and the historic environment.
- 3.5.14** The policy requires a landscape buffer to the east and southern boundaries of the site and the implementation of design-based mitigation as part of development, primarily in the form of sympathetic building height, style, and materials. These mitigation measures will help to limit impacts on the setting of designated assets, ensuring Melbourn Conservation Area and Grade II Listed assets and their settings are protected.
- 3.5.15** A very small proportion of the site is known to be within and adjacent to Flood Zone 2 and Flood Zone 3, as well as being adjacent to a watercourse. A Flood Risk Assessment is required to identify appropriate flood mitigation measures to ensure development of the site is suitable for development.
- 3.5.16** Additionally, known archaeological features from the Iron Age, Roman and Medieval periods and further features include archaeological material spanning from the

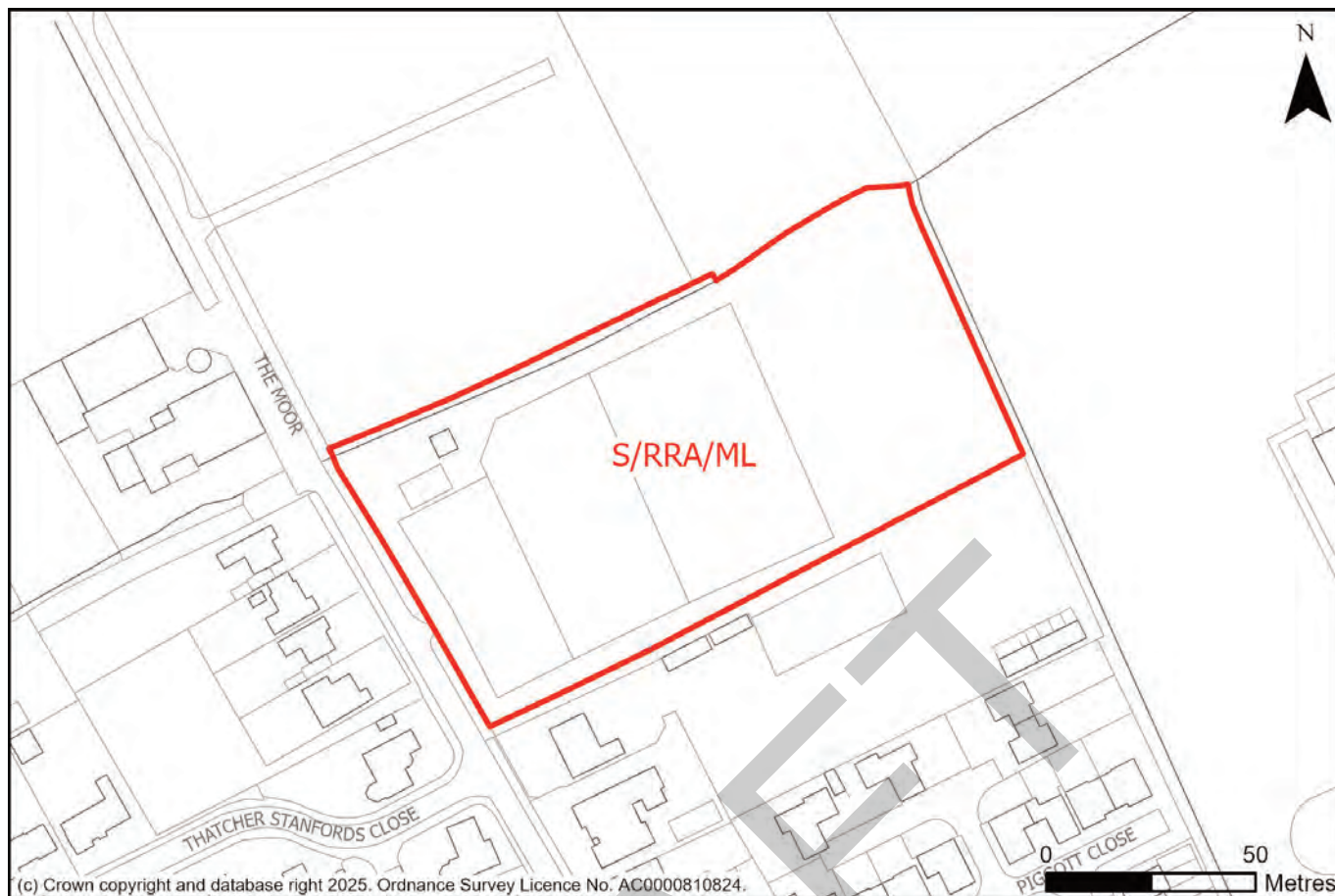


Figure 108: Site Plan of S/RRA/ML: The Moor, Moor Lane, Melbourn

prehistoric to the modern period in the area indicating potential for archaeological remains within the site. The site is greenfield land, as such any remains on site are unlikely to have been disturbed, and as such there is moderate potential for significant archaeology on the site and recommends investigation required (starting with desk-based assessment) to identify the presence and significance of as yet unknown archaeological remains across the site. Further mitigation, depending on the significance of any remains found, could include avoidance and preservation in situ, further investigation, or recording.

S/RRA/H Land at Highfields (phase 2), Caldecote

- Site area of 3.74hectares
 - Capacity for approximately 65 homes
1. Development proposals must demonstrate how they will meet the following requirements:
 - a. Provision of a substantial landscape buffer on eastern and southern boundaries;
 - b. Appropriate provision to link to the existing bridleway forming part of the wider Highfields development site;

- c. Transport capacity assessments will be required at local junctions and the impact of Bourn Airfield and other committed/allocated sites must be considered and links to proposed public transport links enabled; and
- d. Development proposals must be accompanied by an appropriate archaeological assessment including extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains identifying mitigation measures where necessary.

Supporting information

3.5.17 This greenfield site adjacent to existing development is in close proximity to the proposed Cambourne to Cambridge Public Transport Corridor stop and has recently had planning permission which has subsequently lapsed. There is currently an undetermined planning application for 66 homes awaiting decision on this site (22/04215/FUL, phase 2) and the allocation boundary has been amended to only include phase 2. The proposed mitigation measures are required to ensure no unacceptable adverse impacts to landscape character and the historic environment, requiring a landscape buffer to the east and southern boundaries of the site.

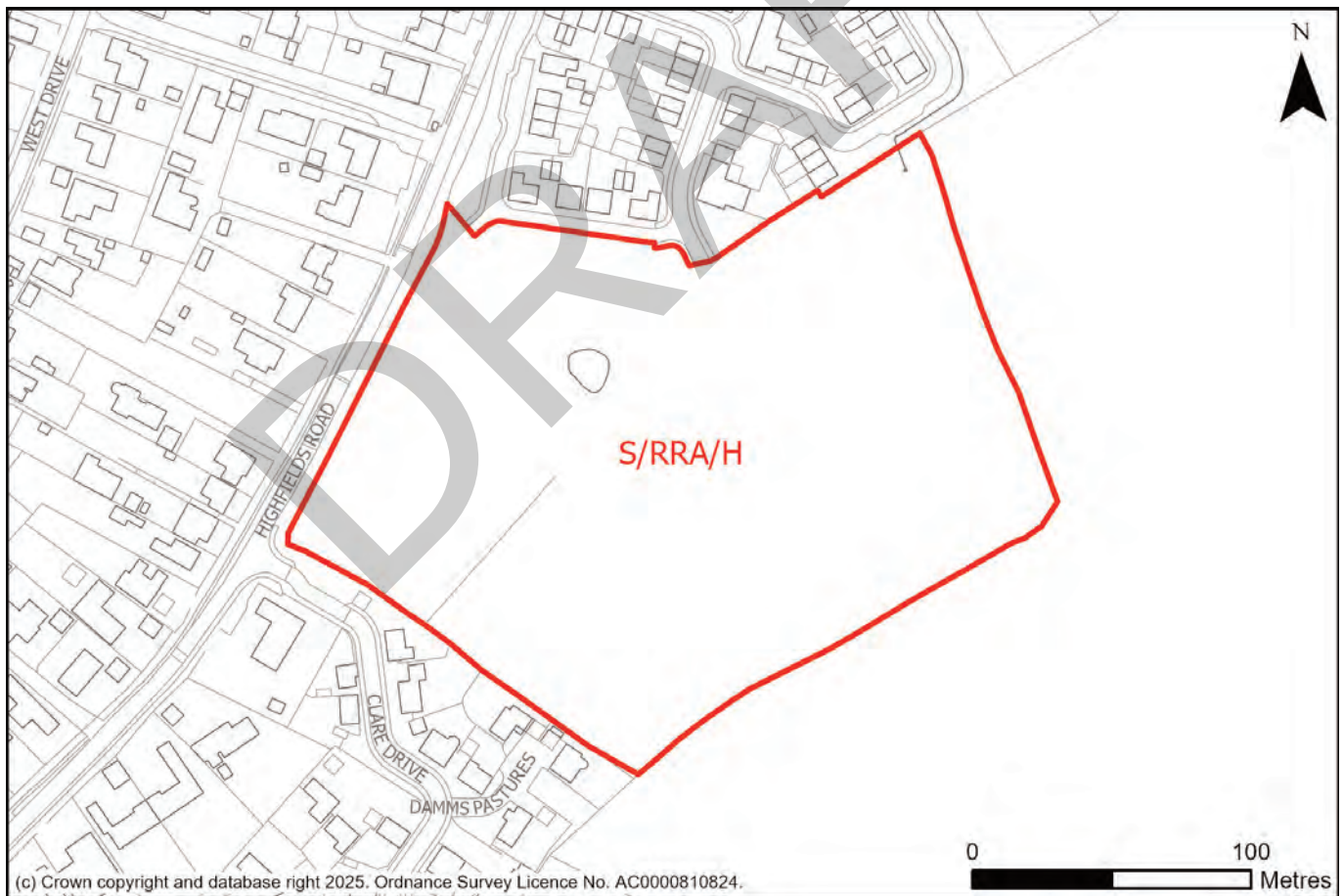


Figure 109: Site Plan of S/RRA/H Land at Highfields (phase 2), Caldecote

Employment

S/RRRA/SCS Land to the south of Cambridge Services, A14

- Site area of 24.58 hectares
 - Capacity for approximately 90,000 square metres gross internal area of Class B2 (General Industrial) or Class B8 (Storage or Distribution), with around 2.25 hectares focused on lorry parking to provide around 150 spaces.
 - The site should provide a range of primarily small to medium-scale units and lorry parking with associated facilities. Any storage and distribution floorspace should meet local needs.
1. Development proposals must demonstrate how they will meet the following requirements:
 - a. Site boundaries to provide landscape buffers of a minimum of 25m wide to mitigate adverse landscape impacts of built form and light pollution as well as the provision of open space and tree planting through the site as part of a landscape led masterplan;
 - b. Existing balancing ponds to be re-profiled and watercourse utilised and enhanced for biodiversity net gain and to address surface water flooding. Existing watercourses to be utilised and enhanced, with further native planting within the drainage proposals;
 - c. To undertake a Landscape and Visual Impact Appraisal to fully assess landscape impacts and identify mitigation measures where necessary, including the careful arrangement and scale, bulk and massing of built form;
 - d. The preservation of the rural countryside character with the development integrated with local patterns of tree planting and hedgerows with existing hedges to be retained;
 - e. The provision of proportionate and necessary services and facilities to support the provision of lorry parking and the 24-hour nature of this facility;
 - f. The active and passive provision of rapid and trickle electric charging for e-HGVs;
 - g. Deliver measures to integrate the site with active travel networks; and
 - h. Given the area's high potential for archaeological remains, development proposals must be accompanied by an appropriate archaeological assessment which includes information on the significance of the heritage asset, including the extent, character and condition of the archaeological resource, and evidence demonstrating how the proposals, including the form and extent of development, have responded appropriately to the assessment to avoid or, as necessary, mitigate likely impacts of the development on the archaeological remains.

