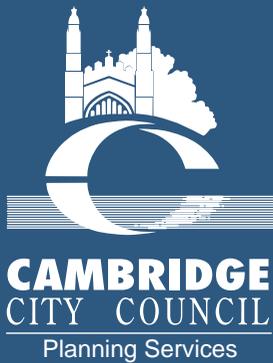


Cambridge City Council

Cambridge Local Plan 2014: Proposed Submission

July 2013





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FOREWORD

This local plan sets out the way we will meet the development needs of Cambridge to 2031. Over that time the city has plans to grow significantly; supporting the nationally important economic contribution the city makes and the factors that are inseparable from that success, seen in the exceptional quality of life and place that Cambridge benefits from.

This local plan will manage change in a positive and sympathetic way. It delivers a vision for growth that will secure the priorities for Cambridge. The policies of the plan set out how we will meet the important development needs that must be accommodated, but also how we intend to protect this special city's outstanding heritage and environmental assets.

The plan will deliver new homes and jobs in a sustainable way, providing affordable housing and an accessible, compact city form where people can have sustainable choices about how they access work, study, leisure and other services.

ACKNOWLEDGEMENT

The preparation of this plan has only been possible through the extensive engagement and dialogue with the wide range of individuals, organisations and interest groups that has taken place. The amount of feedback received and the way this has shaped the plan has reflected how much people care about this city and its future. We are grateful for that contribution to the development of this plan and hope that it will continue until the plan is adopted.



Section One

About Cambridge





View from Limekiln Hill



SECTION ONE: ABOUT CAMBRIDGE

The Cambridge Local Plan

- 1.1 This is the new plan for Cambridge. This plan replaces the Cambridge Local Plan 2006 and sets out policies and proposals for future development and spatial planning requirements to 2031.
- 1.2 Built around the banks of the River Cam, Cambridge is a successful city with a world-class reputation for education, research and knowledge-based industries and its historic environment. It is a place that people want to visit, live, work and study in. This plan aims to maintain and enhance that success.
- 1.3 Cambridge already demonstrates the success that can be achieved with well-planned growth. The Council adopts a positive and proactive approach; but this success also brings challenges. The challenges facing the city are complex and often have no easy resolution, requiring partnership working and consensus among many stakeholders to achieve positive solutions. Delivery of infrastructure to support growth, reducing per capita carbon emissions and managing change to heritage assets of international importance – all within a compact, tightly-bounded city – are particular challenges.
- 1.4 Working closely with South Cambridgeshire District Council, which wraps around the city, this plan is based on finding solutions to these challenges, with a high-level vision that meets the aspirations of residents, and civic, academic and business communities. The plan follows these through with specific cross-cutting themes and objectives to tackle the challenges, and then sets out a spatial strategy to deliver the strategic priorities of the plan (some of these reflect national priorities, but they also include priorities for Cambridge and Cambridgeshire). There are area-specific spatial frameworks for the areas of major change (AOMCs) and opportunity areas within and on the edge of the city as well as the City Centre. These include allocations of land for development and more detailed delivery policies to achieve the strategic priorities through day-to-day decision-making on planning applications.
- 1.5 This plan is essentially a pragmatic continuation of the 2006 growth strategy, adjusted to reflect the experience of delivering that strategy and the current context for planning. It focuses on delivery and meeting Cambridge's needs. The plan reflects how the current growth is changing the city and the new challenges this creates. In the light of experience, the plan has an increased emphasis on mitigating transport impacts and securing further progress on sustainable development, area improvement and place making.
- 1.6 This plan sets out what is important for Cambridge to achieve. The plan should be read as a whole, with cross-references kept to a minimum. A more

detailed explanation of how each policy area has developed and the reason for the choices made is published alongside this plan.

- 1.7 The plan is written in the form that is intended for submission and adoption. This round of consultation will be the opportunity to comment on the plan itself in its whole form. Comments need to formally support or object to the plan in terms of its compliance with legal and national policy (soundness) tests. These comments will go forward to an independent inspector, who will invite interested individuals and groups to public hearings to test the plan.

Cambridge and its context

- 1.8 Although Cambridge is a small city in size, its international stature and the extent of the facilities it offers are much greater than one would expect. The population of Cambridge was 123,900 in 2011.¹ It is predicted that by 2031 the population will reach 150,000. Cambridge also has to consider the needs of its academic population. The city hosts a large student population from the University of Cambridge and Anglia Ruskin University. In 2012, the student population was estimated at 29,087.²
- 1.9 It is also estimated that over 4.5 million people visit Cambridge each year. The city boasts 743.59 hectares of protected open space (POS), including large parks and gardens such as the Cambridge University Botanic Gardens, Parker's Piece and the other pieces, greens and commons. Overall, this equates to approximately 6.2 hectares of protected open space per 1,000 residents, of which 2.9 hectares per 1,000 residents is publicly accessible. Cambridge has an internationally renowned legacy of designated and undesignated heritage assets and seeks to enhance this legacy by encouraging innovative buildings of the highest quality. An essential part of the character of the city stems from the spaces and grounds around buildings and the important role of trees and other landscape features.
- 1.10 Cambridge is a demonstrably successful place, where economic success, high quality of life, sustainable living and quality of place are inextricably linked. Cambridge's modern-day accomplishments include a thriving hi-tech and biotech industry, which has developed since the 1960s and is known as the Cambridge Phenomenon. Although the hi-tech and biotech clusters in Cambridge remain successful, the city has seen some negative impacts from this success. Management and mitigation of the impacts of growth is therefore a key challenge. Average wages in the city have not risen in line with the city's average house prices. This has made it increasingly difficult for people to purchase property in the city, and this has associated impacts on the number of people commuting in from the surrounding villages and market towns.

¹ Census 2011

² Cambridge City Council Annual Monitoring Report 2012

- 1.11 Cambridge is a busy city with a wide influence on its surrounding area. The M11 and A14 are the main trunk roads that connect Cambridge to the strategic road network. The M11 bounds Cambridge to the south and west, and provides a direct link to London. The A14 bounds the north of the city, and creates a link from the east coast and the port of Felixstowe through to the M1 and M6 motorways. Cambridge is on the London to King's Lynn railway line, with London accessible within 45 minutes. As well as being a hub of road and rail connections, Cambridge is the centre of a wider travel to work and housing market area (the area in which people live to get to work at a settlement that offers major employment). The city's area of influence, both as a sub-regional centre and a major focus for employment, includes most of Cambridgeshire, and parts of West Suffolk, Bedfordshire, Essex and North Hertfordshire.
- 1.12 More people in Cambridge than anywhere else in the United Kingdom are likely to use sustainable modes of transport to travel to work. According to the 2011 Census, 33 per cent of residents commute to work by bike, compared with 34 per cent by car. Given the level of commuting, the growth of the city and ongoing demand for its services and facilities, transport infrastructure in the city is under pressure. As a result, more needs to be done to support the use of sustainable modes of transport. Without an integrated approach to the planning of development and transport, the significant achievements in shifting towards sustainable transport – walking, public transport and cycling – in recent years will be undermined. On the positive side, major new public transport improvements have been delivered recently in the form of the Cambridgeshire Busway, which connects to Peterborough, St Ives and Huntingdon through and beyond the city. Nevertheless, infrastructure funding issues remain a challenge.
- 1.13 The need for new housing in Cambridge is high. Large-scale housing developments are underway on sites at Trumpington Meadows, Clay Farm, Glebe Farm, the National Institute of Agricultural Botany (NIAB), and the University of Cambridge's North West Cambridge site and these are expected to provide over 7,000 new homes. These sites, however, will not meet all future housing need to 2031, which is forecast to be around 14,000 new homes between 2011 and 2031. This plan addresses that shortfall.

What comprises the development plan for Cambridge?

- 1.14 In the past, strategic planning for Cambridge was undertaken at a 'higher plan-making level', through the Cambridgeshire and Peterborough Structure Plan 2003 and the regional spatial strategy (the East of England Plan 2008) and their predecessor documents. Both these documents have been revoked and strategic planning is now undertaken at a local level, coordinated by a statutory 'duty to cooperate'. The Cambridgeshire and Peterborough Joint Strategic Planning Unit has been set up to help coordinate the development of strategy with South Cambridgeshire District Council, Cambridgeshire

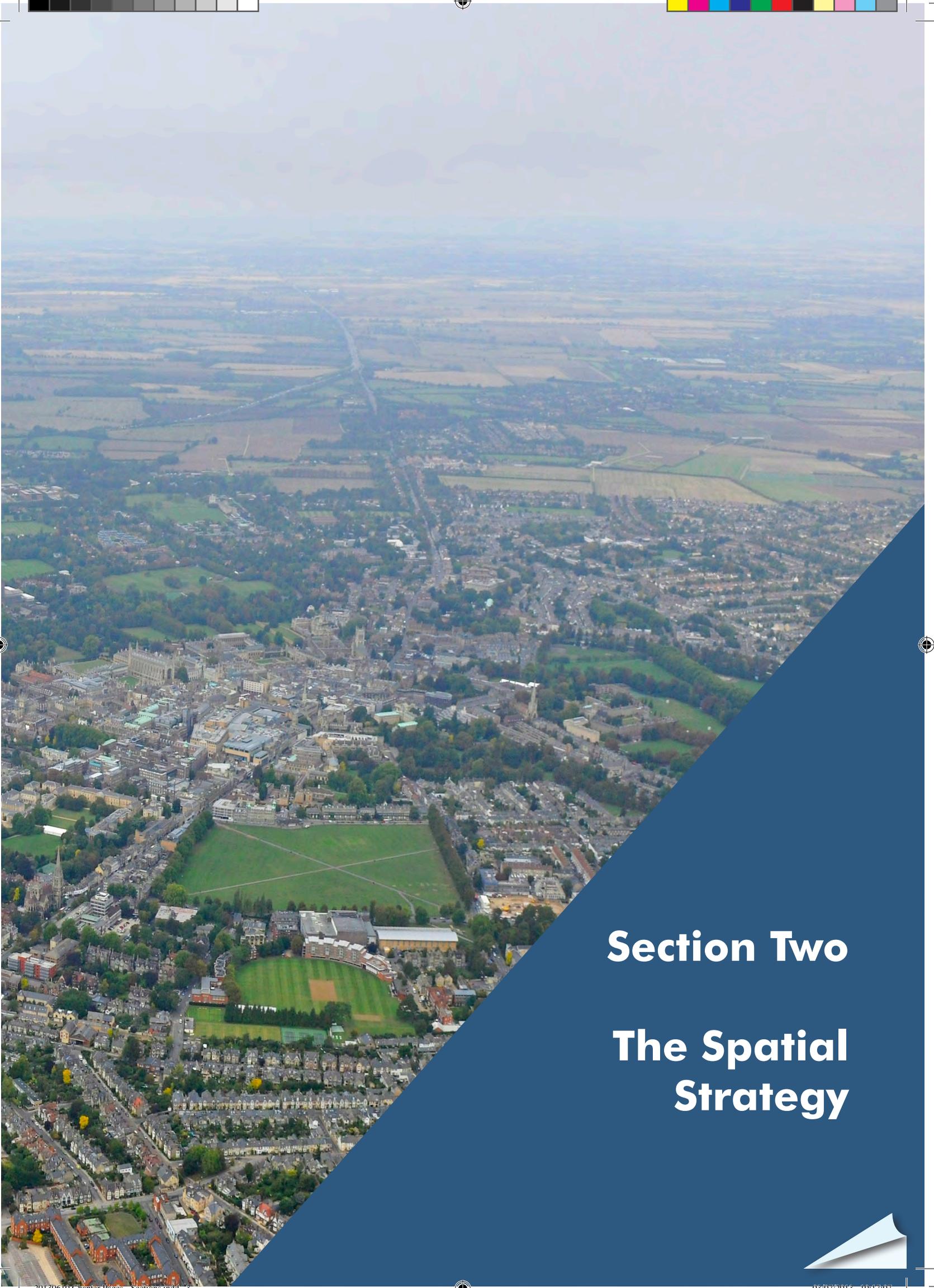
County Council and other local planning authorities and stakeholders in the area. However, the outputs of this strategic work are not statutory and therefore do not form part of the official development plan for Cambridge.

1.15 On adoption of this plan, the official statutory development plan for Cambridge comprises:

- Cambridge Local Plan 2014;
- Cambridgeshire and Peterborough Minerals and Waste Local Development Framework;
- Cambridge East Area Action Plan (excluding policies CE/3 and CE/35, which are replaced by Policy 12: Cambridge East); and
- North West Cambridge Area Action Plan.

The Cambridge Local Plan 2006 is deleted in its entirety and no longer forms part of the development plan.

1.16 Supporting the development plan for Cambridge, there are a number of additional policy documents and guides. These are set out in more detail in Appendix A.



Section Two

The Spatial Strategy





Cambridge



SECTION TWO: THE SPATIAL STRATEGY

The spatial vision for Cambridge

- 2.1 This plan has a high-level vision developed from a range of existing strategies and through consultations and feedback from stakeholders. It is designed to help clarify the kind of city Cambridge wants to be in 2031. The vision takes account of the aspirations identified in the Cambridge Local Plan 2006 and through an iterative process has reviewed them against the experience of delivering that vision, and the issues relevant to Cambridge today.
- 2.2 Cambridge is a world-class city in terms of its academic reputation and the knowledge-focused economy that has sprung from this. The city has experienced strong economic growth even during most years of an economic downturn. This success, however, generates its own challenges. The key issues in Cambridge are balancing and managing the conflicts between two dynamics. Firstly, how to maintain the advantages of a compact city – in terms of sustainability and quality of life – against demands for knowledge sector led business and housing growth and the spatial implications of this dynamic. The planning challenge is to integrate both. It is recognised that the city must grow to maintain its competitiveness and address housing needs and affordability, but the factors that created and underpin this economic success and growth must also be carefully balanced. Growth must enhance the quality of life and secure sustainable development, supported by the delivery of new and improved infrastructure.
- 2.3 Below this high-level vision are the strategic objectives, which set out what this will mean in spatial planning terms. The local plan is presented in a number of sections that explain the spatial strategy through to its delivery, including cross-cutting issues. The delivery and monitoring strategy explains how the outcomes set out in the strategic objectives will be achieved.

The vision for Cambridge to 2031

The vision for Cambridge is of a compact, dynamic city, located within the high quality landscape setting of the Cambridge Green Belt. The city will draw inspiration from its iconic historic core, heritage assets and structural green corridors, achieving a sense of place in all its parts, with generous, accessible and biodiverse open spaces and well-designed architecture. Building on the city's reputation for design excellence, Cambridge's new development will be innovative and will promote the use of sustainable modes of transport, helping to support the transition to a more environmentally sustainable and successful low carbon economy. The city will continue to develop as a centre of excellence and world leader in the fields of higher education and research, and will foster the dynamism, prosperity and further expansion of the

knowledge-based economy, while retaining the high quality of life and place that underpins that economic success. It will also grow in importance as a sub-regional centre for a wide range of services. Housing provision in the city will be of a high quality and will support the development and enhancement of balanced and mixed communities through provision of housing of a mix of sizes and types, including a high proportion of affordable housing. The Cambridge Local Plan 2014 seeks to guide and facilitate growth and the infrastructure required to support development, so that the city grows in a sensitive and sustainable manner. This will ensure that the high environmental quality of the city is protected and enhanced and that future developments offer a full range of opportunities to all.

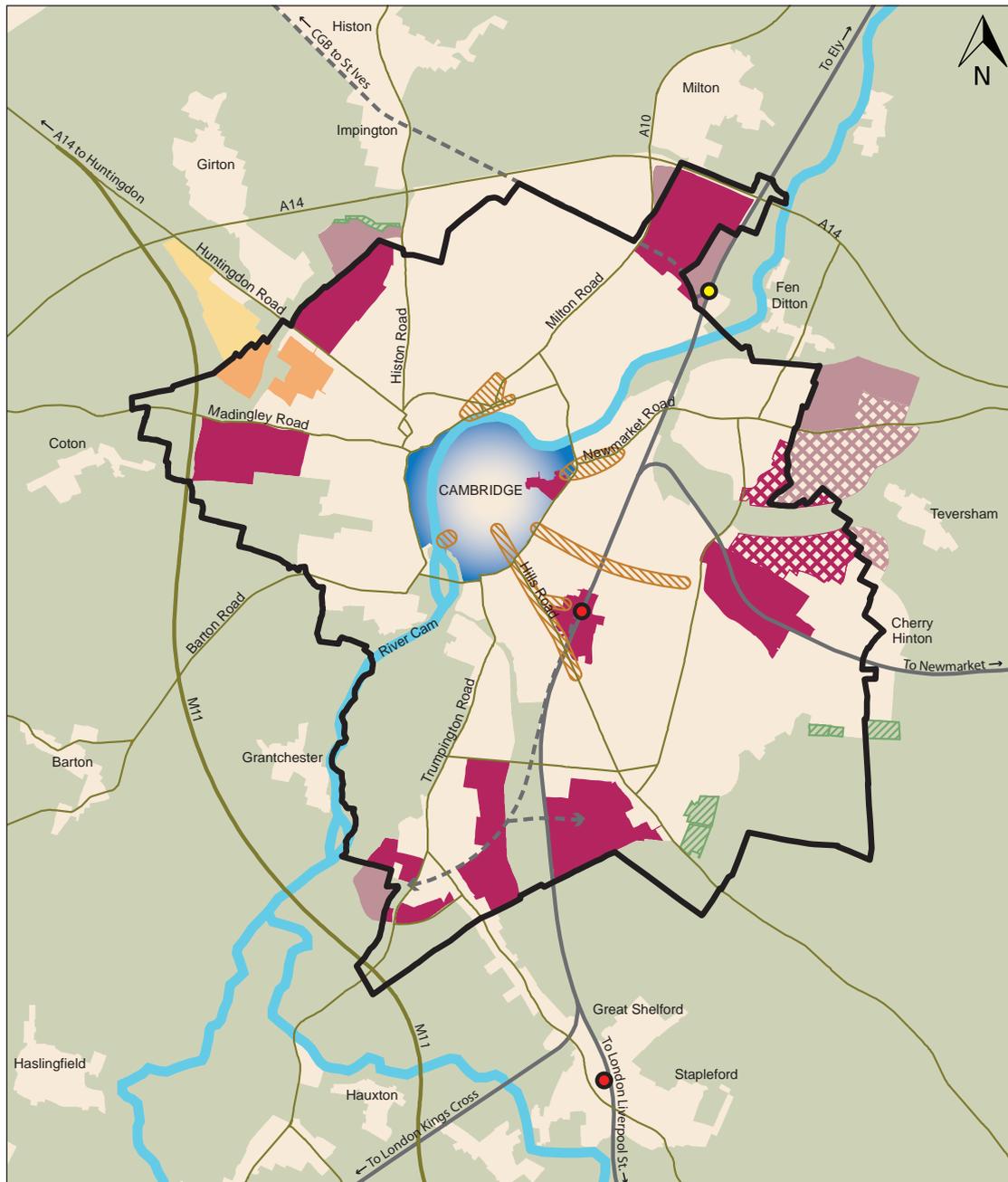
Strategic objectives

The 15 strategic objectives for the implementation of this local plan require all new development in Cambridge to:

1. contribute to the vision of Cambridge as an environmentally sustainable city, where it is easy for people to make a transition to a low carbon lifestyle. This means making best use of energy (including community energy projects), water and other natural resources, securing radical reductions in carbon emissions, minimising environmental impact and being capable of adapting to the impacts of climate change;
2. be highly water efficient, contribute to overall flood risk reduction through water sensitive urban design, and help to improve the quality of the River Cam and other water features in the city;
3. be of the highest quality, in terms of design excellence and innovation, addressing the development's impact upon its surroundings and embracing the principles of sustainable design and construction;
4. contribute to the positive management of change in the historic environment, protecting, enhancing and maintaining the unique qualities and character of Cambridge, including the River Cam corridor, the city's wider landscape and setting, and its designated and undesignated heritage assets for the future;
5. protect and, where appropriate, enhance the character and quality of the Cambridge skyline;
6. protect and enhance the landscape setting of the city, which comprises the Cambridge Green Belt, the green corridors penetrating the urban area, the established network of multi-functional green spaces, and tree canopy cover in the city;

7. protect and enhance the city's biodiversity, network of habitats and geo-diversity;
8. meet the housing needs of the city within its sub-region, delivering an appropriate mix of housing types, sizes and tenures to meet existing and future needs, including affordable housing;
9. assist the creation and maintenance of inclusive, environmentally sustainable communities;
10. promote and support economic growth in environmentally sustainable and accessible locations, facilitating innovation and supporting Cambridge's role as a world leader in higher education, research, and knowledge-based industries, while maintaining the quality of life and place that contribute to economic success;
11. support Cambridge's vibrant and thriving centres, with a varied range of shopping facilities in accessible locations that meet the needs of people living, working and studying in, or visiting, the city and its wider sub-region;
12. promote social cohesion and sustainability and a high quality of life by maintaining and enhancing provision for open space, sports and recreation, community and leisure facilities, including arts and cultural venues that serve Cambridge and the sub-region;
13. be located to help minimise the distance people need to travel, and be designed to make it easy for everyone to move around the city and access jobs and services by sustainable modes of transport;
14. ensure appropriate and timely provision of environmentally sustainable forms of infrastructure to support the demands of the city, including digital and cultural infrastructure; and
15. promote a safe and healthy environment, minimising the impacts of development and ensuring quality of life and place.

Figure 2.1: Key Diagram



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- | | | | |
|---|------------------------------------|---|---|
|  | City boundary |  | Area of Major Change within Cambridge |
|  | Major road |  | Area of Major Change within South Cambridgeshire |
|  | River Cam |  | Area of safeguarded land within Cambridge |
|  | City centre |  | Area of safeguarded land within South Cambridgeshire |
|  | Train Station |  | Area of North West Cambridge Area Action Plan within Cambridge |
|  | Railway Line |  | Area of North West Cambridge Area Action Plan within South Cambridgeshire |
|  | Cambridgeshire Guided Busway (CGB) |  | Site to be released from the Green Belt |
|  | Green Belt |  | Opportunity Area |
|  | Proposed Science Park Station | | |

Areas identified in South Cambridgeshire are indicative only and subject to confirmation via a review of the South Cambridgeshire Local Plan.

Overview

- 2.4 The plan sets out a strategy for delivering the vision and strategic objectives. The plan has a number of sections, all of which contribute to the achievement of sustainable development.
- 2.5 This section on the spatial strategy for Cambridge sets out the city's approach to planning for the compact city through focusing new development in accessible locations, reusing previously developed land and completing the delivery of planned new urban neighbourhoods, and small Green Belt releases where exceptional circumstances can be argued. Sufficient land for housing, jobs and education/research, and supporting land uses to meet objectively assessed needs, is allocated at locations and in amounts compatible with this compact city strategy. Emphasis is placed on the need to provide strategic transport infrastructure with a focus on sustainable modes. Continued protection is given to the Cambridge Green Belt, the River Cam corridor and the setting of the historic city. A network of centres is defined to meet appropriate retail and services, and to secure the diversity, vitality and viability of the City Centre and district and local centres.
- 2.6 Section Three gives consideration to Cambridge's City Centre, areas of major change and opportunity areas, and site specific policies. The City Centre will be maintained and enhanced as the focus for retail and leisure, higher education and business, and also as the home to many residents and students. Areas of major change (AOMCs) and opportunity areas will continue to be carefully masterplanned to ensure that they deliver the quality of place expected in the city. Areas where considerable change may be expected during the life of the plan are considered, as well as smaller sites that are allocated for development to help meet the city's needs.
- 2.7 Section Four sets out the need for new development to integrate the principles of sustainable design and construction in order to respond to our changing climate. Development will help make the best use of scarce resources, such as water, and will need to be capable of adapting to our changing climate, securing radical reductions in carbon emissions and minimising environmental impact.
- 2.8 Section Five addresses the need to support and facilitate Cambridge's economy and the role of the Cambridge Cluster of knowledge-based industries and institutions. This will include a diverse range of employment, to maintain competitiveness and achieve sustainable economic growth. The growth of Cambridge's world-class university, colleges, research and bio-medical facilities will be supported.