Supporting information

- 3.5.18** This 24.58 hectare site is allocated for employment uses to meet the demand for local warehousing and logistic employment floorspace adjacent to an existing A14 Services. The policy responds to the landscape and heritage impacts identified. The required mitigation measures include undertaking a Landscape Visual Impact Appraisal and provision of additional landscaping to the boundaries of the site, and an Archaeological Assessment, required to address long distance views and ensure no unacceptable adverse impacts to landscape character and to protect the historic environment. Development is also contingent upon water management measures to be introduced for flood risk mitigation and ecology benefits.
- 3.5.19** The site is also allocated for 150 lorry parking spaces. This is to help address an identified need for overnight lorry parking provision in this area. The National Highways improvement works to the A14 removed a significant number of existing roadside HGV laybys which may have contributed to the recent increase in the number of HGVs using stopping spaces on local roads and near to local villages. The Department for Transport's Future of Freight (2022) recognises the importance of supporting the freight industry including through high standard roadside facilities on the strategic road network and this allocation seeks to positively respond to this need.
- 3.5.20** By 2040, all new heavy goods vehicles (HGVs) will be zero emission and therefore the policy requires active and future provision for a range of electric HGV charging options to be incorporated into the infrastructure and layout of future proposals. The site has

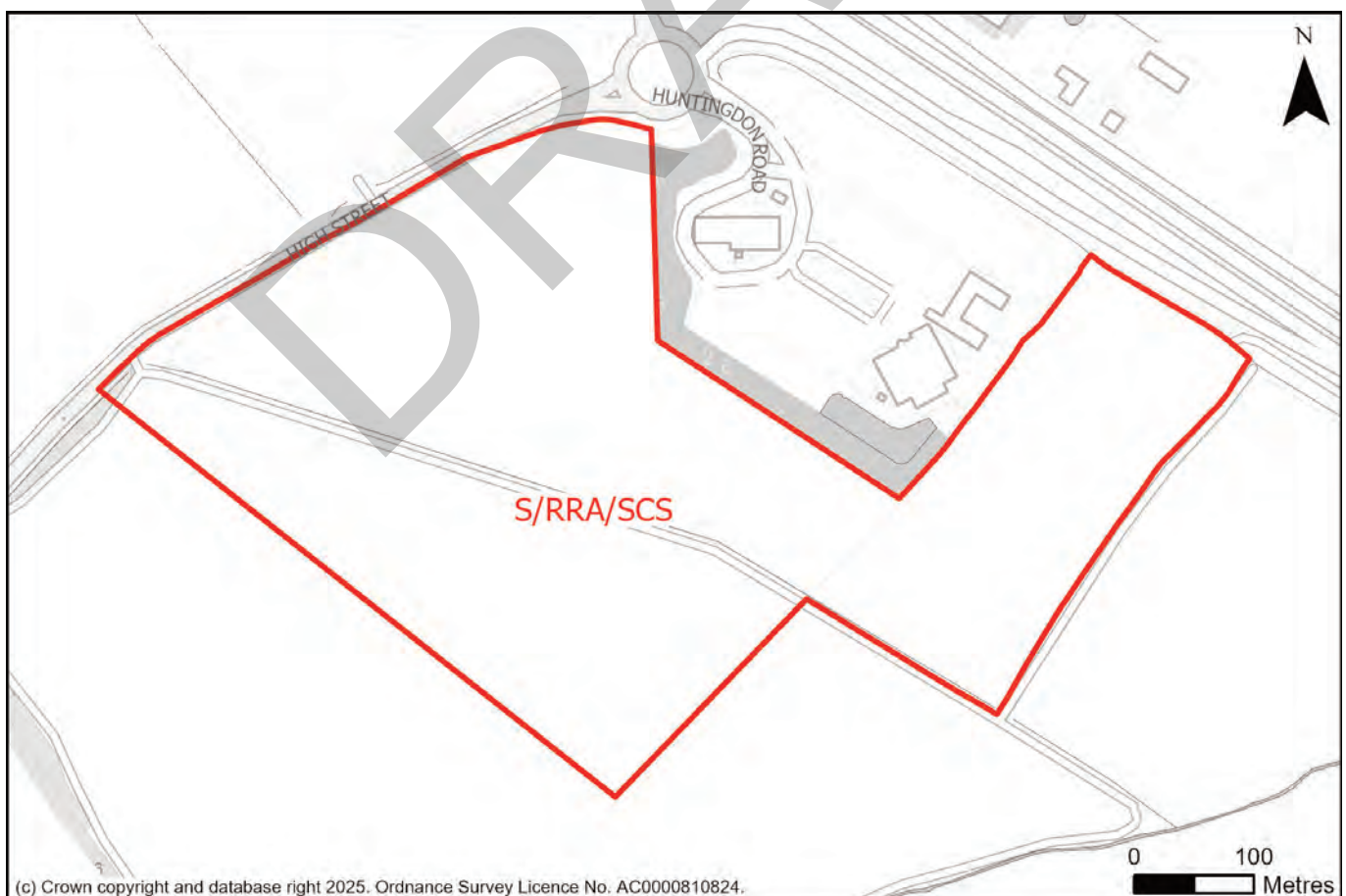


Figure 110: Site Plan of S/RRA/SCS Land to the south of Cambridge Services, A14

capacity for approximately 90,000 square metres of Class B2 (General Industrial) or Class B8 (Storage or Distribution).

S/RRA/BBP Land at Buckingway Business Park, Swavesey

- Site area of 2.11 hectares
 - Capacity for approximately 10,000 square metres gross internal area of Class B2 (General Industrial) or Class B8 (Storage or Distribution)
 - B8 uses would be limited to smaller premises to meet local needs.
1. Development proposals must demonstrate how they will meet the following requirements:
 - a. Assessment and implementation of necessary mitigation measures in relation to odour from the nearby Uttons Drove Water Recycling Centre;
 - b. A suitable safe access to the public highway via Anderson Road;
 - c. Any new building must reflect the height, massing and scale of the existing Buckingway Business Park development;
 - d. To undertake a Landscape and Visual Impact Appraisal to fully assess landscape impacts and identify mitigation measures where necessary, including the careful arrangement and scale, bulk and massing of built form to ensure no unacceptable adverse impacts to long distance views, landscape character and the historic environment, including the Grade II* Listed Church of All Saints in Lolworth;
 - e. Enhancement of the landscape boundaries including continuation of the existing vegetation buffer with additional tree planting and sustainable drainage to address surface water drainage along the northern edge, and additional tree planting along the eastern edge; and
 - f. To undertake an archaeological assessment, including the extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains.

Supporting information

3.5.21 This 2.1 hectare site is allocated for employment uses to meet the demand for local warehousing and logistic and general industrial employment floorspace adjacent to an existing employment site. The policy responds to the landscape and heritage impacts identified. The required mitigation measures include undertaking a Landscape Visual Impact Appraisal and provision of additional landscaping to the boundaries of the site, and an Archaeological Assessment, required to address long distance views and ensure no unacceptable adverse impacts to landscape character and to protect the historic environment.

3.5.22 Development is also contingent upon the provision of safe vehicular access via Anderson Road to the public highway and the completion of an odour assessment in accordance with Policy 16 in the Cambridgeshire and Peterborough Minerals and Waste Local Plan to ensure no adverse impact on the amenity of future occupiers.

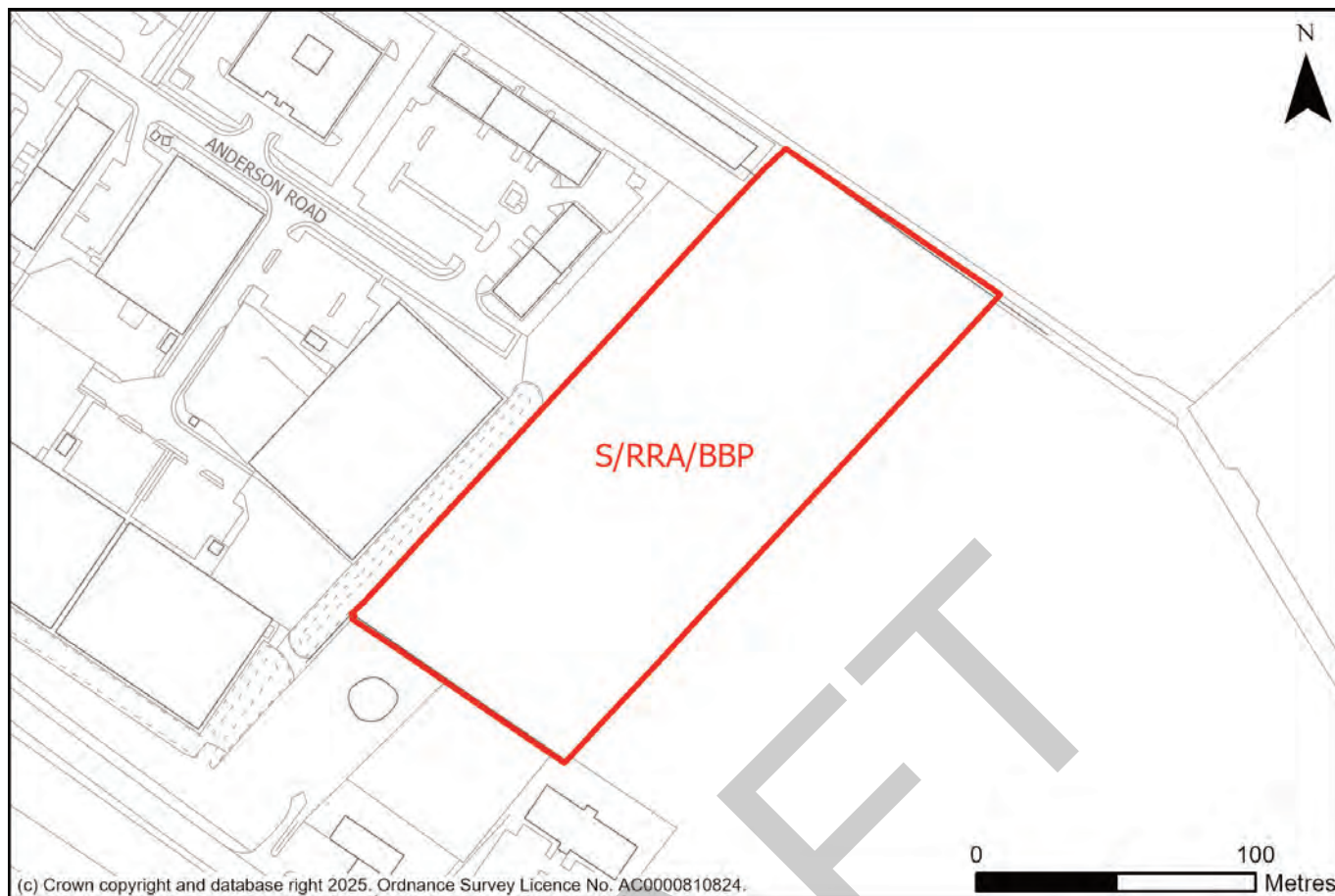


Figure 111: Site Plan of S/RRA/BBP Land at Buckingway Business Park, Swavesey

S/RRA/SNR Land to the north of St Neots Road, Dry Drayton

- Site area of 4.6 hectares.
 - Capacity for approximately 5,000 square metres of office (Class E(g)(i)), research and development (Class E(g)(ii)), and light industrial (Class E(g)(iii)).
1. Development proposals must demonstrate how they will meet the following requirements:
 - a. The form of the development will need to account for and provide land for the Cambourne to Cambridge transport scheme that will be routed through the site;
 - b. Implement measures necessary to provide good public transport and active travel access to the site from surrounding existing and planned developments;
 - c. Development of the site must not prejudice the preferred East-West Rail route alignment or its delivery;
 - d. Development proposals must enhance the existing southern hedgerow to provide visual screening and include trees of forest scale and understorey planting. Landscape proposals must take into account landscape enhancements associated with the Cambourne to Cambridge Busway and East West Rail; and

- e. Must be accompanied by an appropriate archaeological assessment, including the extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains.