- 2.9 Section Six seeks to maintain a balanced supply of housing types and sizes to meet the needs of all sections of the community, including the maximum reasonable proportion of affordable housing.
- 2.10 Section Seven sets out the approach to protecting and enhancing the character of Cambridge, maintaining and improving an enviable quality of life and place.
- 2.11 Section Eight on services and local facilities addresses the need to protect and increase the city's community facilities. Infrastructure, including education, local retail and local health facilities, will be secured in a timely way to support development, in particular serving new communities. The loss of public houses that are viable and valued by the community will be resisted. Cambridge's role as a national and international tourism destination is supported, while pressures arising from the visitor economy are managed.
- 2.12 Section Nine sets out the need to provide infrastructure to support development, including sustainable transport solutions. This section also establishes the approach to planning obligations requirements and the Community Infrastructure Levy (CIL). Monitoring the successful implementation of the plan strategy is covered in Appendix M.

The spatial strategy for Cambridge to 2031

- 2.13 The spatial strategy provides for:
- the presumption in favour of sustainable development and what that means in Cambridge;
 - the delivery of objectively assessed development needs, which will be met primarily within the urban area of Cambridge and in three additional locations, where release from the Cambridge Green Belt to deliver small-scale sites for homes and jobs is judged not to undermine the purposes of the Green Belt;
 - the delivery of necessary infrastructure to support the needs and mitigate the impacts of growth, and to support the delivery of sustainable new communities; and
 - the need to maintain important characteristics of the city, including the Cambridge Green Belt, the River Cam corridor and the setting of the city.

Policy 1: The presumption in favour of sustainable development

When considering development proposals, the council will take a positive approach that reflects the presumption in favour of sustainable development contained within the National Planning Policy Framework (NPPF). It will always work proactively with applicants to jointly find solutions, so that

proposals can be approved wherever possible, and to secure development that improves the economic success and quality of life and place in Cambridge.

Planning applications that accord with the policies in this local plan will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or the relevant policies are out of date at the time of making the decision, then the Council will grant planning permission unless material considerations indicate otherwise, taking into account whether:

- a. any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework (NPPF) as a whole; or
- b. specific policies in that framework indicate that development should be restricted.

Supporting text:

- 2.14 The NPPF states that the purpose of planning is to help achieve sustainable development. For Cambridge, sustainable means supporting and enhancing an efficient, compact city form that is attractive, highly accessible and meets its needs now and in future: a city where the quality of life and place has underpinned economic success. Development means managing new growth in a positive, caring way so that needs are met creatively and innovatively and they also enhance economic success, quality of life and place, and contribute to the well-being of the many diverse communities in Cambridge.

Meeting Cambridge's objectively assessed needs

- 2.15 The NPPF states that local planning authorities must positively seek opportunities to meet the development needs of their areas. Strategies for housing, employment and other uses should be integrated and assessed against relevant market and economic signals. These include population change, migration and demographic changes. All of this will identify the type, scale, mix and range of tenure of housing likely to be required in the area over the period of the plan. Local plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless the disadvantages of doing so outweigh the benefits or other national policies indicate development should be restricted.
- 2.16 The NPPF states that local authorities should aim to boost significantly the supply of housing by using their evidence base to ensure their plans meet the full objectively assessed needs for the market and affordable housing in the housing market area. Cambridge City and South Cambridgeshire District
-

Councils are already pursuing a significant growth strategy, set out in their last round of plan making, which proposed a major expansion of Cambridge and the new town at Northstowe. The two councils have already planned for and are demonstrably delivering considerable levels of growth.

- 2.17 The councils in Cambridgeshire, along with Peterborough City Council have undertaken joint technical work and an update of the strategic housing market assessment (SHMA) for the Cambridge housing market area in order to identify objectively assessed needs for homes and jobs across the sub-region. The councils undertook this work cooperatively and a memorandum of cooperation and joint spatial approach has been agreed. This was published in May 2013. This confirmed Cambridge's need was for 14,000 additional homes and 22,100 jobs between 2011 and 2031. This need is being met in full in this new plan.

Other needs

- 2.18 The local plan must identify other needs that have to be planned for in the period to 2031. The following land requirements do not necessarily mean specific land will need to be allocated for them. Additional floorspace/facilities will be provided primarily by intensification or extension of existing facilities/sites.

Table 2.1: Summary of other needs during the plan period

Land use need	Requirements identified by the evidence base
Higher and further education	Anglia Ruskin University has identified a need for an additional 6,000 sq m of faculty space in or close to its East Road Campus Both universities require land for student hostels. The University of Cambridge has identified a need to find space for 3,016 (net) rooms for undergraduates and postgraduates to 2031
Other education and health	Current identified shortfall (to 2020) of approximately 400 secondary school places.
Hotels	Up to 1,500 additional hotel bedrooms by 2031. Around 1,350 new hotel bedrooms are committed already and many are under construction
Strategic leisure facilities	Approximately 20,141 sq m of floorspace (of which 18,260 sq m for A3, A4, A5 and sui generis uses by 2031) excluding any sub-regional sports facilities
Retail	The council has identified a capacity to support 14,141 sq m net of comparison retail floorspace to 2022.
Waste and	Need for an energy centre for the City Centre district

energy	heating project of around 2,500 sq m
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Meeting the need – Cambridge’s constraints

2.19 The NPPF states that projected need cannot be considered in isolation and the constraints of an area form an important part of coming to a decision on if and how to meet need. For Cambridge, key constraints are:

- Cambridge’s outstanding historic environment, which is of international, national and local significance;
- limited supply of available land, as well as conservation constraints;
- transport (and other) infrastructure under pressure; and
- the Cambridge Green Belt.

The Transport Strategy for Cambridge and South Cambridgeshire

2.20 The Transport Strategy for Cambridge and South Cambridgeshire (2013) focuses on the sustainable transport capacity and what needs to be provided in the sub-region between the key economic hubs in and around the city and where people live and access services. The strategy plans to further improve the sustainable transport network around the economic hubs and the hi tech clusters in and around the city, by making movement between them straightforward and convenient. The transport strategy has been prepared in parallel with the two new local plans and will set out the mitigation and infrastructure requirements necessary to promote sustainable travel as part of the development strategy of the two plans.

The joint spatial approach for Cambridge and its sub-region (Cambridge City Council and South Cambridgeshire District Council’s joint administrative areas)

2.21 Cambridge City Council and South Cambridgeshire District Council have both prepared new development plans for the Cambridge area for the period to 2031. Both plans are underpinned by the new Transport Strategy for Cambridge and South Cambridgeshire 2013 and set out policies and proposals to meet the objectively assessed development needs of the area and guide future development to 2031.

2.22 For the review of their development plans, the councils considered whether the 2006 strategy remains the most appropriate development strategy to 2031, or whether an alternative would be more suitable as a result of current circumstances. The inter-relationship between Cambridge and South Cambridgeshire means that decisions cannot be taken in isolation and the future approach needs to remain joined up, as it has been in the past. This

cooperation is now also a requirement introduced by the Localism Act 2011. On the whole, South Cambridgeshire looks towards Cambridge in functional terms, while Cambridge is affected by a tight administrative boundary and surrounding Green Belt. Therefore, any decision relating to the spatial strategy in South Cambridgeshire is likely to have an impact on Cambridge and vice versa.

- 2.23 The councils have reviewed jointly how far the current sustainable development strategy has progressed, what evidence there is that it is achieving its original objectives and what a new sustainable development strategy looks like in view of changes in economic and other circumstances since the current strategy was adopted. The strategy must balance the three strands of sustainability: economic, social and environmental.
- 2.24 This sets a considerable challenge for the Cambridge area. There is a need for new homes to support the jobs. The aim is to provide as many of those new homes as close to the new jobs as possible to minimise commuting and to minimise and mitigate harmful effects for the environment, climate change and quality of life. The need for jobs and homes has to be considered within the context of a tightly-drawn Green Belt, which aims to protect the unique character of Cambridge as a compact, dynamic city with a thriving historic centre, maintain and enhance the quality of the city's setting, and prevent the city merging with the ring of necklace villages. The Green Belt and its purposes help underpin the quality of life and place in Cambridge, which are fundamental to economic success. Achieving an appropriate balance between these competing arms of sustainable development is a key objective of the development strategy for the new local plans.
- 2.25 The councils have jointly considered a range of possible development strategy options and associated site options. These have been tested through the sustainability assessment process. They have also been tested through transport modelling and as the long list of site options has been narrowed down, key stakeholders such as the education authority have been asked again for their views on the emerging shortlist of sites to help further refine the preferred strategy and package of sites.
- 2.26 The overarching development strategy for the administrative areas of both Cambridge and South Cambridgeshire for the period to 2031 follows a broadly similar sequence for the preferred location and distribution of new development as the 2006 strategy. Put simply, the preferred sequential approach for new development can be described as: (first) being within the existing urban area of Cambridge; (second) being within the defined fringe sites on the edge of Cambridge; (third) within the six small-scale Green Belt sites proposed to be released from the inner Green Belt boundary, four of which are within the city; (fourth) within existing and newly identified new settlement locations at Cambourne, Northstowe, Bourn Airfield and Waterbeach; and lastly in identified villages.

- 2.27 This approach has been endorsed by the Joint Strategic Transport and Spatial Planning Group (JST&SPG), the member governance group set up to guide the collaborative preparation of development plans in Cambridge and South Cambridgeshire and the associated transport strategy.
- 2.28 In detail, the strategy options considered by the JST&SPG³ demonstrate that focusing development on Cambridge remains the most sustainable location for additional development and the Cambridge Strategic Housing Land Availability Assessment (SHLAA) has identified 3,324 new homes through windfall sites or allocations within the urban area in the new local plan.
- 2.29 The edge of Cambridge is the next most sustainable location for growth in the development sequence. However, the joint sustainability appraisal of the overall strategy does identify the importance of balancing the accessibility aspects of sustainable development and the environmental and social benefits it brings. This includes consideration of the significant harm to the environmental sustainability of development on Green Belt land. Removing large sites from the Cambridge Green Belt could irreversibly and adversely impact on the special character of Cambridge as a compact historic city and risk jeopardising the economic success of the Cambridge area, which is in part built on its attractiveness as a place to live and work. The detrimental impacts of further large-scale major development on the edge of Cambridge were demonstrated in the Inner Green Belt Study Review 2012. The assessment process identified six small-scale Green Belt sites as potential options for development and this limited refinement of the Green Belt as proposed would mean that Cambridge is able to meet all its objectively assessed needs within its administrative area.
- 2.30 The conclusion of the consideration of reasonable site options for development on the edge of Cambridge is to require development away from the edge of Cambridge to meet the remaining development needs of the wider Cambridge area. The sustainability appraisal of broad locations undertaken as part of the joint work endorsed by the JST&SPG demonstrates clearly that new settlements are the next most sustainable location for growth and that development in villages should be limited for sustainability reasons.
- 2.31 The councils have followed an iterative process in developing the preferred strategy. For Cambridge, the level of objectively assessed need is such that all reasonable options have needed to be included in the local plan and Cambridge City Council does not consider that any reasonable alternatives exist for meeting the level of need. For South Cambridgeshire, the options available are the new settlements identified in the new local plan and the best available sites in the better-served villages.

³ 22 May 2013

- 2.32 Table 2.2 demonstrates the 2031 strategy approach set out in the new local plans to 2031 as a continuation of the strategy set in train by the structure plan in 2003.

Table 2.2: 2031 strategy approach

	Structure plan 1999 to 2016	%	New local plan strategy 2011 - 2031	%
Cambridge urban area	8,900	27	6,611	20
Cambridge fringe sites	8,000	25	11,891	35
New settlements	6,000	18	10,335	31
Villages	9,600	30	4,748	14
TOTAL	32,500	100	33,585	100

The Cambridge growth strategy

- 2.33 The last round of local plan making saw a major shift to a sustainable development strategy based upon significant growth located on the edges of Cambridge and the delivery of new settlements in South Cambridgeshire. This strategy is well underway and significant growth is taking place within both authorities' areas, bucking the national trend.
- 2.34 As a part of the sustainable development strategy for the Cambridge sub-region, the Cambridge Local Plan 2006 introduced a step change in levels of planned growth, unmatched since the interwar years. The Cambridge Local Plan 2006 released significant land from the Cambridge Green Belt and allocated a number of urban extensions to the city – 'the Cambridge Fringe sites' – as well as allowing for:
- the continued protection and enhancement of a thriving and accessible historic core;
 - the regeneration of the station area as a mixed-use neighbourhood around an enhanced transport interchange;
 - distinctive residential communities, which have access to a wide range of local facilities and provide a high quality living environment; and
 - the enhancement of Cambridge's landscape structure and the landscape setting of the city edge.
- 2.35 The joint work with South Cambridgeshire referred to in paragraphs 2.21–2.31 describes the overall strategic approach to the development strategy for both local plans in the period to 2031. This work also considered the changes

in availability of some sites identified in the 2006 plan strategy, specifically Cambridge East (Cambridge Airport). Most of the Cambridge East site is now unlikely to be made available during the period of the plan. The bulk of the site will be safeguarded as a strategic long-term reserve, but this has required consideration of alternative options for meeting housing and employment needs within and around Cambridge as described earlier. For this plan, the approach has been revised to reflect the differing sustainability characteristics now offered by locations within and on the edge of Cambridge and for other settlements.

- 2.36 The University of Cambridge's North West Cambridge site was released from the Cambridge Green Belt to support the ongoing development of the University of Cambridge. This site is subject to the policies set out in the North West Cambridge Area Action Plan, which was jointly developed and adopted in 2009 by Cambridge City Council and South Cambridgeshire District Council.
- 2.37 Cambridge will meet its objectively assessed development needs within the administrative area of the city, by providing for homes and jobs growth. The city will also continue to play its part in serving the needs of the wider sub-region in supporting Cambridge's functions as a centre for employment, education and research, retail, leisure, entertainment and other services.

Policy 2: Spatial strategy for the location of employment development

The strategy will be to support Cambridge's economy, offering a wide range of employment opportunities, with particular emphasis on growth of the Cambridge Cluster of knowledge-based industries and institutions and other existing clusters in the city, building on existing strengths in 'knowledge-based' activities. Proposals that help reinforce the existing high technology and research cluster of Cambridge will be supported. The Council will work closely with relevant partners, including the universities and the Greater Cambridge-Greater Peterborough Enterprise Partnership, to attract employment in such activities. Employment development will be focused on the urban area, areas of major change, opportunity areas and the city centre.

The Council's aim is to ensure sufficient land is available to allow the forecast of 22,100 new jobs in Cambridge by 2031, including some 8,800 in B-use class (offices and industry). Therefore, provision has been made for the development of at least 12 hectares of employment land (net) from April 2011 to March 2031. A range of locations, types and sizes of employment land has been allocated. This provision includes 3.7 hectares of land to be released from the Cambridge Green Belt at Fulbourn Road for employment purposes that support the Cambridge Cluster.

A full schedule of sites allocated for development to meet the headline employment targets is set out in Appendix B and illustrated on the policies map.

Supporting text:

- 2.38 The cluster of high technology companies in and around Cambridge has driven the success of the local economy for the last 50 years. Over that time the Cambridge Cluster has emerged as a strong, dynamic local economy and a world leader in education and research. This economic growth has been predicated on the close links that have built up between businesses locating near similar businesses and close to the University of Cambridge. The sharing of ideas, staff, equipment and data, and the collaborative working that has taken place have contributed to the dynamism, prosperity and further expansion of the local economy.
- 2.39 The local plan will support the continued growth of the nationally significant Cambridge Cluster. The plan seeks to deliver new employment land at six key locations in Cambridge. These are: the area around Cambridge Station, West Cambridge, Cambridge Biomedical Campus (including Addenbrooke's), North West Cambridge (covered by the North West Cambridge Area Action Plan), Fulbourn Road and Cambridge Northern Fringe East. There are also likely to be a number of opportunities to redevelop and improve offices throughout Cambridge over the lifetime of the plan.
- 2.40 Further detail on the supply of employment land can be found in Section Five.

Policy 3: Spatial strategy for the location of residential development

The overall development strategy is to focus the majority of new development in and around the urban area of Cambridge, creating strong, sustainable, cohesive and inclusive mixed-use communities, making the most effective use of previously developed land, and enabling the maximum number of people to access services and facilities locally.

Provision will be made for the development of not less than 14,000 additional dwellings within Cambridge City Council's administrative boundary over the period from April 2011 to March 2031 to meet the objectively assessed need for homes in Cambridge. This will enable continuous delivery of housing for at least 15 years from the anticipated date of adoption of this local plan. This provision includes two small sites to be released from the Cambridge Green Belt at Worts' Causeway, which will deliver up to 430 dwellings.

In order to maintain housing provision, planning permission to change housing or land in housing use to other uses will only be supported in exceptional circumstances.

A full schedule of sites allocated for development in order to meet the headline housing targets is set out in Appendix B and illustrated on the policies map.

Supporting text:

- 2.41 The local plan needs to make provision for 14,000 additional homes between 2011 and 2031 to meet the objectively assessed need for homes identified in the update to the strategic housing market assessment (SHMA) for the Cambridge housing market area. This need is being met in full in this new plan.
- 2.42 Over the period of the plan, this figure of 14,000 implies an average delivery rate of 700 dwellings per year. From 2001 to 2011, there was a net gain of 5,030 dwellings (at an average of 457 dwellings per year).
- 2.43 As of April 2012, there is planning permission for 9,385 new homes within the urban area and in the agreed urban extensions. There are a further 721 planned dwellings on existing allocated sites that do not have planning permission. Completions between 2011 and 2012 account for 331 dwellings. In addition, the Council’s strategic housing land availability assessment (SHLAA), which assesses the capacity for future housing within the existing urban area, indicates capacity for a further 3,754 dwellings in the urban area of Cambridge (including two small Green Belt releases). Taken together, these could provide 14,191 new homes for Cambridge over the local plan period (See Table 2.3 – Housing provision to 2031).

Table 2.3: Housing provision to 2031

Dwelling provision 2011 to 2031	Number of dwellings
Completions	
Completions 2011 - 2012	331
Existing Commitments	
Urban extensions with planning permission	7,000
Urban extensions without planning permission	408
Large allocations with planning permission	1,563
Allocated sites without planning permission	721
Deliverable sites with planning permission (not allocated)	414
Potential supply	
Local plan review allocation sites	1,904
Windfall	1,850

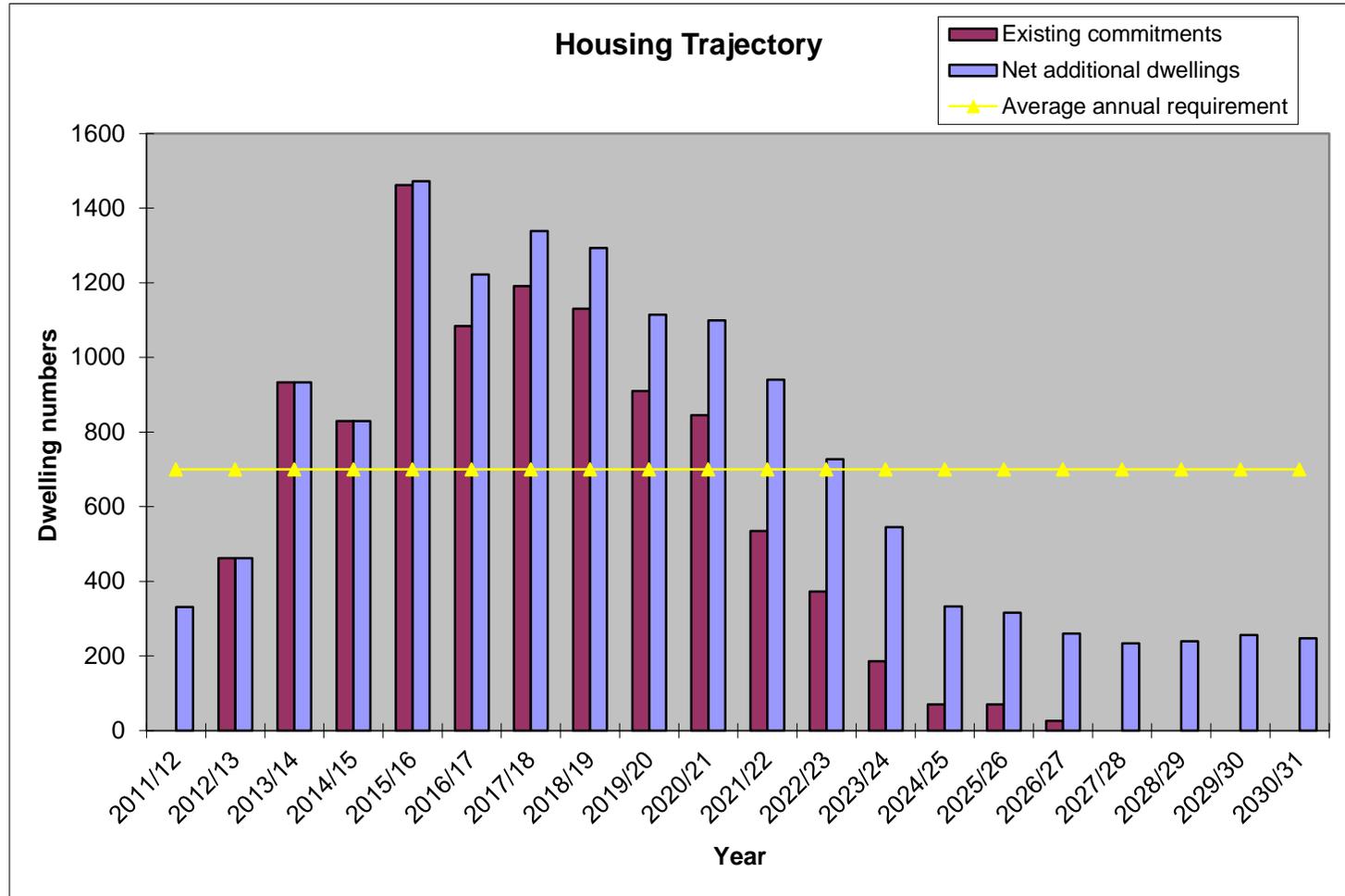
Total	14,191
Surplus	191

- 2.44 To meet the remaining requirement, new residential development will take place in the City Centre: in eight identified areas of major change (extensive areas of development comprising defined and known sites collectively shaping the spatial structure of Cambridge); at sites within the Cambridge East and North West Cambridge Area Action Plan areas; on two small Green Belt release sites (GB1 and GB2 Land north and south of Worts' Causeway); and on a number of site-specific non-strategic sites with existing road access and clearly defined boundaries.

Cambridge housing trajectory

- 2.45 The Cambridge housing trajectory set out in Figure 2.2 illustrates the expected rate of delivery of new dwellings. It demonstrates how the objectively assessed need for an additional 14,000 homes to 2031 could be achieved. To meet objectively assessed need, an average of 700 additional dwellings a year are required between 2011 and 2031.
- 2.46 All dwelling figures in the trajectory are net additional dwellings (i.e. completed dwellings minus losses of dwellings). The yellow horizontal line at 700 dwellings represents the annual average requirement.
- 2.47 The maroon bars illustrate the projected net completions on sites that are currently known (i.e. existing commitments). The light blue bars represent total net additional dwellings including local plan allocations and windfall sites.
- 2.48 The trajectory relies on information about sites that have the potential to deliver dwellings over the next 15 years and beyond, taken from the strategic housing land availability assessment (SHLAA) and work on local plan allocation sites.

Figure 2.2: Housing trajectory



The Cambridge Green Belt

Policy 4: The Cambridge Green Belt

The extent of the Cambridge Green Belt within the administrative area of Cambridge City Council is set out on the policies map. New development in the Green Belt will not be approved except in very special circumstances, in line with Green Belt policy in the National Planning Policy Framework.

Supporting text:

- 2.49 The Green Belt preserves the unique setting and special character of the city and includes green corridors that penetrate deep into the urban and historic heart of Cambridge. It is a key component in providing for active and passive sport and recreation, for amenity and biodiversity. A significant proportion of the Cambridge Green Belt within the city's boundaries is in agricultural use. The Green Belt is one of the key elements that contribute to the symbiotic relationship between high quality of life, place and economic success of Cambridge.
- 2.50 The purposes of the Cambridge Green Belt are set out in Table 2.4 below:

Table 2.4: National and Cambridge Green Belt purposes

National Green Belt purposes	Cambridge Green Belt purposes
<ul style="list-style-type: none"> • to check the unrestricted sprawl of large built-up areas • to prevent neighbouring towns merging into one another • to assist in safeguarding the countryside from encroachment • to preserve the setting and special character of historic towns and • to assist in urban regeneration, by encouraging the recycling of derelict and other urban land 	<ul style="list-style-type: none"> • 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

- 2.51 Significant land was taken out of the Cambridge Green Belt in the 2006 Local Plan following strategic reviews. This land was allocated as part of the growth strategy, which involved the delivery of urban extensions and enhancement of corridors and edges of the remaining Green Belt. Meeting the need for growth, these sites are now being delivered.