Supporting information

- 3.5.23** This 4.6 hectare site represents an opportunity to provide approximately 5,000 square meters of employment uses. The site will have potentially good public transport and active travel connections, meaning future users will be able to travel to and from the site using sustainable modes of transportation. Given the proposed Cambourne to Cambridge Guided Busway, it is likely that the developable area of the site will be around 3.4 hectares to take account of land required to deliver this infrastructure project. The site is also located near to Cambourne and Bourn Airfield where significant residential development is taking place. The site will therefore potentially offer employment opportunities for prospective residents in these places and allow future users of the site to access these settlement's key services.
- 3.5.24** Due to the government's intentions to pursue the East-West Rail route, and its potential proximity to the site, the policy requires development proposals to account for the rail route to ensure the allocation does not impact on its delivery.
- 3.5.25** By delivering landscaping to provide visual screening on the site, the development will potentially have a positive impact upon its surroundings. Furthermore, the development

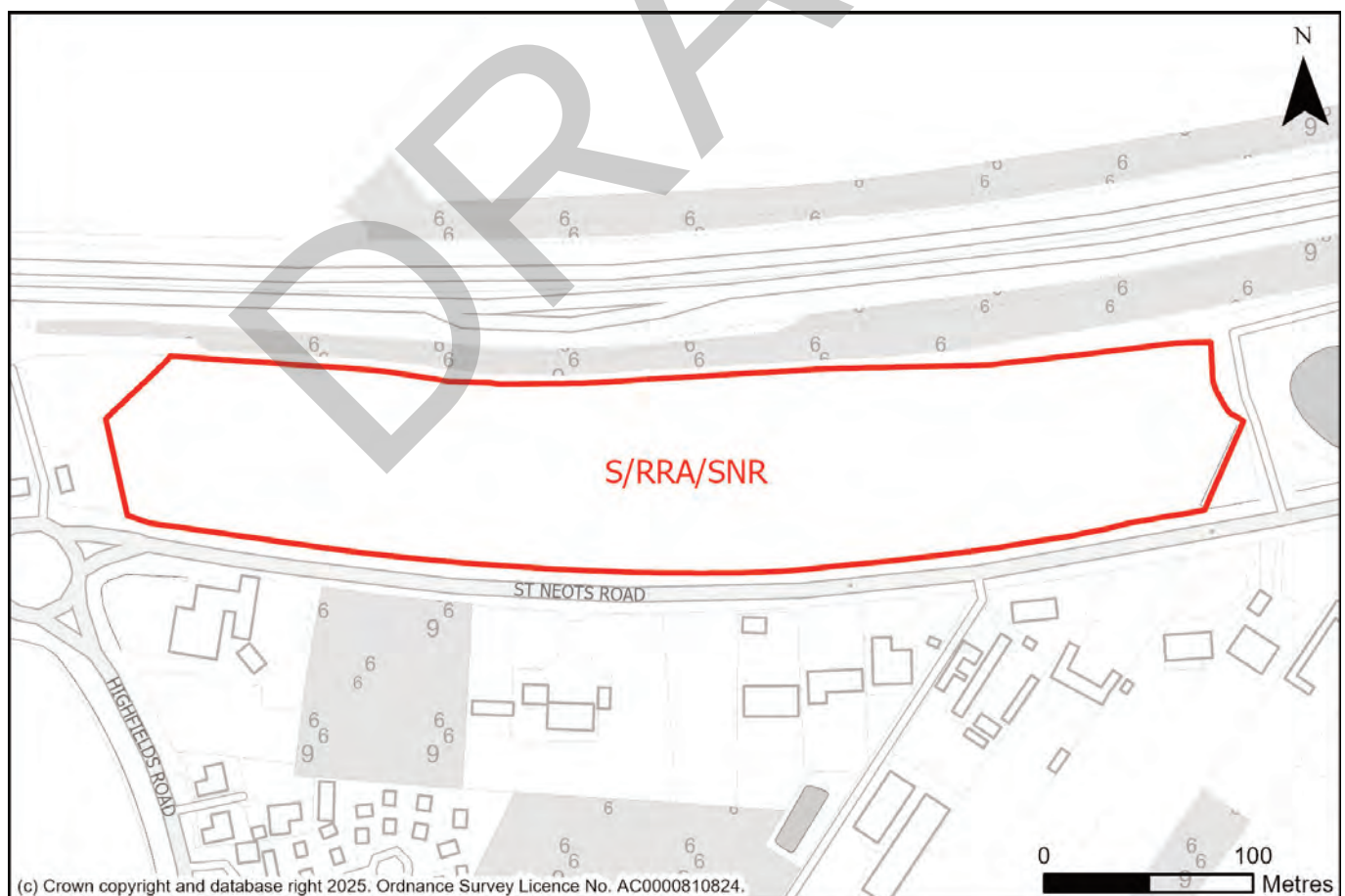


Figure 112: Site Plan of S/RRA/SNR Land to the north of St Neots Road, Dry Drayton

should effectively link with the Cambourne to Cambridge Busway's associated landscape enhancements, meaning that the site will capitalise upon a substantial pre-existing landscape strategy.

- 3.5.26** Completing archaeological work as part of any development proposal will potentially help to preserve any surviving historical artefacts.

S/RRR/OHD Old Highways Depot, Twenty Pence Road, Cottenham

- Site area of 0.6 hectares
 - Capacity for approximately 1,500 square metres gross internal area of employment use Class E(g)(i) (offices), E(g)(iii) (light industrial), and B8 (storage or distribution) development replacing the existing accommodation.
1. Development proposals must demonstrate how they will meet the following requirements:
 - a. Development proposals must respond to the rural setting by locating built development on previously developed land, retaining the natural screening provided by trees along the road frontage;
 - b. Proposals must ensure that safe and suitable site access can be maintained at all times as the site access lies within Flood Zone 3;
 - c. The site's landscape boundaries should be retained and enhanced, including provision of a native buffer up to 10 metres on the western boundary and landscape and ecology within the site itself; and
 - d. The siting and design of buildings, in regard to height, scale and form, must respond positively to the local character and setting to ensure no unacceptable adverse impacts on the setting of nearby heritage assets, including the Grade I listed All Saints Church and the Cottenham Conservation Area.

Supporting information

- 3.5.27** This is 0.6 hectare site is allocated for employment uses to make better use of an existing employment site to meet the demand for industrial floorspace on a mostly previously developed site within the village framework of Cottenham, a Rural Centre with a substantial number of village services. The site attained planning consent in May 2023 for the re-development of the site for approximately 1,500 square metres (gross) of office and storage (Use Class E(g) and B8). The policy responds to its rural location and the heritage impacts by requiring built development to be confined to the existing previously developed land with appropriate enhancement to landscape boundaries and to mitigate impacts on the historic environment by ensuring buildings are located and designed to reflect the rural village-edge and setting of the Grade I listed All Saints church and Cottenham Conservation Area. A small portion of the site frontage, including the site access, falls within Flood Zone 3 therefore the developer will be required to demonstrate safe access can be maintained at all times.

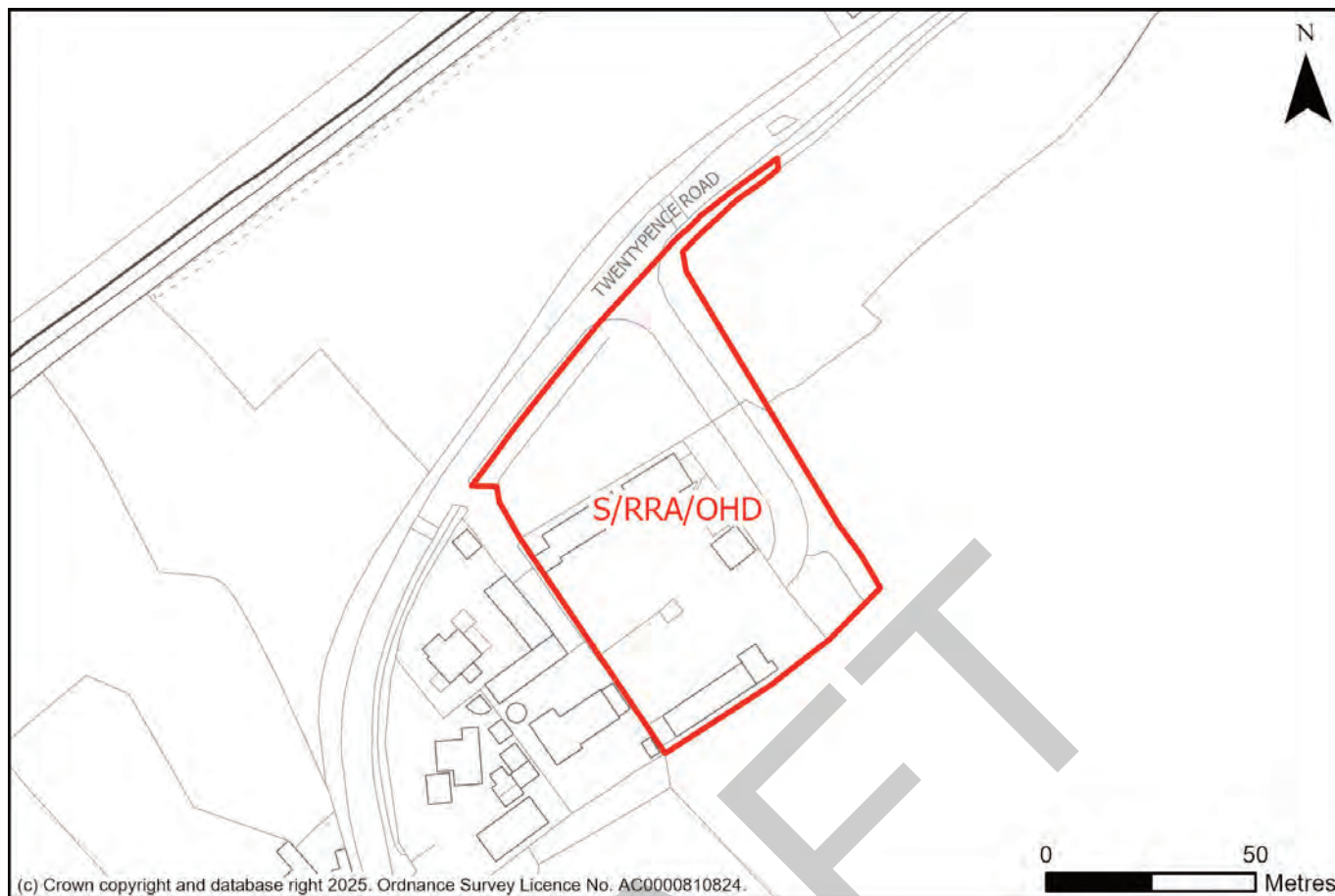


Figure 113: Site Plan of S/RRA/OHD Old Highways Depot, Twenty Pence Road, Cottenham

S/RRA/NW Norman Way, Over

- Site area of 1.7 hectares
 - Capacity for 6,100 square metres gross internal area of office (Class E(g)(i)), research and development (Class E(g)(ii)), light industrial (Class E(g)(iii)), general industrial (B2) and storage or distribution (B8) floorspace.
1. Development proposals must demonstrate how they will meet the following requirements:
 - a. Siting, height, and design of buildings should respond positively to the local character and setting, ensuring no unacceptable adverse impacts on the wider setting of nearby heritage assets the Grade II listed Over Mill and scheduled monument Over Windmill;
 - b. Development proposals should retain and enhance the treescape buffer within the southern and eastern sides of the site;
 - c. Access to the site should be via the existing Norman Way Road, and not an additional access onto Longstanton Road; and
 - d. Development proposals must be accompanied by an appropriate archaeological assessment, including the extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains.

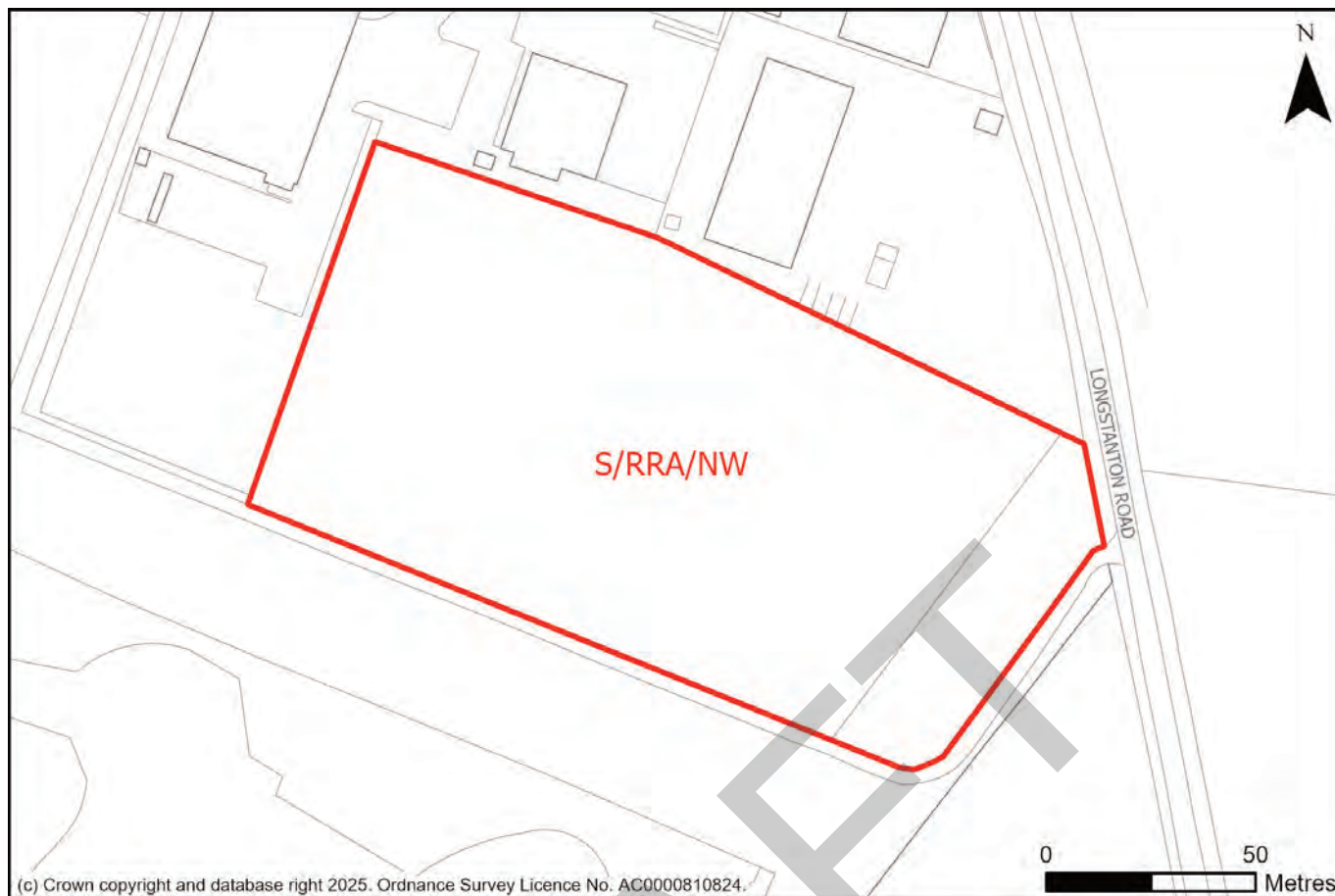


Figure 114: Site Plan of S/RRA/NW Norman Way, Over

Supporting information

3.5.28 This 1.7 hectare allocation comprises an area of undeveloped land within the Norman Way Industrial Estate, providing an opportunity to accommodate approximately 6,160 square metres of employment space that will positively respond to the character of the surrounding area including the setting of nearby heritage assets Over Mill and Over Windmill. The retention and enhancement of the treescape will ensure that new development has a positive impact upon its wider landscape setting whilst site access will need to be managed through the existing industrial estate. Given the known archaeological assets in this area, further archaeological investigation and work will be required as part of any development proposal.