- 2.52 The changes to the Green Belt around the edge of Cambridge have necessitated new assessment to update our understanding of the value of the Cambridge Green Belt today. This work has shown that the remaining areas of Green Belt have increased in value as they are now closer to the city's edge and less Green Belt land remains to perform the unique roles played by the Cambridge Green Belt. The Green Belt is a critical environmental asset for Cambridge in forming the important setting for a compact, historic city and contributing to the high quality of life and place enjoyed here.
- 2.53 Both Cambridge City Council and South Cambridgeshire District Council are keen to see the Green Belt as a positive rather than a purely negative planning tool. Opportunities have been taken at Trumpington to shape a new Green Belt edge that enhances the landscape setting of the city, as well as enhancing opportunities for recreational access. Growth should be targeted towards sustainable and less landscape sensitive locations as a part of the overall strategy, which should be seen as a whole across both Cambridge and South Cambridgeshire.
- 2.54 The NPPF provides for Green Belts to be revised by local plans. The current boundary was established in 2002 and was expected to endure until 2016 and beyond. However, circumstances change and major development at Cambridge East will no longer be deliverable for the foreseeable future. The latest Green Belt work has examined the Green Belt in detail and has found a number of small areas not considered of long-term importance to Green Belt purposes. Given the level of need for homes and jobs, it is considered that exceptional circumstances exist to justify their release. One of these sites is needed immediately to meet Cambridge-specific employment requirements (sites GB3 and GB4), and two sites are required to provide small-scale housing developments (sites GB1 and GB2).
- 2.55 Consideration has been given to the status of land removed from the Green Belt as part of the Cambridge East Area Action Plan (AAP) now that Marshall/Cambridge Airport have stated their intention to stay, with only land under their control north of Newmarket Road (mostly in South Cambridgeshire) now coming forward for development. Given that the principle of major development at this previously developed site close to Cambridge has already been established, the airport site south of Newmarket Road will be safeguarded as a long-term strategic reserve outside the Green Belt. This is covered by Policy 12. Two small areas of ex-Green Belt land within Cambridge East and lying North of Cherry Hinton (part of which lies within South Cambridgeshire) are considered suitable for housing development in the medium term to which there are no fundamental planning objections and which are allocated as sites for housing (Sites R40 and R41). They are not considered to prejudice the operation of the airport, providing other plan policies are met in full.

Sub-regional facilities

- 2.56 There are a number of facilities some of sub-regional significance, which have struggled to find space within the city. Cambridge City Council and South Cambridgeshire District Council recognise that delivering such facilities within the sub-region is desirable, but are not satisfied that a compelling case exists for the need for a community stadium in a Green Belt location. No evidence of need for other sub-regional facilities (see Section Eight), such as a new ice rink and concert hall, has been demonstrated. Policy 73 allows such applications to come forward and be judged on their merits in line with local and national policy.

Sustainable transport and infrastructure

Policy 5: Strategic transport infrastructure

Development proposals must be consistent with and contribute to the implementation of the transport strategies and priorities set out in the Cambridgeshire Local Transport Plan (LTP) and the Transport Strategy for Cambridge and South Cambridgeshire (TSCSC). Cambridge City Council, Cambridgeshire County Council and developers will work together to achieve the objectives and implement the Cambridge-specific proposals in the LTP and the TSCSC, with particular emphasis on securing modal shift and the greater use of more sustainable forms of transport. In addition, Cambridge City Council will work with partners to support the implementation of transport schemes that will improve linkages across the region and by doing so increase the use of sustainable transport modes to get to and from Cambridge. More specifically, the following will be supported, in principle:

- a. delivery of local and strategic transport schemes, subject to the outcome of up-to-date, detailed assessments and consultation, where appropriate;
- b. promoting greater pedestrian and cycle priority through and to the city centre, district centres and potentially incorporating public realm and cycle parking improvements;
- c. promoting sustainable transport and access for all to and from major employers, education and research clusters, hospitals, schools and colleges;
- d. working with partners in supporting the TSCSC's aim for a joined-up, city-wide cycle and pedestrian network by addressing 'pinch-points', barriers and missing links;
- e. linking growth to the proposed city-wide 20 mph zone; and
- f. easing pressure on the air quality management area (AQMA) in the city centre.

Supporting text:

- 2.57 The spatial strategy seeks to continue the development of Cambridge as a dynamic compact city that has a high quality of life and place, underpinning its unique economic success. It ensures that the objectively assessed development needs for Cambridge will be met primarily within the existing urban area and in committed sustainable urban extensions, linked through high quality public transport routes and frequent services and cycle ways to the city centre, the railway station and main employment centres. The strategy also sets out a network of centres, defined to meet retail and service needs that support the diversity, vitality and viability of the city centre and district and local centres.
- 2.58 Development proposed within this plan will only be deliverable and supported if suitable transport measures and investment are led, coordinated and, where appropriate, delivered by Cambridgeshire County Council. Development should seek to enhance transport, particularly public transport, and wider connectivity between new and existing developments to benefit disadvantaged communities in Cambridge.
- 2.59 Recent census data⁴ demonstrated that a policy combination of demand management and accessibility measures, along with changing lifestyle choices made by the city's residents, has significantly increased the use of sustainable travel modes for work in Cambridge. The local plan, along with the Transport Strategy for Cambridge and South Cambridgeshire 2013, will seek to continue to improve accessibility to key locations, such as the city, station and district centres, supporting and encouraging these lifestyle choices and habits. By doing so, the plan seeks to improve accessibility to employment and services from all areas of the city.

The City Centre and network of centres in Cambridge**Policy 6: Hierarchy of centres and retail capacity****a. The hierarchy of centres**

The hierarchy of centres in Cambridge is as follows. These centres are shown on the policies map.

Type of centre	Designated centres	Linked policies
1. City Centre	City Centre boundary and primary shopping area (PSA) defined on policies	9 and 10

⁴ Census 2011

Type of centre	Designated centres	Linked policies
	map	
2. District centres	Arbury Court, Cherry Hinton High Street, Histon Road, Mill Road East, Mill Road West, Mitcham's Corner	72
3. Local centres	Arbury Road/Milton Road, Barnwell Road, Cherry Hinton Road East, Cherry Hinton Road West, Hills Road, Hills Road/Cherry Hinton Road, Newnham Road, Trumpington New centres coming forward at the Station Area (CB1), NIAB 1 and the University of Cambridge's North West Cambridge Site	72
4. Neighbourhood centres	Adkins Corner, Akeman Street, Campkin Road, Carlton Way, Chesterton High Street, Ditton Lane, Fairfax Road, Grantchester Street (Newnham), Green End Road, Hawthorn Way, King's Hedges Road, Norfolk Street, Wulfstan Way, Victoria Road New centre coming forward at Clay Farm	72

b. The sequential approach and impact assessment

Retail and other main town centre uses are directed to these centres in line with the sequential approach set out in the National Planning Policy Framework. Development should contribute positively to the vitality and viability of the centre, and should be appropriate to the scale, character and function of the centre.

Any retail developments proposed outside these centres must be subject to a retail impact assessment, where the proposed gross floorspace is greater than 2,500 sq. m. A retail impact assessment may be required below this threshold where a proposal could have a cumulative impact or an impact on the role or health of nearby centres within the catchment of the proposal.

c. Meeting retail capacity

The Council has identified a capacity to support 14,141 sq m net of comparison retail floorspace between 2011 and 2022. Cambridge City Centre should be the focus for meeting most of this need. This will be through:

1. redevelopment in the Fitzroy/Burleigh Street/Grafton Primary Shopping Area (see Policy 11); and
2. other appropriate redevelopment/infill where opportunities arise in the historic core. Exploration of the potential for extension to the Lion Yard/Grand Arcade in the former Post Office yard behind St Andrew's Street for retail and mixed-use purposes is encouraged.

The council has not identified any capacity for additional convenience goods floorspace, above existing commitments and the two medium-sized supermarkets at NIAB (see Policy 19) and the University of Cambridge's North West Cambridge site.

Supporting text:

- 2.60 Cambridge has a vibrant, outstanding city centre, which currently has low vacancy levels and increasing pressure for new development. The city centre has a multi-functional role and its contribution will increase as it continues to meet the needs of committed and new population growth in Cambridge and the sub-region.
- 2.61 In addition to the city centre, a network of centres is important as a focus for a range of uses. The NPPF defines main town centre uses as retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities, the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
- 2.62 The position of a centre in the hierarchy reflects its size and range of services and facilities, and the size of its catchment. New development should be of a type and scale appropriate to the centre.
- 2.63 The centres in Cambridge are generally performing well and have a low vacancy rate. However, their vitality and viability needs to be supported. In particular, the smaller local and neighbourhood centres need to be protected, as they perform an important function in providing for day-to-day needs.
- 2.64 New centres are planned in the urban extensions in the south and north west of the city, and once these have been developed they will be considered as part of the hierarchy.
- 2.65 The Cambridge Retail and Leisure Study Update 2013 has identified capacity for further comparison goods floorspace (clothing, home and electrical goods etc), but no capacity for additional convenience goods floorspace (food and

drink and non-durable household goods) above proposals already approved or in the pipeline. The study advises that, due to the level of uncertainty in forecasting over the plan period, the Council should not plan to meet the identified capacity to 2031, but should focus on planning to meet the capacity identified to 2022 (i.e. 14,141 sq m net). This will be subject to monitoring over the period of the plan, including monitoring of retail and leisure development in the wider sub-region area, and this will inform the timescale for the next review of retail and leisure needs in Cambridge.

- 2.66 The comparison goods requirement will be met by following a ‘city centre first’ approach, focusing on the Fitzroy/Burleigh Street/Grafton Primary Shopping Area (PSA). There are fewer opportunities for additional retail in the historic core, although appropriate redevelopment may be possible to improve the retail offer. Development in the other centres lower down the hierarchy is supported if it would support the role of that centre and be of a scale and type proportionate to the centre’s position in the hierarchy.
- 2.67 New retail development should in the first instance be directed to the centres and then located according to the sequential test set out in the NPPF. Applications for retail development in out-of-centre locations will need to be supported by an impact assessment where they are above 2,500 sq m floorspace (gross), which is the same as the NPPF threshold. However, where the Council is concerned that a proposal might have a cumulative impact or an impact on the role or health of nearby centres within the catchment of the proposal, an impact assessment may be required for a smaller proposal, and developers should discuss this with the Council as soon as possible, at a pre-application stage.

The River Cam

Policy 7: The River Cam

Development proposals along the River Cam should:

- a. include an assessment of views of the river and a demonstration that the proposed design of the development has taken account of the assessment in enhancing views to and from the river;
- b. protect and enhance the unique physical, natural and culturally distinctive landscape of the River Cam;
- c. raise, where possible, the quality of the river, adjacent open spaces and the integrity of the built environment in terms of its impact, location, scale, design and form;
- d. propose, where possible, enhancement of the natural resources of the River Cam and offer opportunities for re-naturalisation of the river;

- e. enable, where possible, opportunities for greater public access to the River Cam; and
- f. take account of and support, as appropriate, the tourism and recreational facilities associated with the river.

Supporting text:

- 2.68 The River Cam is a key part of the defining character of Cambridge.⁵ This important feature of Cambridge sweeps in from the rural hinterland to the heart of the city. A number of Cambridge's colleges interface with the river along a section of the river known as The Backs and this is one of the world-famous landscapes in Cambridge. The River Cam corridor provides a landscape framework for the whole city and Cambridge owes much of its very special character to the way these spaces penetrate the urban fabric and the unique association between the built and green spaces. Any development must recognise this through carefully considered design.
- 2.69 The River Cam has also been designated as a county wildlife site in recognition of the river's importance in linking semi-natural habitats, including ecologically-designated sites such as Stourbridge Common Local Nature Reserve and Sheep's Green and Coe Fen Local Nature Reserve, with the wider countryside of South Cambridgeshire. Although highly modified in places, the river supports a healthy population of fish and their predators, including otters and kingfishers. Several species of bat use the river, its tributaries and adjacent habitats for foraging and commuting, while the numerous willow pollards offer roosting sites. If sensitively managed, the river and its banks provide opportunities for declining species such as the water vole to recover and disperse.⁶
- 2.70 The River Cam is an international tourist attraction and contributes to the tourist economy in Cambridge. As a result of the number of visitors and users of the river increasing, pressure is put on the river corridor and the surrounding built environment. Through carefully considered design, developments can help manage this demand.
- 2.71 The Cambridge Historic Core Appraisal 2006 recognises that large parts of the floodplain and setting of the River Cam are of very high significance, with Sheep's Green and Coe Fen, which once formed part of the commercial area of the town (where up to three watermills stood), an important part of the setting of the core area of Cambridge. Jesus Green and Midsummer Common are of high significance, with views to listed buildings and buildings of local interest. The Backs contain grade II* and grade II registered parks and gardens, with views to numerous grade I, II* and II listed buildings.

⁵ Cambridge Landscape Character Assessment 2003

⁶ Cambridge Nature Conservation Strategy 2006

- 2.72 Any development should also be consistent with any adopted strategic study of the river.

Setting of the city

Policy 8: Setting of the city

Development on the urban edge, including sites within and abutting green corridors and the Cambridge Green Belt, open spaces and the River Cam corridor, will only be supported where it:

- a. responds to, conserves and enhances the landscape setting, approaches and special character of the city, in accordance with the Cambridge Landscape Character Assessment 2003, Green Belt assessments⁷ and their successor documents;
- b. promotes access to the surrounding countryside/open space, where appropriate; and
- c. includes landscape improvement proposals that strengthen or re-create the well-defined and vegetated urban edge, improve visual amenity and enhance biodiversity.

Proposals where the primary objective is to conserve or enhance biodiversity, particularly proposals for landscape-scale enhancement across local authority boundaries, will also be supported.

Supporting text:

- 2.73 Cambridge has a distinct and unique character and landscape setting and is surrounded by attractive green space, much of which is accessible. Cambridge is characterised by its compact nature, well-defined and vegetated edges and the green corridors that extend into the city centre from the countryside. These green corridors are protected as part of the Cambridge Green Belt or as Protected Open Space. A number of studies have considered the setting of the city and features that are considered to be critical to this setting. These studies have all highlighted that the interface between the urban edge and the countryside is one of the important and valued landscape features of the city, contributing to the quality of life and place enjoyed here.

⁷ Cambridge City Council (2002): Inner Green Belt Boundary Study; LDA (2002): Cambridge Green Belt Study; Cambridgeshire and Peterborough Structure Plan – Report of the Panel (February 2003); Cambridge Local Plan Inspector’s Report (2006); Cambridge City Council (May 2012): Inner Green Belt Appraisal; Cambridge City Council (December 2012): Inner Green Belt Boundary Study.

- 2.74 To date, Cambridge has retained its historic clear distinction between the city and the rural area that provides its setting. Development on the urban edge of the city, adjacent to the Green Belt, has the potential to have a negative effect on the setting of the city. As such, any development on the edge of the city must conserve and enhance the city's setting.
- 2.75 The NPPF also sets out the need for local planning authorities to plan for biodiversity and green infrastructure at a landscape-scale across local authority boundaries. Green infrastructure enhancement refers to large-scale projects, the principal aim of which is to link together existing habitats by improving the ecological quality of the wider rural and urban landscape.



Section Three

City Centre, Areas of Major Change, Opportunity Areas and Site Specific Proposals





Abode, Clay Farm



SECTION THREE: CITY CENTRE, AREAS OF MAJOR CHANGE, OPPORTUNITY AREAS AND SITE SPECIFIC PROPOSALS

3.1 The high-level approach set out in the vision and strategy for Cambridge is complemented by policies and proposals that promote and manage change in key areas of the city and on specific sites. These policies and proposals aim to support the vision and deliver the objectives by:

- responding to the opportunities and challenges that have been identified;
- addressing a hierarchy of needs recognising local, city-wide and sub-regional/regional roles;
- reinforcing a coherent and legible spatial structure to the city;
- conserving and reinforcing that unique character of the city and the way this contributes to the high quality of life and place;
- contributing to sustainable development through the spatial location of development and infrastructure;
- promoting renewal and the effective and efficient use of land;
- meeting the growing needs of Cambridge by allocating land for development;
- reinforcing and creating distinctive communities with clear identities; and
- ensuring that sites can be developed effectively.

3.2 The localities and sites covered by this section can be grouped under five headings:

- Cambridge City Centre;
- sites covered by existing area action plans (AAPs);
- area of major change (AOMCs);
- opportunity areas ; and
- site specific proposals .

The City Centre

Policy 9: The City Centre

Cambridge City Centre will be the primary focus for developments attracting a large number of people and for meeting retail, leisure, cultural and other needs appropriate to its role as a multi-functional regional centre. The City Centre boundary is shown on the policies map. Any new development or redevelopment should:

- a. add to the vitality and viability of the City Centre;
- b. achieve a suitable mix of uses;

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- c. preserve or enhance heritage assets and their setting, open spaces and the River Cam;
- d. be of the highest quality design and deliver a high quality public realm; and
- e. promote sustainable modes of transport.

Other policies in the plan set out opportunities for redevelopment or improvement within the City Centre itself or at the edge of the City Centre, including:

- f. The Fitzroy/Burleigh Street/Grafton Area of Major Change (Policy 11)
- g. Old Press/Mill Lane Opportunity Area (Policy 25)
- h. Mill Road Opportunity Area (Policy 23)
- i. Eastern Gate Opportunity Area (Policy 22)
- j. Cambridge Railway Station, Hills Road Corridor to the City Centre Opportunity Area (Policy 24)

Development in the City Centre should contribute to the Council's aim of improving the capacity and quality of the public realm throughout the City Centre. The Council intends to set out more detail on how development can contribute to these improvements through the production of a City Centre public realm strategy supplementary planning document (SPD). This SPD will:

- k. set out how public realm improvements will be coordinated;
- l. focus on improving connections between the historic core and Fitzroy/Burleigh Street areas of the City Centre, and connections between the City Centre and the railway station;
- m. seek to improve facilities for pedestrians and cyclists;
- n. seek to unify streets through the use of high quality surface treatments and street furniture, lighting, tree planting and landscaping to reflect the quality of the historic environment; and
- o. set out improvements to the public realm around the Market Square, in order to make better use of this important civic space.

The SPD will be developed in partnership with Cambridgeshire County Council, providers of infrastructure and other relevant stakeholders, and will be subject to public consultation.

Supporting text:

- 3.3 Cambridge City Centre is a thriving regional centre and international tourist destination, in addition to providing for the needs of those living, working and studying in the city. It has an outstanding historic core. The City Centre provides a wide range of uses including shopping, leisure, entertainment, museums, university faculty buildings and colleges, offices and housing. It is the main transport hub, with all bus routes passing through the City Centre and the bus station being located here.
-

- 3.4 The policy sets out the Council's aspirations in terms of any new development or redevelopment in the City Centre, and identifies the specific proposals for parts of the City Centre which are set out in other policies in the plan. The Council has aspirations to increase the capacity and for the improvement of the public realm within the City Centre. This will be looked at holistically through the development of a City Centre public realm strategy SPD.

Policy 10: Development in the City Centre Primary Shopping Area

In the primary shopping area (PSA) in the City Centre, as defined on the policies map, proposals for new retail use (A1) will be supported. Proposals for other centre uses, as defined in the table in this policy, will be supported, provided:

- a. the proposal complements the retail function and makes a positive contribution to the vitality, viability and diversity of the City Centre;
- b. provision is made for an active frontage, such as a window display, in keeping with the character of the shopping area; and
- c. it would not give rise, either alone or cumulatively, to a detrimental effect on the character or amenity of the area through smell, litter, noise or traffic problems.

Changes of use from A1 to another centre use (as defined in the table in this policy) will be appropriate where they satisfy the above criteria.

Additionally, in the primary frontage (as defined on the policies map):

- d. retail (A1) uses should not fall below 70 per cent in any frontage (measured as a proportion of the number of units within the 'A' use classes in the street frontage or shopping centre) unless it can be shown that such a change would be beneficial to the vitality and viability of the frontage.

In the secondary frontage (as defined on the policies map):

- e. retail (A1) should remain the predominant use on the frontage (i.e. above 50 per cent) unless it can be shown that such a change would be beneficial to the vitality and viability of the frontage.

Within the primary shopping area, the loss of centre uses at ground floor level to non-centre uses (see table) will not be permitted, unless it can be demonstrated that the use is no longer viable, by evidence of active marketing for at least 12 months showing that the premises are not

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reasonably capable of being used or redeveloped for a centre use acceptable in the PSA.

Residential and student accommodation, offices and community facilities are supported on upper floors, provided that the use would have safe and convenient access and would not inhibit the functioning of the ground floor use.

Any new retail or leisure developments above 2,500 sq m should provide a mix of small and large retail units to cater for national retail occupiers and the demands of smaller independent and local traders.

Small units in the secondary frontage should not be joined together to make a larger unit, unless it can be shown that this would add to the vitality or viability of the street frontage.

The daily market in the Market Square and the arts and crafts market on All Saints Garden will be protected, and proposals to enhance these markets and, where appropriate, create new markets will be supported.

Uses suitable and not suitable at ground floor level in the primary shopping area

Centre uses (uses suitable at ground floor level in the PSA)	Non-centre uses (uses not suitable at ground floor level in the PSA)
Shops (A1 uses)	Business uses, including offices and research and development (B1)
Financial and professional services (A2 uses)	General industry (B2)
Cafés and restaurants (A3 uses)	Storage and distribution (B8)
Drinking establishments (A4 uses)	Residential institutions (C2 and C2a)
Takeaways (A5 uses)	Residential (C3)
Hotels (C1 uses)	Houses in multiple occupation (C4)
Non-residential institutions such as healthcare, nurseries, schools, libraries and places of worship (D1 uses)	Other sui generis uses
Assembly and leisure (D2 uses)	
Certain sui generis uses typically found in centres, including theatres, nightclubs, amusement arcades, launderettes, tattooists, beauty parlours	

Supporting text:

- 3.5 Cambridge City Centre is a regional shopping centre. The primary shopping area (PSA) in the City Centre is shown on the policies map. This is the area where retail development is concentrated and comprises the historic core and the Fitzroy/Burleigh Street area, including the Grafton. The daily market in Market Square and the weekend arts and crafts markets are also essential contributors to the range and choice of shopping in the City Centre.
- 3.6 The National Planning Policy Framework (NPPF) defines the PSA as the primary frontages and those secondary frontages adjoining or closely related to the primary frontages. The primary frontages are the streets where retail is particularly concentrated and are shown on the policies map. In these areas, the Council wants to maintain a high concentration of shops.
- 3.7 The main secondary frontages are also shown on the policies map and fall within the PSA. In the secondary frontages there is more scope for different uses complementary to the retail function of the City Centre, such as cafés, restaurants, bars and pubs, banks and estate agents. In some parts of the secondary frontage there are existing concentrations of uses, for example food and drink uses along Bridge Street, and food and drink and estate agents/employment agents along Regent Street. The concentration of uses provides a distinct character, but the Council would generally like to maintain a diversity of uses along frontages to maintain footfall and vitality and viability, and avoid any amenity problems such as those that can be associated with concentrations of food and drink uses. In the secondary frontages the Council wants retail to be the predominant use or – where it is already below this level – there should be no further losses of retail.
- 3.8 The table within the policy identifies those uses that the Council thinks are appropriate at ground floor level in the PSA. The NPPF identifies office and residential uses as town centre uses. While the value of these uses in centres is recognised, these are only appropriate in upper floors in the primary and secondary frontages in Cambridge. These uses would not provide active frontages. The Cambridge Retail and Leisure Study Update 2013 identifies a significant capacity for additional comparison shopping, and the best location for this is within the City Centre at the top of the retail hierarchy. Therefore, ground floor units should not be lost to offices or residential use, including student hostels, and any applications for such a change of use would have to provide evidence of marketing and show there were exceptional circumstances why a unit could not be used for a centre use.
- 3.9 The Council wants to provide a diversity of uses within the City Centre, including opportunities for smaller independent traders. The policy requires that any substantial new retail schemes provide a mix of unit sizes, and this should be discussed with the Council at a pre-application stage. The joining together of shop units in the secondary frontage to create larger units will
-

generally be resisted, as these are likely to be less suitable for smaller independent traders. The markets in Cambridge are supported and opportunities to enhance them or to create new markets are supported in principle.