S/RRA/CRH Land adjacent to Cambridge Road (A10) and Mill Lane, Hauxton

- Site area of 0.40 hectares
 - Capacity for 2,000 square metres gross internal area of office (Class E(g)(i)), research and development (Class E(g)(ii)), and light industrial (Class E(g)(iii)) floorspace.
1. Development proposals must demonstrate how they will meet the following requirements:

- a. Development at a scale and grain to make a positive contribution to local townscape character;
- b. Siting, height, and design of buildings should respond positively to the local character and setting, ensuring no unacceptable adverse visual impact on the openness of Cambridge's Green Belt or on the wider setting of nearby heritage assets – the Grade II listed Old Mill House, two Grade II listed buildings associated with Hauxton Watermill, and Grade II listed Milestone on Hauxton Mill Bridge;
- c. Development proposals should deliver a planted landscape edge, including trees, along the northern and western edges of the site, as part of a landscape-led approach. Hedges should be maintained at no more than 1.8 metres; and
- d. Development proposals must be accompanied by an appropriate archaeological assessment, including the extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains.

Supporting information

3.5.29 This 0.4 hectare site is allocated for approximately 2,000 square metres of employment space. A mixed-use scheme on the former Bayer CropScience site originally obtained planning permission in 2006 (S/2308/06/O) and was allocated as part of the 2018 Local Plan. This permission has now lapsed. Much of this site's residential and specialist

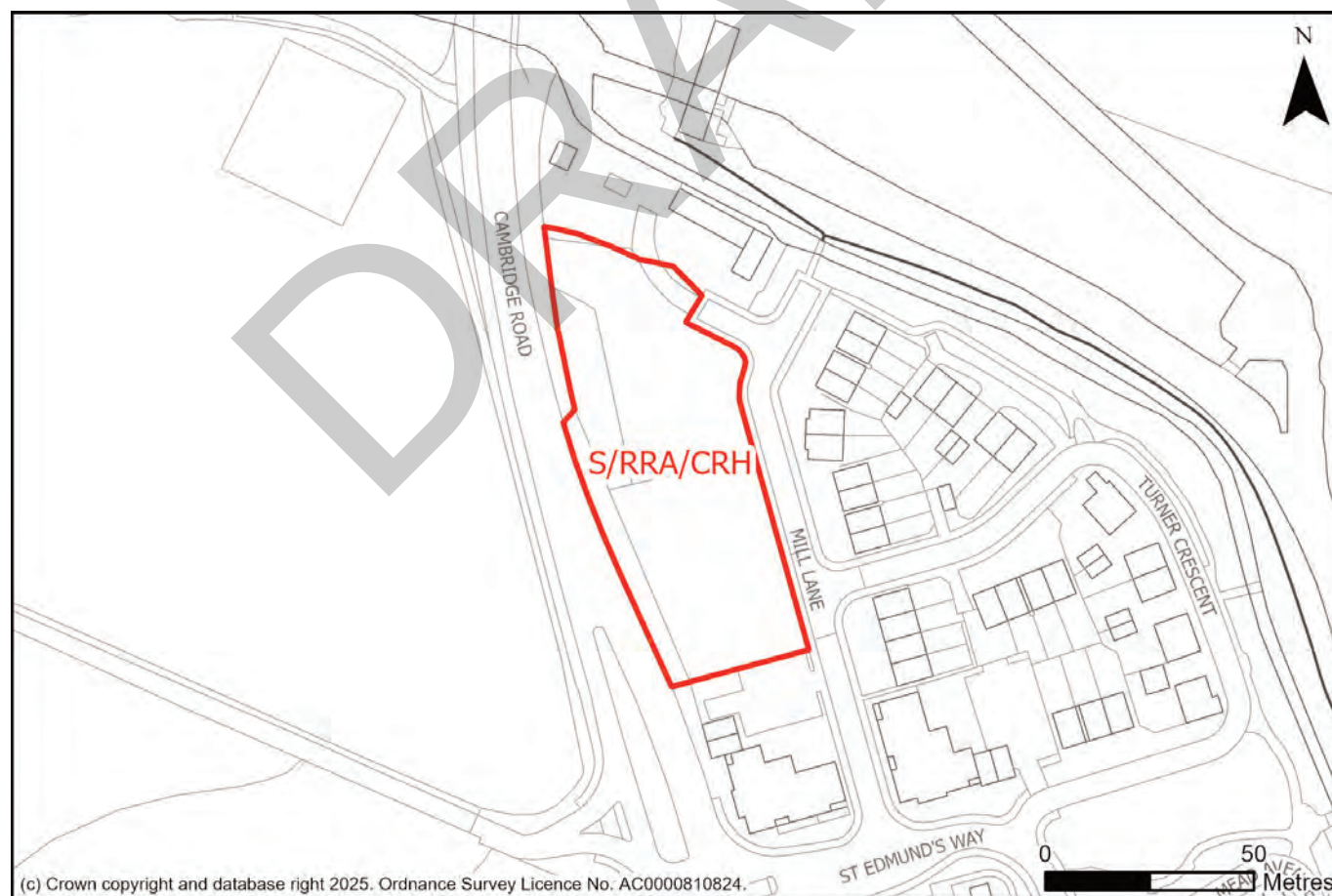


Figure 115: Site plan of S/RRA/CRH Land adjacent to Cambridge Road (A10) and Mill Lane, Hauxton

accommodation for elderly people has now been completed. The original planning permission has now lapsed, but the new Local Plan seeks to retain the original vision of the site by continuing to allocate an area within the brownfield site for employment uses. The development can potentially provide an important contribution to the local economy. By turning a currently vacant brownfield site into new employment offices, the site can potentially have a positive impact upon the public realm.

- 3.5.30** A context led approach to development and its landscaping will ensure that designated nearby heritage assets- the Grade II listed building the Old Mill House, two Grade II listed watermills and the Grade II listed Milestone on Hauxton Mill Bridge- and their setting are protected and enhanced. Height should be determined using the surrounding context to ensure that it positively contributes to the wider setting of the area. This approach will also ensure that any negative visual impact upon Cambridge's Green Belt is mitigated. Avoiding development in the north-eastern part of the site, which is in flood zone 2, will ensure that future users of the site will be able to safely use the site. Completing archaeological work as part of any development proposal will also potentially help to preserve historical artefacts that could explain how people in the past used this site.

S/RRA/CH Land at Compass House, Chivers Way, Histon and Impington

- Site area of 1.7 hectares
 - Allocated for additional office (E(g)(i)), research and development (E(g)(ii)) and associated ancillary uses.
1. Development proposals must demonstrate how they will meet the following requirements:
 - a. Development must assess and mitigate known surface water flooding risks within the site;
 - b. The implementation of design-based mitigation, primarily in the form of building height, style, and materials, will be required given the conservation area a terrace of Grade II listed cottages immediately to the north of the site and potential non-designated heritage asset (Bidder Building) to south of the site;
 - c. Development will retain the existing trees protected by a tree preservation order at the northeastern edge of the site;
 - d. Given the area's potential for archaeological remains, development proposals must be accompanied by an appropriate archaeological assessment which includes information on the significance of the heritage asset, including the extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains; and
 - e. Align with the requirements and development proposals within the Mixed Use Development in Histon & Impington Station Area (Area of Major Change) (S/AMC/HIS).

Supporting information

- 3.5.31** This 1.7-hectare site is allocated for additional employment floorspace. This would make best use of an existing employment site in a sustainable location, given its close proximity to the existing centre in Histon and Cambridgeshire Guided Busway. Development would need to align with the requirements and proposals within the wider Area of Major Change.
- 3.5.32** The site is located within a conservation area, and near several statutory and locally listed heritage assets, which therefore requires a careful, design led approach to intensification of the site. Additionally, there are trees protected by a tree protection order (TPO) to the northeastern edge of the site which will be protected through redevelopment. Given the sensitivities of the site, a plot based, design led approach is required to appropriately balance employment intensification against protecting and enhancing local heritage assets and their setting and townscape character.
- 3.5.33** The policy also responds to risk from surface water flooding within the site, requiring mitigations measures to be implemented.
- 3.5.34** There is potential in the vicinity for archaeological remains relating to 19th Century fruit preserves industry, and the policy criteria ensures that any development proposal is accompanied by an appropriate archaeological assessment which will include information on the significance of the heritage asset, including the extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains.

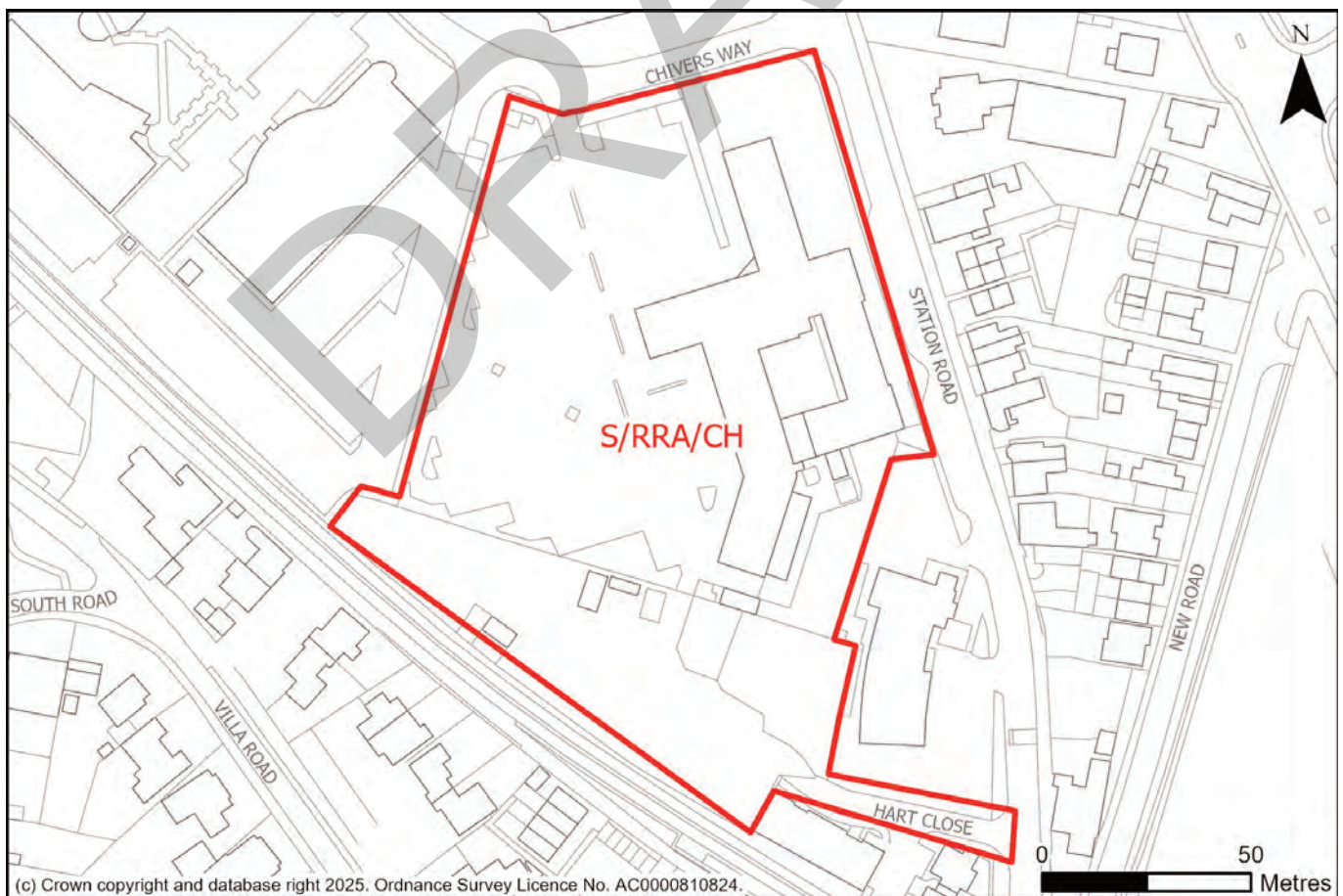


Figure 116: Site Plan of S/RRA/CH Land at Compass House, Chivers Way, Histon and Impington

Mixed use

S/RRA/CR Land to the west of Cambridge Road, Melbourn

- Site area of 6.65 hectares
 - Capacity for approximately 120 homes and 8,000 square metres gross internal area of floorspace for employment uses.
1. Development proposals must demonstrate how they will meet the following requirements:
 - a. Any employment uses must be integrated with the existing Science Park;
 - b. Boundaries facing the rural setting, at the southeast and northwest of the site, must be strengthened to mitigate unacceptable adverse impacts on the surrounding landscape;
 - c. Building design in terms of building heights, mass and materials must ensure no unacceptable adverse impacts on the wider setting of the nearby Grade II listed buildings and Melbourn Conservation Area, building heights should not exceed local prevailing building height of c.2-3 storeys; and
 - d. Development proposals must be accompanied by an appropriate archaeological assessment including extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains identifying mitigation measures where necessary.