Policy 11: Fitzroy/Burleigh Street/Grafton Area of Major Change

The Fitzroy/Burleigh Street/Grafton Area of Major Change (AOMC), as shown in Figure 3.1, is the primary focus for providing additional comparison retail in the City Centre, along with other mixed uses.

This area is supported as a location for expansion and/or redevelopment for retail and leisure use (A1, A2, A3, A4 and D2), with residential and student accommodation on upper floors. The precise quantum of net new retail floorspace and residential/student units will be subject to testing and demonstration through the development of a masterplan for the area.

Development should:

- a. be of a high quality, with well-designed edges securing significant townscape improvements to Burleigh Street and East Road;
- b. be sensitive to surrounding residential areas;
- c. improve the bus interchange, including an increase in capacity and better waiting facilities for passengers;
- d. be focused on providing access by sustainable modes of transport including improvements for pedestrians and cyclists such as a managed cycle parking facility, and with no increase in car parking above current levels;
- e. improve the public realm along Fitzroy Street and Burleigh Street, by removing unnecessary signage and street furniture, and using a simple and durable palette of materials; and
- f. promote linkages to the historic core.

The Council will coordinate the production of a masterplan for the area, bringing together the scheme promoter, other landowners, Cambridgeshire County Council and other relevant stakeholders. The scheme promoter will be expected to prepare the masterplan and a comprehensive transport assessment and travel plan in consultation with the council. It will need to be consulted upon locally and adopted by the council as a supplementary planning document (SPD) before the submission of any planning application.

Supporting text:

- 3.10 This part of the City Centre provides the greatest opportunity for accommodating the need for additional comparison retail, but also leisure,

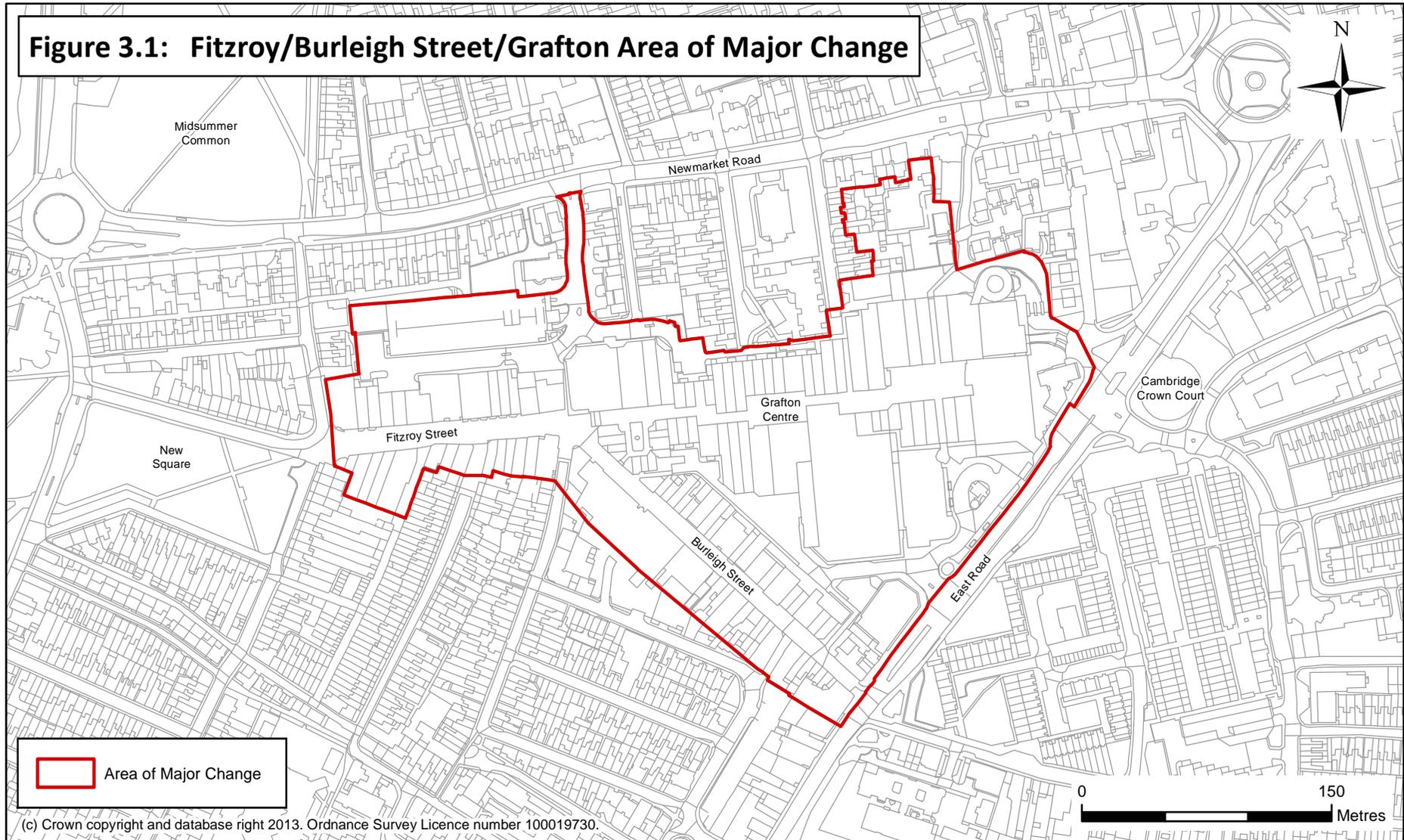
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student accommodation and housing. The Cambridge Retail and Leisure Study Update 2013 identified it as the first priority for comparison retail in sequential terms, and the Cambridge City Centre Capacity Study 2013 identified it as an area of potential change.

3.11 The area is distinct from the historic core, and has an important role as an everyday, family shopping destination. However, the quality of the shop units along Fitzroy Street and Burleigh Street is varied, and the public realm is cluttered with street furniture and signage and could be improved. The Grafton shopping centre was built in the early 1980s and there is scope for positive regeneration of the area through sensitive modernisation and extension of the centre.

3.12 The area will need to be looked at comprehensively, and a masterplan produced. The Council will work pro-actively with landowners, developers and Cambridgeshire County Council as highway authority in the development of the masterplan. The masterplan will be subject to public consultation before it is adopted as a supplementary planning document.

Figure 3.1: Fitzroy/Burleigh Street/Grafton Area of Major Change



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Areas covered by existing area action plans

- 3.13 This plan does not address the University of Cambridge's North West Cambridge site, which is covered by the North West Cambridge Area Action Plan (AAP) and shown on the policies map.
- 3.14 Similarly, the Cambridge East site is dealt with by the Cambridge East AAP, which was adopted in 2008 by both Cambridge City Council and South Cambridgeshire District Council, with the exception of policies CE/3 and CE/35 of the AAP. These two policies are replaced by Policy 12: Cambridge East.

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 these 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.

Supporting text:

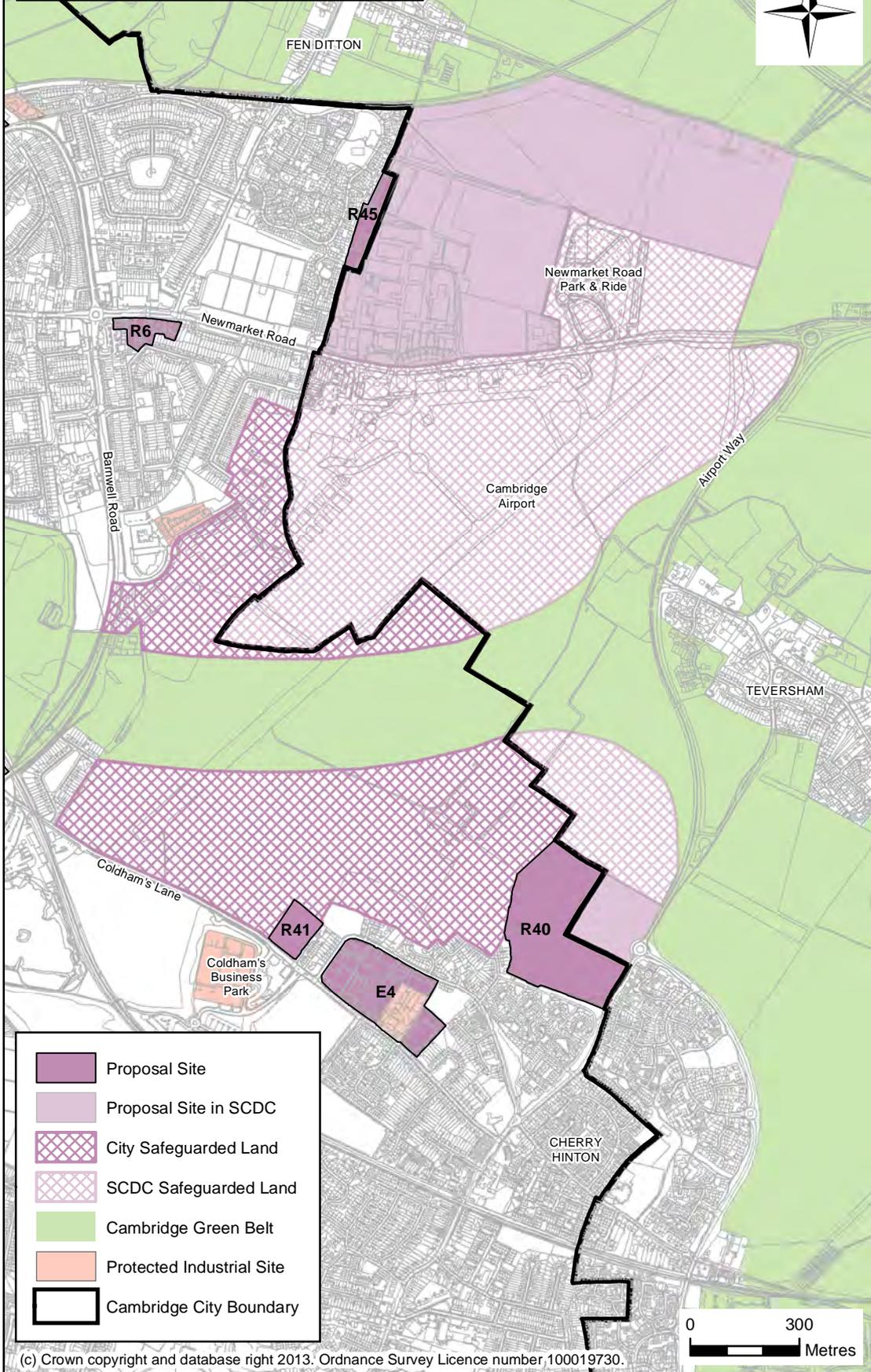
- 3.15 Land at Cambridge East was taken out of the Green Belt through the Cambridge Local Plan 2006 and Cambridge East AAP 2008 for the development of a major new urban extension to the city. This was dependent on the relocation of current activities at the airport. The Marshall Group had been actively looking into relocation options for the airport activities since 2006. In 2010, they announced that they did not have a deliverable

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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 site 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. 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 while the airport remains on the site. Careful consideration of how the ongoing airport activities will interact with any new residential use will need to be undertaken, 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. 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.

Figure 3.2: Cambridge East



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Areas of major change

- 3.18 Areas of major change (AOMCs) are extensive areas of development comprising defined and known sites collectively shaping the spatial structure of Cambridge. They require a comprehensive approach to development and renewal that recognises the dependencies between sites in order to bring forward holistic change. They also need careful integration with existing nearby communities. They embrace mixed uses and multiple functions, and require significant infrastructure investment and support.
- 3.19 The areas of major change include:
- Northern Fringe East and land surrounding the proposed Cambridge Science Park Station;
 - Land south of Coldham’s Lane;
 - Southern Fringe;
 - Cambridge Biomedical Campus (including Addenbrooke’s Hospital);
 - West Cambridge;
 - NIAB 1;
 - Station Areas West and the Clifton Road Area; and
 - Fitzroy/Burleigh Street/Grafton.
- 3.20 The policies on these areas set out a planned approach to the areas of major change, including both general and site specific requirements.