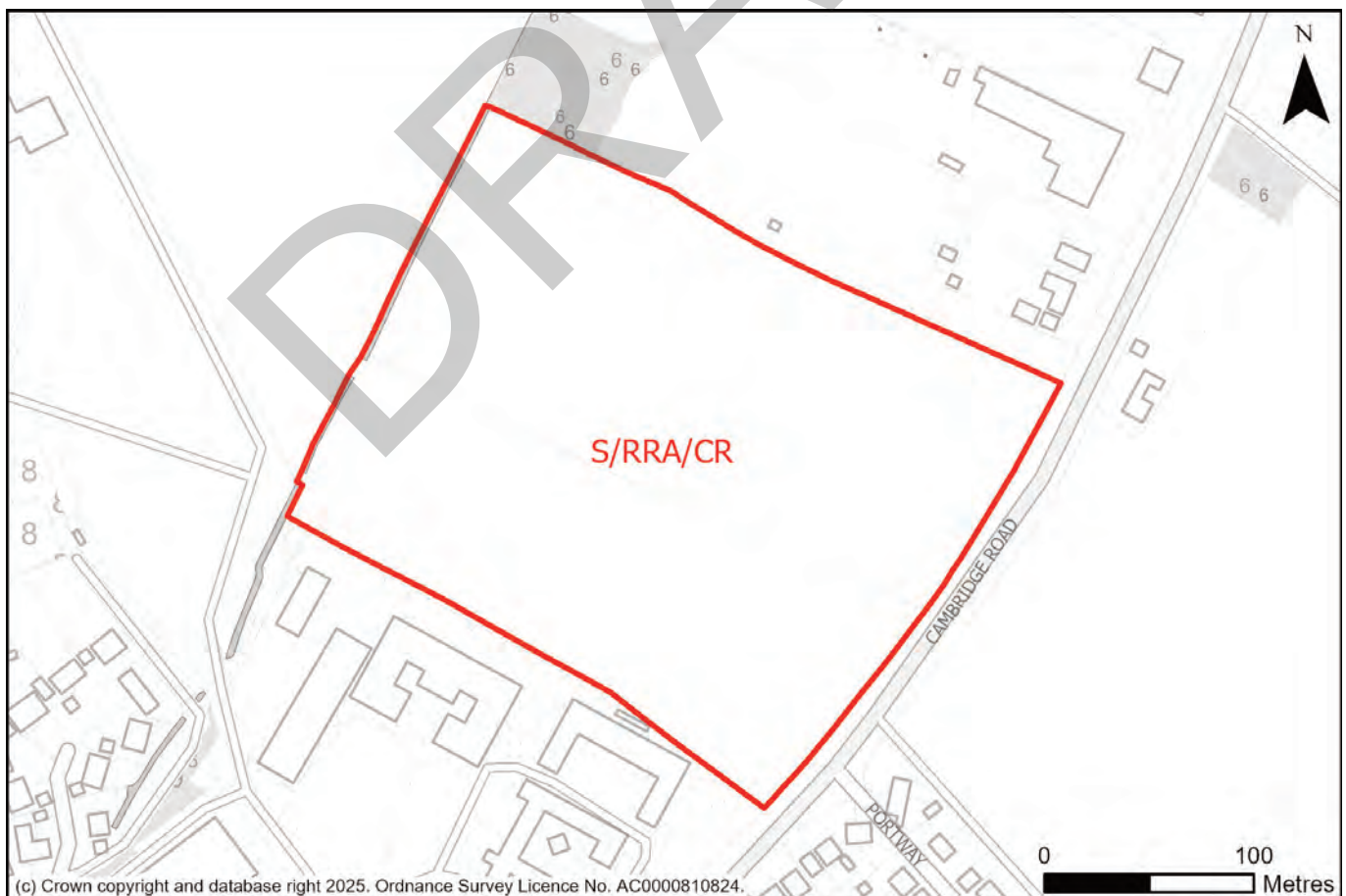


Figure 117: Site Plan of S/RRA/CR Land to the west of Cambridge Road, Melbourn

Supporting information

- 3.5.35** The site provides an opportunity to expand Melbourn Science Park and provide homes in a Minor Rural Centre. The Science Park is an important local employer and forms part of the wider Greater Cambridge science cluster. The development requirements in the policy responds to the landscape and heritage sensitivities of the site and that proposed mitigation measures are required to ensure no unacceptable adverse impacts are created through development. This includes limiting building heights of any proposed development and undertaking further archaeological investigation.

S/RRRA/FID Fulbourn and Ida Darwin Hospitals

- Ida Darwin Hospital site has a site area of 13.47 hectares.
 - Capacity for approximately 200 homes on the eastern part of the site. A developable area of approximately 7 hectares was agreed through the planning application currently under construction.
1. Development proposals must demonstrate how they will meet the following requirements:
 - a. Redevelopment of the existing built footprint of the Ida Darwin Hospital into a different configuration, comprising residential redevelopment on the eastern part of the Ida Darwin site and the transfer of part of the building footprint to the Fulbourn Hospital site for new mental health facilities;
 - b. Redevelopment must create a landscape 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;
 - c. Siting and design of buildings, in regard to height, scale, form and materials, must respond positively to the local character and setting to ensure no unacceptable adverse impacts on the setting of nearby heritage assets, including the Fulbourn Hospital Conservation Area;
 - d. Development must use a landscape-led approach to site boundary configurations, particularly along the southern boundary of the Ida Darwin Hospital area, to mitigate the impact of development on the character of the Green Belt in this location;
 - e. Appropriate noise and vibration mitigation must be incorporated as part of the development to limit the impacts of the adjoining railway line on sensitive planning uses;
 - f. Given the area's potential for archaeological remains, development proposals must be accompanied by an appropriate archaeological assessment which includes information on the significance of the heritage asset, including the extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains; and
 - g. Development will accord with the approved Ida Darwin and Fulbourn Hospitals Development Brief (December 2013).

Supporting information

- 3.5.36** This 13.47 hectare site within the Green Belt is identified for redevelopment for approximately 200 homes following the rationalisation and relocation of former health uses whilst responding the landscape and heritage impacts. 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 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, and public access to, the Green Belt.
- 3.5.37** The Ida Darwin and Fulbourn Hospitals Development Brief, endorsed by the Local Planning Authority in 2014, demonstrates how development can be accommodated in a way that minimises harm to the setting of the Fulbourn Hospital and Fulbourn Conservation Areas, listed buildings and without intruding on important viewpoints. Planning permission has been granted for the whole site and Policy S/RRA/FID provides a development context until all phases of the development have been delivered.

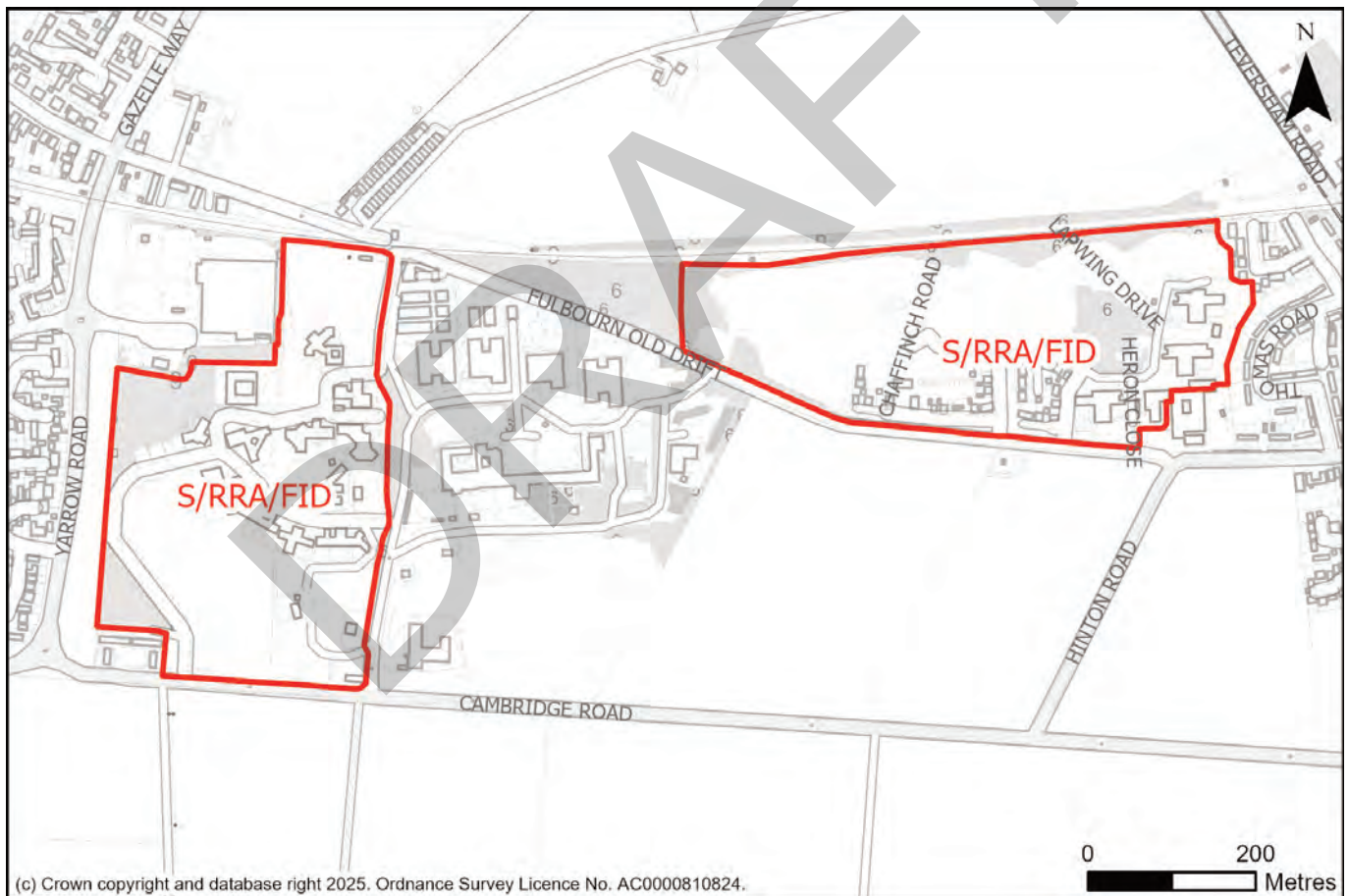


Figure 118: Site Plan of S/RRA/FID Fulbourn and Ida Darwin Hospitals

Policy S/RRP:

Policy areas in the rest of the rural area

3.5.38 This section includes five policy areas within the rural area to guide future development in the specific areas covered by the policy, as defined on the Policies Map.

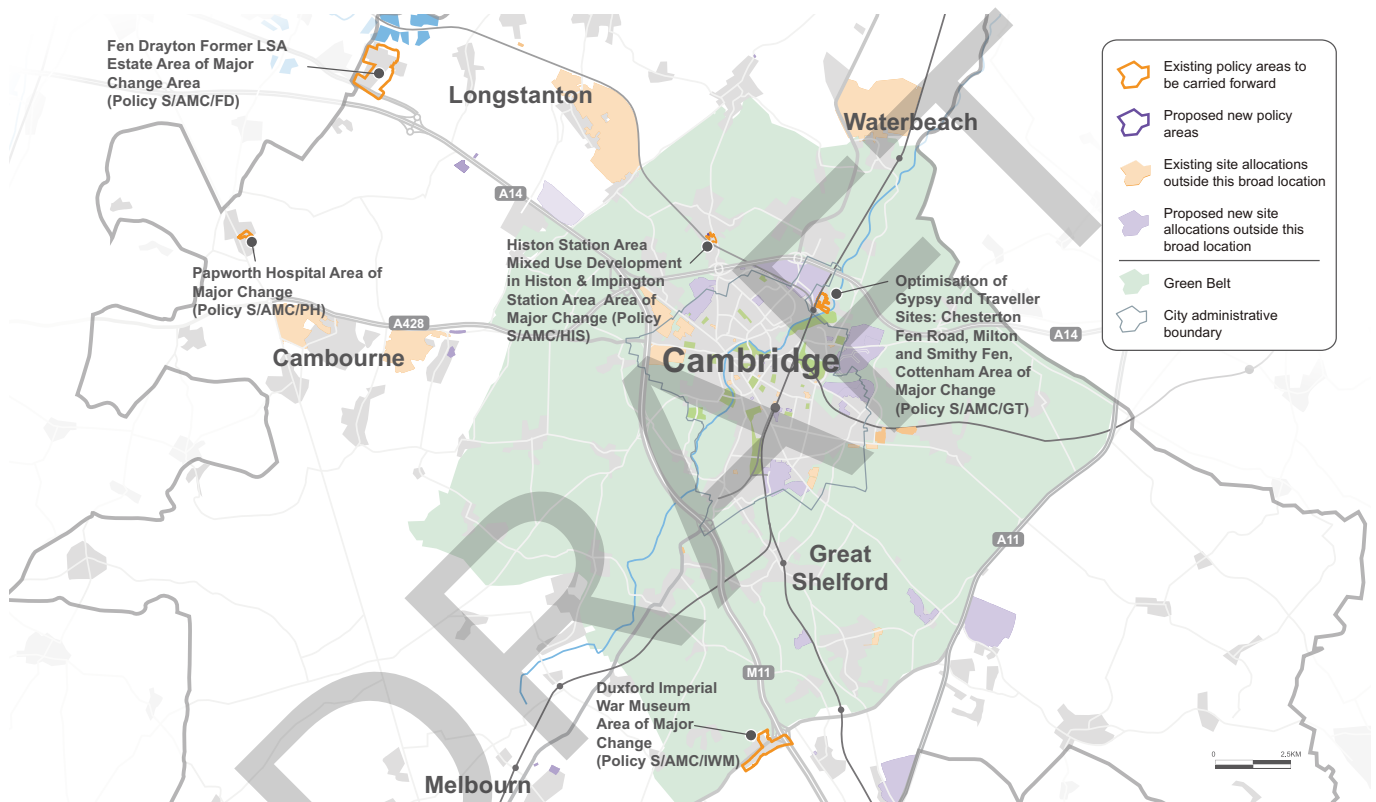


Figure 119: Map showing Policy Areas in the Rest of the Rural Area

Imperial War Museum, Duxford

What this policy does

3.5.39 The Imperial War Museum Duxford (IWM Duxford) is a major tourist / visitor attraction, educational and commercial facility based on a long established airfield.

Policy S/AMC/IWM: Imperial War Museum, Duxford

1. The Imperial War Museum site at Duxford Airfield will be treated as a special case as a museum which is a major tourist / visitor attraction, educational, commercial and aviation facility.
2. Development of the site will be informed by the preparation and submission of a site wide masterplan that will enable development and associated infrastructure provision to be planned for and delivered in a comprehensive manner. The masterplan will need to carefully consider the historic nature of the airfield and its associated heritage assets, the management of visitors on both event and non-event days, the visitor experience at site and the provision of necessary associated facilities as well as impacts on neighbouring communities and the transport network.
3. Proposals will be considered with regard to the particular needs and opportunities of the site and any proposals involving the use of the estate and its facilities for museum

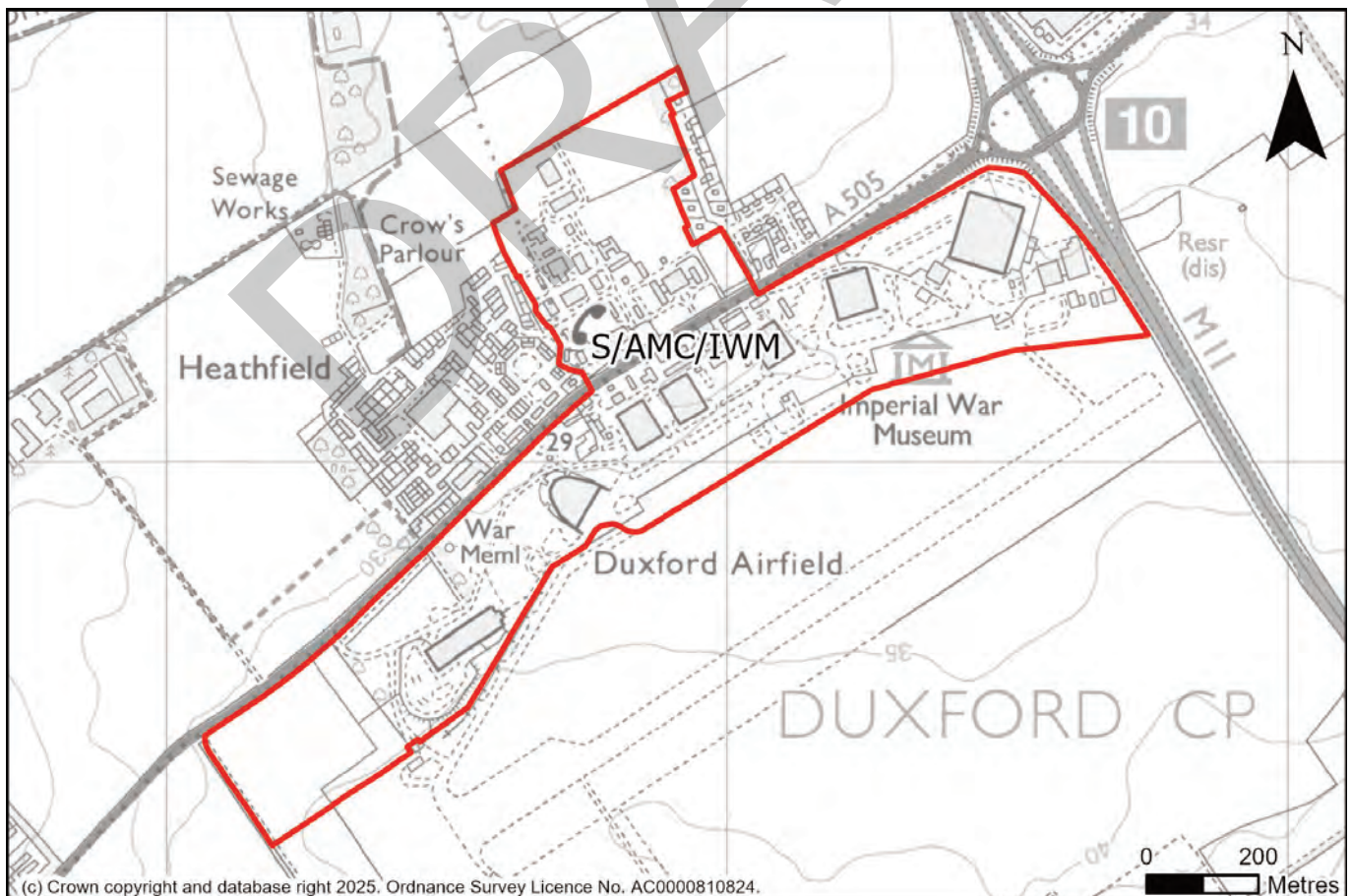


Figure 120: Site Plan of S/AMC/IWM: Imperial War Museum, Duxford

uses or non-museum uses must be complementary to the historic character, vitality and sustainability of the site as a branch of the Imperial War Museum.

4. Details of projected increases in noise will be required with all proposals which would lead to an increase in commercial or flying activity and details concerning the scale, form and design will be required to accompany any outline planning application.

Supporting information

- 3.5.40** The Imperial War Museum site at Duxford Airfield is a major tourist / visitor attraction, educational and commercial facility. It is of national significance, and requires a clear policy approach recognising both the sensitivity of the site but also the importance of allowing it to evolve.
- 3.5.41** Reflecting the opportunities provided by the airfield, there are opportunities for further development focused on aviation and other uses which are complementary and support the future of the museum site. The site area has been expanded to incorporate some additional land to the west of the existing buildings. Development proposals should be masterplan led, fully considering the heritage of the site, and demonstrating how they will help support the future of the site and mitigate its impacts on the local and wider area.

Papworth Hospital

What this policy does

- 3.5.42** This policy guides development in a historically important site and ensure that future development proposals will deliver appropriate uses to support the economy of Papworth Everard.

Policy S/AMC/PH: Papworth Hospital

- Site area of 5.25 hectares
- 1. Development must follow a sequential approach to finding replacement uses beginning with healthcare. Only if a suitable healthcare use or uses cannot be found after the site has been marketed for healthcare for a period of no less than 2 years would other employment uses compatible with this location in the centre of Papworth Everard be permitted.
- 2. Across this policy area, proposals will:
 - a. Maintain the vitality and viability of Papworth Everard village;
 - b. Maintain the housing and employment balance of the village;
 - c. Maintain or enhance the setting of Papworth Hall; and
 - d. Preserve or enhance buildings on the site identified in the Papworth Everard Conservation Area Appraisal that contribute to the setting of the village and history of the site.

3. New housing development and/or redevelopment for housing will not be permitted. Conversion of existing buildings of character for residential use may exceptionally be permitted where it would be the most appropriate use of the buildings and recreate the character of the original Papworth Hospital buildings fronting the historic landscaped parkland setting of Papworth Hall.

Supporting information

- 3.5.43** Papworth Hospital has relocated to a new building on the Cambridge Biomedical Campus at Addenbrooke's, and therefore the former hospital site in Papworth Everard is now vacant.
- 3.5.44** The hospital provided over 1,000 jobs in the village and therefore the loss of employment from the hospital site will have had a significant impact on the economy of the village, and the ability of people to find work locally. A healthcare use would achieve the continuance of the mutually beneficial relationship between hospital and village. Other employment uses on the hospital site would at least maintain a balance between homes and jobs in the village, but would not provide the current jobs profile, make best use of the existing resources, or reflect the history and character of the village.
- 3.5.45** Development will need to respond to the parkland setting, including taking account of the Papworth Everard Conservation Area Appraisal, which includes principles that should be applied when considering development proposals.

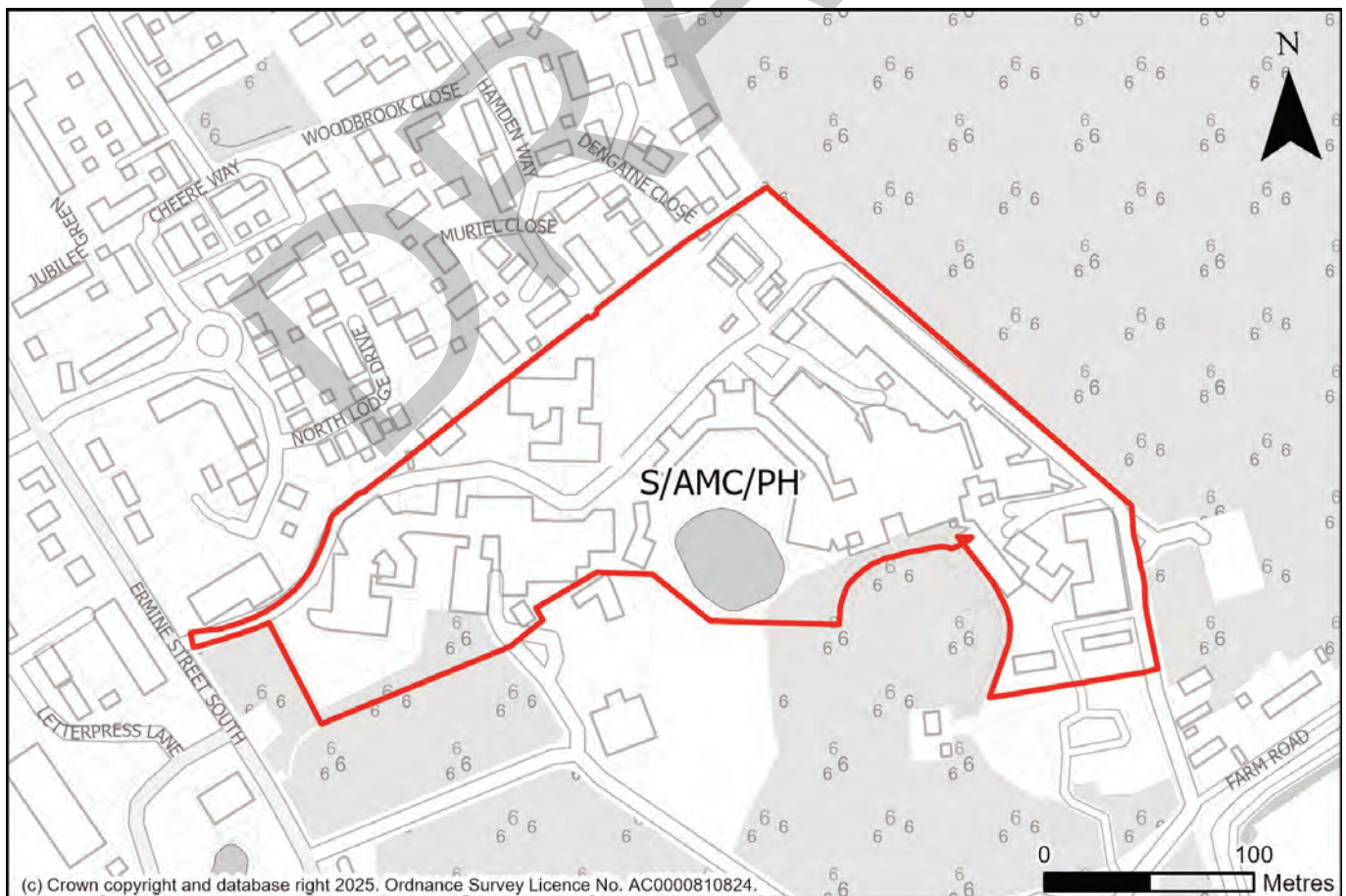


Figure 121: Site Plan of Policy S/AMC/PH: Papworth Hospital

Fen Drayton Former Land Settlement Association Estate

What this policy does

- 3.5.46** This policy guides redevelopment and the re-use of existing buildings within the former Land Settlement Association (LSA) estate in Fen Drayton.

Policy S/AMC/FD: Fen Drayton Former Land Settlement Association Estate

1. Within the former Land Settlement Association estate at Fen Drayton, as defined on the Policies Map, planning permission for the redevelopment of existing buildings (excluding glasshouses) will be permitted provided that:
 - a. It can be demonstrated that the buildings are no longer needed for agricultural purposes;
 - b. The development would not occupy a larger footprint than the existing buildings that are being replaced;
 - c. Any new dwellings proposed should be no higher than two residential storeys plus a roof, resulting in a maximum building height of 9 metres. Development proposals for non-residential buildings should also be no higher than 9 metres;
 - d. Development proposals should have regard to the following key development and design principles from the Fen Drayton Former LSA SPD:
 - i. Be located having regard to their impact on the unique rural character of the LSA.
 - ii. Along the existing Cootes Lane, Middleton Way and Mill Road frontages, infill between existing dwellings with contemporary buildings will not be appropriate. Any new buildings should be located away from the road frontages, be a minimum of 10 metres from the rear of existing dwellings, and respect the height, massing, scale, rhythm and style of the existing buildings.
 - iii. Along Oaktree and Springhill Road, infill development along the road frontage will be permitted subject to any new buildings being designed to respect the architectural design, massing, scale, rhythm and style of the existing buildings.
 - iv. Each new dwelling should have a dedicated garden area and a separate dedicated area of land that could be used as an allotment.

Supporting information

- 3.5.47** The Land Settlement Association (LSA) was created in the 1930s to carry out an experimental scheme for the provision of smallholdings for unemployed persons, with financial assistance from the Government. The legacy of the experiment is a network of smallholdings with dwellings along the road frontages, a collection of glasshouses and outbuildings in varying states of repair, and large areas of unused land. Earlier development plans for South Cambridgeshire identified the former LSA estate at Fen

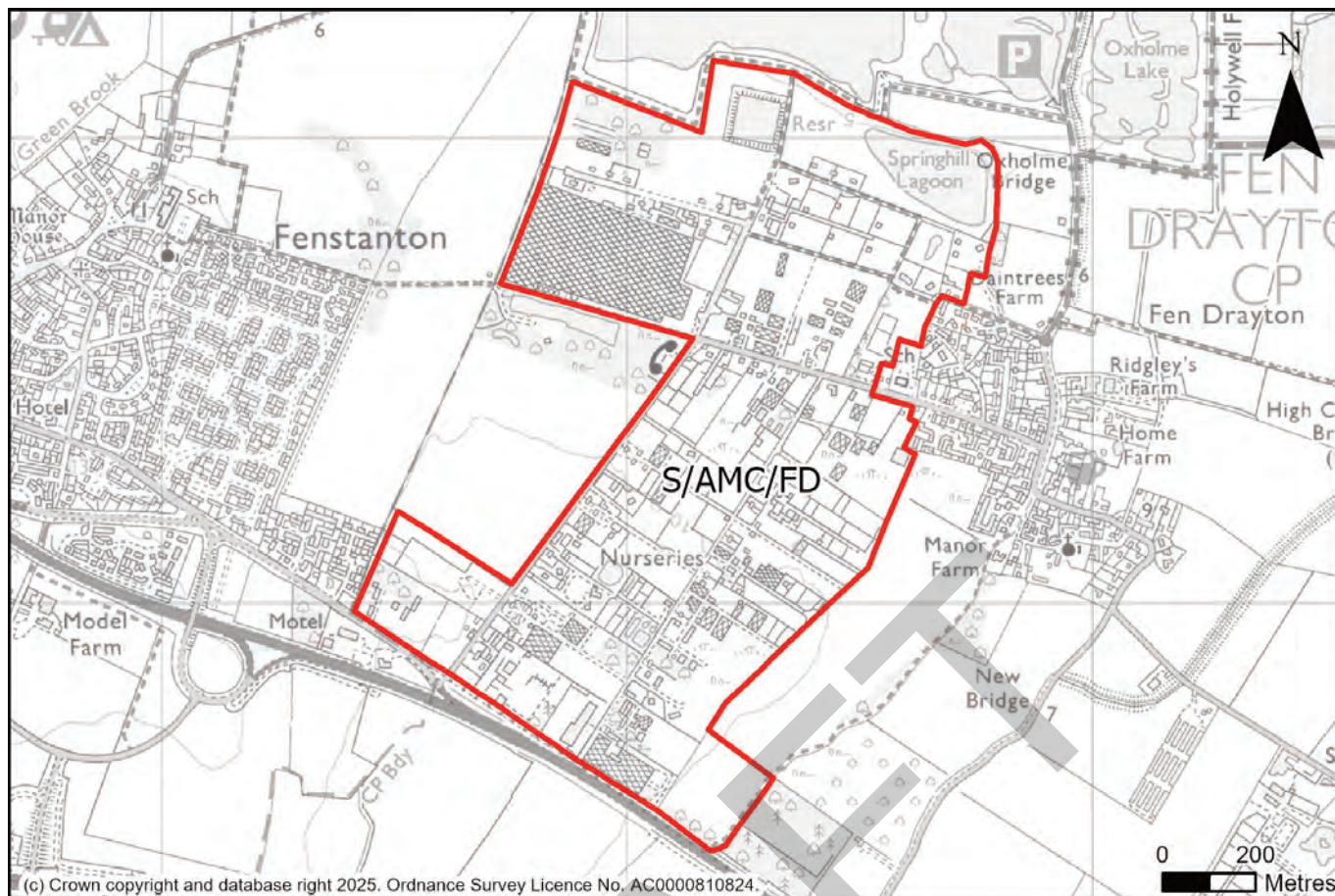


Figure 122: Site Plan of S/AMC/FD: Fen Drayton Former Land Settlement Association Estate

Drayton as a location for experimental and ground-breaking forms of sustainable living. As set out in the climate change theme, building standards across the whole area are now catching up, so new proposals will not be so ground-breaking. However, it is considered that a policy is still needed to provide a context for this area in light of the specific circumstances of the site.

- 3.5.48** A Fen Drayton Former LSA Estate Supplementary Planning Document has been adopted providing further guidance on this site, including defining and explaining key terms within the policy and identifying eligible buildings.

Histon and Impington Station Area

What this policy does

- 3.5.49** Histon and Impington Parish Council has aspirations to rejuvenate the area around the former railway station in Histon and Impington to create a vibrant gateway into this community, which features a mix of commercial, community and residential uses. The policy seeks to provide a direction for redevelopment of vacant and underused land within the defined policy area to create a village node for Histon and Impington around the Guided Busway.

Policy S/AMC/HIS: Mixed Use Development in Histon & Impington Station Area

1. To create an attractive and vibrant gateway to the settlements from the Guided Busway, redevelopment of land around Station Road in Histon and Impington, as shown on the Policies Map, will deliver mixed-use development, comprising:
 - a. Commercial uses – workshops, retail, café / restaurant (in Use Classes E(a), E(b), and E(g) (iii));
 - b. Community uses; and
 - c. Residential development, including work / live units.
2. Development proposals for the sites known as the Old Railway Goods Yard and Kendall Court should include commercial and/or community uses in addition to any residential development.
3. Ensure that development aligns with adjacent development proposals within site Land at Compass House, Chivers Way (S/RRA/CH)
4. The former station building and the Railway Vue public house are of local importance and should be retained and reused as appropriate for commercial or a community use.
5. All schemes must integrate with surrounding uses, respect the character and maintain the vitality and viability of Histon and Impington village centre, and retain the significant wooded area known as 'The Copse'.
6. Planning permission will only be granted for development proposals where the applicant can demonstrate that their proposals will contribute to achieving the objectives for the area outlined above. The preferred approach would be through masterplanning the whole policy area, in consultation with landowners and stakeholders.
7. Proposals should accord with the requirements set out in the Histon and Impington Neighbourhood Plan 2021 (or successor documents).

Supporting information

- 3.5.50** The Local Planning Authority received a proposal from Histon and Impington Parish Council during the preparation of the adopted Local Plan that sought to proactively design a special area in Histon and Impington around the former station, which is now a stop on the Guided Busway.
- 3.5.51** The aspiration is to make better use of vacant and underused land to provide a wider mix of uses to attract more use of the area at different times of the day, including outside of the peak hours. These uses could include small (artisan) workshops, small scale retail and destination shops (e.g. for craft made items, specialist foods), as well as food outlets including café / restaurants. Conditions may be applied to planning consents restricting change of use via permitted development to uses secured in response to this policy.

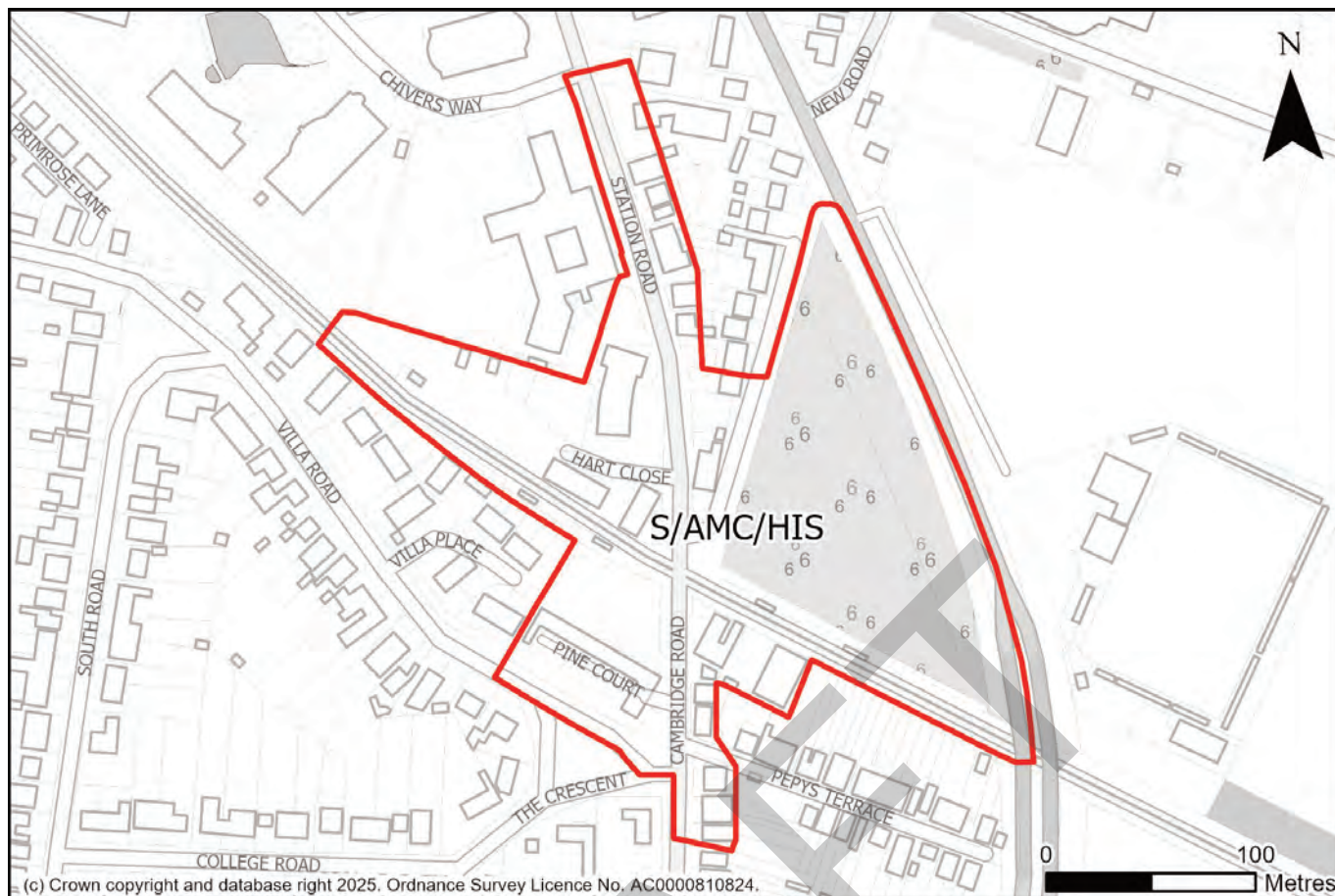


Figure 123: Site Plan of S/AMC/HIS: Mixed-Use Development in Histon and Impington Station Area

3.5.52 This policy seeks to encourage sensitive redevelopment of this area and stimulate commercial activity and encourage local employment. This approach was supported in the Histon & Impington Neighbourhood Plan. Some proposals have come forward for sites within the area, but other sites are still going through the planning application process or have not yet come forward. Development will also need to ensure it aligns with site Land at Compass House, Chivers Way (S/RRA/CH) which forms part of this Area of Major Change.

S/AMC/GT: Optimisation of Gypsy and Traveller sites

What this policy does

3.5.53 The policy seeks to provide a direction for the use of land as Gypsy and Traveller pitches within defined areas at Chesterton Fen Road (Milton) and Smithy Fen (Cottenham).

Policy S/AMC/GT: Optimisation of Gypsy and Traveller sites

1. Development proposals that optimise the use of land for Gypsy and Traveller pitches at Chesterton Fen Road (Milton) and Smithy Fen (Cottenham), as shown on the Policies Map, will be supported where:

- a. Intensification, expansion or reconfiguration of authorised pitches creates a positive, balanced and attractive environment with a material improvement in health, safety, living conditions and amenities for the existing residents and neighbouring occupiers, and
- b. An increase in pitches does not exceed the maximum practical capacity for the site, having regard to:
 - i. its layout, design and amenities.
 - ii. its vehicular access, and the space within the site for the safe movement of caravans, vehicles (including emergency vehicles and refuse/recycling vehicles), pedestrians and cyclists.
 - iii. at Chesterton Fen Road, the implications of additional traffic created by the proposed development on the Fen Road level crossing.
- c. The landscaping and layout of the proposed development improves the appearance and quality of the environment in the area, and minimises unacceptable visual intrusion and other adverse impacts on neighbouring uses;
- d. Appropriate ecological enhancement is included to deliver Biodiversity Net Gain; and
- e. The proposed development meets the requirements of Policy H/GT: Gypsy and Traveller pitches and Travelling Showpeople plots.

Supporting information

- 3.5.54** Our evidence shows that there is an identified need for additional Gypsy and Traveller pitches within Greater Cambridge, but that there are also existing vacant pitches and pitches that are not being occupied by those meeting the definition of a Gypsy and Traveller. It is therefore important that we optimise the use of our existing authorised sites at Chesterton Fen Road (Milton) and Smithy Fen (Cottenham), which have significant numbers of vacant pitches and / or Gypsy and Traveller pitches that are not being occupied by those meeting the definition of a Gypsy and Traveller.
- 3.5.55** Within these areas, there is scope to improve the health, safety, living conditions and amenities for the existing residents as well as neighbouring occupiers and uses through the intensification, expansion or reconfiguration of authorised pitches, whilst also ensuring that the maximum practical capacity for each of the areas is not exceeded. The aspiration is to sensitively and appropriately optimise the use of land within these areas to create well-designed and appropriately used Gypsy and Traveller pitches that contribute towards meeting our identified needs, with an associated improvement in the ecology and appearance and quality of the environment in these areas, and the minimisation of unacceptable visual intrusion and other adverse impacts on neighbouring uses.
- 3.5.56** This policy does not repeat the requirements for proposals for Gypsy and Traveller pitches or sites that are set out in Policy H/GT: Gypsy and Traveller pitches and Travelling Showpeople plots, however, the requirements relating to proposals for new

Gypsy and Traveller pitches on unallocated sites set out within that policy also apply within these two areas at Chesterton Fen Road and Smithy Fen. Any proposals for Gypsy and Traveller pitches within the Green Belt and/or within areas of flood risk will be considered against the relevant national and local planning policies.

3.5.57 The Councils will continue to explore whether there are other authorised Gypsy and Traveller pitches or sites that can also be optimised, and which this policy can apply to as part of the Proposed Submission Local Plan.

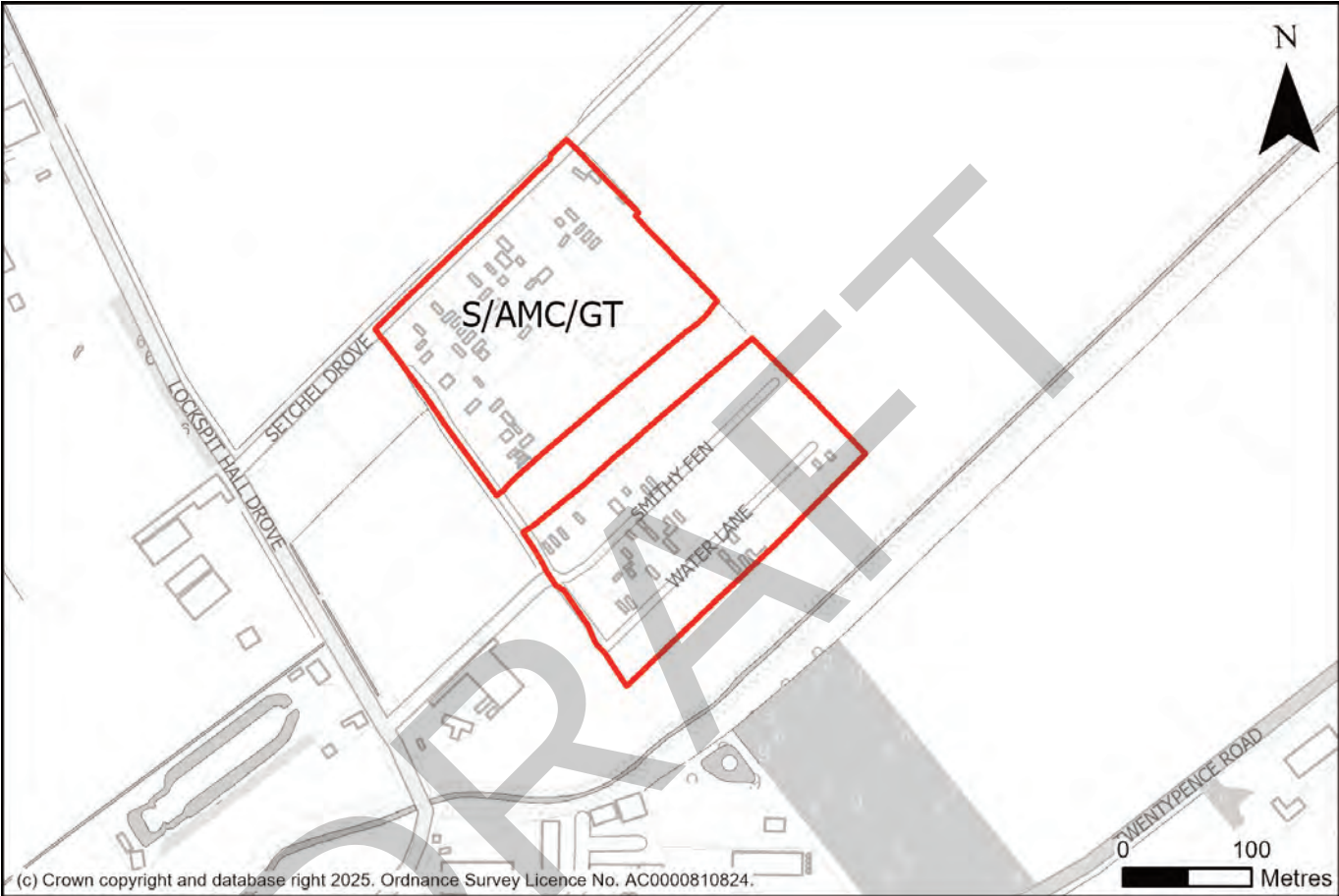


Figure 124: Site Plan of S/AMC/GT: Optimisation of Gypsy and Traveller Sites

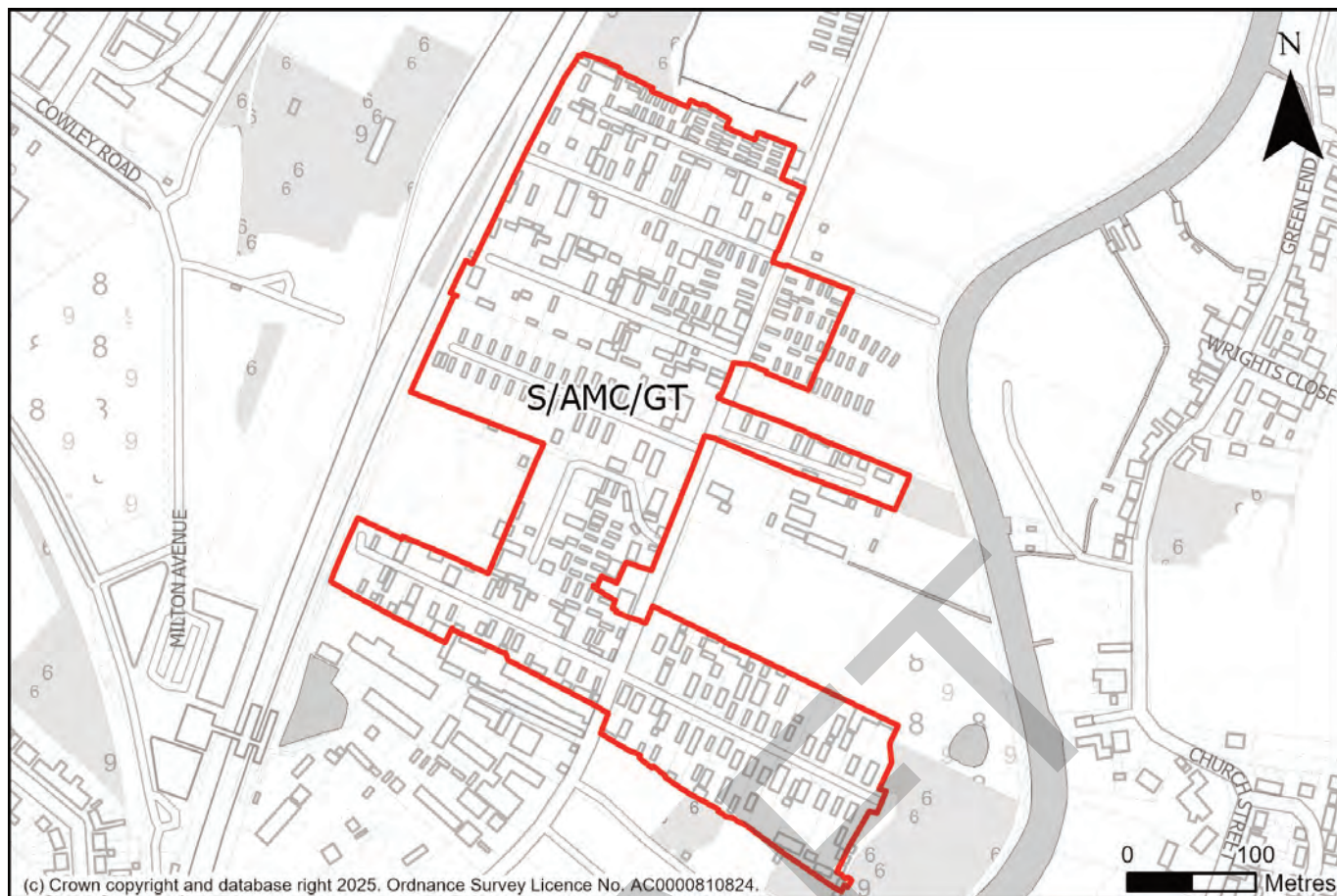


Figure 125: Site Plan of S/AMC/GT: Optimisation of Gypsy and Traveller Sites

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