Policy 13: Areas of major change and opportunity areas – general principles

Development within the AOMCs and opportunity areas should be of the highest quality design and incorporate the principles of sustainable design and construction. With the exception of very minor development, the development of each site within the AOMCs and the opportunity areas shall only be permitted in the following circumstances:

- a. when the necessary infrastructure and associated arrangements to support that development have been secured, either by delivery as part of the development or through other stakeholders including relevant local authorities; or
- b. where acceptable alternative infrastructure provision, including temporary provision where appropriate, has been secured; or
- c. where an assessment shows that a particular development can take place in advance of such provision without causing unacceptable impacts.

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Additionally, development shall only be permitted:

- d. where it is in accordance with a comprehensive implementation plan for the area which has demonstrable support from all key landowners or it is supported by evidence to demonstrate that the comprehensive and successful delivery of the development can still take place without this being secured; and
- e. where the development is based on clearly articulated and justified objectives and approach through the provision of a site-wide masterplan, strategies and other over-arching coordination documents; and,
- f. in instances where the infrastructure provision is to be phased, an approved phasing strategy is in place.

In terms of movement, density and activity, development should:

- g. be of higher densities in the City Centre, and around key transport interchanges (including the proposed Cambridge Science Park Station), district centres and local centres; and
- h. create active and vibrant places that encourage social interaction and meeting, and foster a sense of community.

In protecting existing assets, landscape and water management, development should:

- i. seek to protect existing public assets, including open space and leisure facilities. Where the loss of such assets is unavoidable, appropriate mitigation should be provided, including where applicable the replacement of assets in an alternative location, in addition to infrastructure generated by the needs of the development;
- j. ensure public rights of way are protected, and enhanced where possible;
- k. develop a new, strong landscape framework that is guided by and incorporates existing positive landscape and townscape features; and,
- l. where practicable, undertake on-site strategic landscaping to the agreed framework early in the development of the site so that this will become established as development proceeds.

Supporting text:

- 3.21 Construction on several of the sites within the AOMCs in this plan is well advanced and based on the planning permissions currently in place. These developments will continue unless landowners/developers choose to submit new proposals, which will be considered in accordance with this policy.
- 3.22 The council wishes to ensure that the AOMCs and opportunity areas are developed in the most appropriate way, taking account of the sustainability, mixed-use and design objectives set out elsewhere in the plan.

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- 3.23 As a first step, this plan includes site specific policies for each of the AOMCs and opportunity areas. These policies set the broad framework for development and specify the principal land uses, accessibility considerations and landscape requirements for each area.
- 3.24 This policy outlines a number of important additional requirements applicable to the consideration of planning applications for each of the AOMCs and opportunity areas. The purpose is to ensure that each area can be designed with the principles of sustainable development in mind, with appropriate densities of development, and supporting mixed uses and activity appropriate to the scale of development. It also requires the protection/provision of landscape and other environmental requirements.
- 3.25 If appropriate, more detailed policy/guidance for the individual AOMCs and opportunity areas will be prepared in partnership with Cambridgeshire County Council, landowners and developers, with public consultation. The Council will also work in partnership with South Cambridgeshire District Council where the sites cross administrative boundaries and/or raise significant cross-boundary considerations. Subsequent planning applications should conform to approved guidance.
- 3.26 Substantive development will not be permitted in advance of the preparation and approval of a site-wide masterplan, strategies and other over-arching documents as required by the scale and nature of development. Limited small-scale development may be permitted, providing it would not prejudice the longer-term development of the sites and is not considered to be premature in advance of the preparation of these documents.
- 3.27 The appropriate planning policy guidance mechanism will be identified before work commences on design and delivery of development in each of the different and varied AOMCs and opportunity areas. The council will actively promote with key partners, the production of further policy/guidance for any other large or complex sites within the built-up part of the city that come forward for development. Subsequent planning applications will be expected to be in accordance with the approved documents. Where sites and developments are comparable in size and complexity to existing AOMCs and opportunity areas, the above policy will also apply.

Policy 14: Northern Fringe East and land surrounding the proposed Cambridge Science Park Station Area of Major Change

The Council is seeking the wider regeneration of this part of the city, shown in Figure 3.3, with the creation of a revitalised, employment-focused area centred on a new transport interchange.

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The area is allocated for high quality mixed-use development, including employment uses such as B1, B2 and B8, as well as a range of supporting commercial, retail, leisure and residential uses (subject to acceptable environmental conditions).

The quantum of development, site capacity, viability, time scales and phasing of development will be established through the preparation of an area action plan (AAP) for the site. Planning applications will only be considered when the area action plan has been adopted. The AAP will be developed jointly with South Cambridgeshire District Council, and will involve close collaborative working with Cambridgeshire County Council, Anglian Water and other stakeholders in the area. The final boundaries of land that the joint AAP will consider will be determined in the local plans of each authority and by the AAP.

All proposals should:

- a. take into account existing site conditions and environmental and safety constraints;
- b. demonstrate that environmental and health impacts (including odour) from the waste water treatment works can be acceptably mitigated for occupants;
- c. ensure that appropriate access and linkages, including for pedestrians and cyclists, are planned for in a high quality and comprehensive manner;
- d. recognise the existing local nature reserve at Bramblefields, and where development is proposed provide for appropriate ecological mitigation measures either on- or off-site; and
- e. ensure that due consideration has been given to safeguarding the appropriate future development of the wider site.

Supporting text:

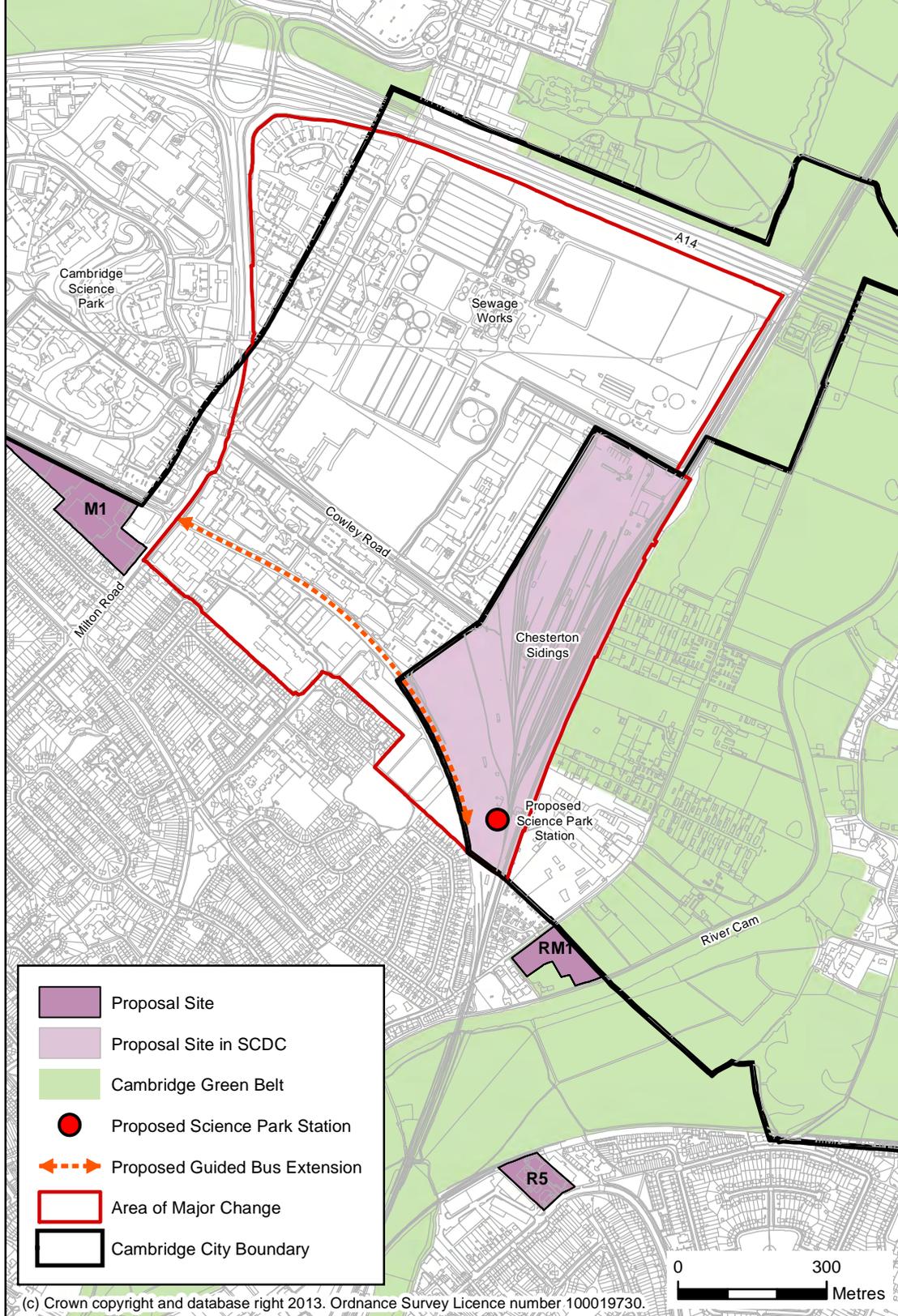
- 3.28 Cambridge Northern Fringe East is within the Cambridge City Council and South Cambridgeshire District Council authority boundaries. A coordinated approach to planning of the area across district boundaries will be needed. An early review of the site through a jointly-prepared area action plan will ensure a coordinated approach is taken, and will enable the feasibility of development and its viability to be properly investigated.
- 3.29 The proposed railway station on the sidings in South Cambridgeshire will be served by the Cambridgeshire Busway and will include cycle and car parking facilities. The station will significantly improve the accessibility of the site and surrounding area, including access to and from Cambridge Business Park, Cambridge Science Park and St John's Innovation Centre.
- 3.30 This area forms part of an area of search for a household waste recycling centre to serve the north of Cambridge, and as a location for inert waste
-

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recycling. There are also minerals and waste and rail safeguarding areas covering the sidings and other areas of land. Any proposals for these facilities will need to be compatible with other uses in the area.

- 3.31 The sidings, in South Cambridgeshire, currently have a number of businesses importing aggregate using the railway that is used for construction and road maintenance in the wider Cambridge area. This provides an important source of building materials for the wider area. The operations associated with the ongoing use of these facilities produce noise and dust, and how they will operate in the longer term will be considered in the area action plan.
- 3.32 Exploration of the viability and feasibility of redevelopment of the waste water treatment works to provide a smaller new treatment works facility on the current site will be undertaken as part of the feasibility investigations in drawing up the AAP. A reduced footprint could release valuable land and enable a wider range of uses. Residential development could be possible, subject to appropriate ground conditions, amenity and air quality.
- 3.33 The development of Cambridge Northern Fringe East will require partnership working between landowners and developers, as well as the two local authorities and Cambridgeshire County Council.
- 3.34 The principal land uses, access and transport arrangements are shown in Figure 3.3: Northern Fringe East and land surrounding the planned Cambridge Science Park Station.

Figure 3.3: Cambridge Northern Fringe East and land surrounding the proposed Cambridge Science Park Station Area of Major Change



Policy 15: South of Coldham's Lane Area of Major Change

The Council is seeking the wider regeneration of this area with appropriate redevelopment and the creation of an urban country park to serve the east of the city as shown in Figure 3.4. A masterplan for the area will be developed and this will set out the principal uses, quantum of development and extent of developable land, approach to the built form, circulation and movement, public access and landscape improvements, and future management and funding arrangements for the urban country park. The masterplan and associated transport assessment will need to be developed and adopted before any planning application is submitted. There are two main parts to this area:

- a. the area immediately south of Coldham's Lane (lying north of the railway line), which will allow for appropriate commercial uses on closed landfill sites and some outdoor recreational uses; and
- b. the area south of the railway line, including the water bodies, which will provide primarily passive outdoor recreation opportunities in the form of a new urban country park.

Both southern and northern parts of the site could contribute to the creation of a new urban country park. The northern part of the area could provide for relocation of 'space intensive' uses such as builders' merchants sales and storage facilities which are currently located on land elsewhere in the city that could be made available for housing.

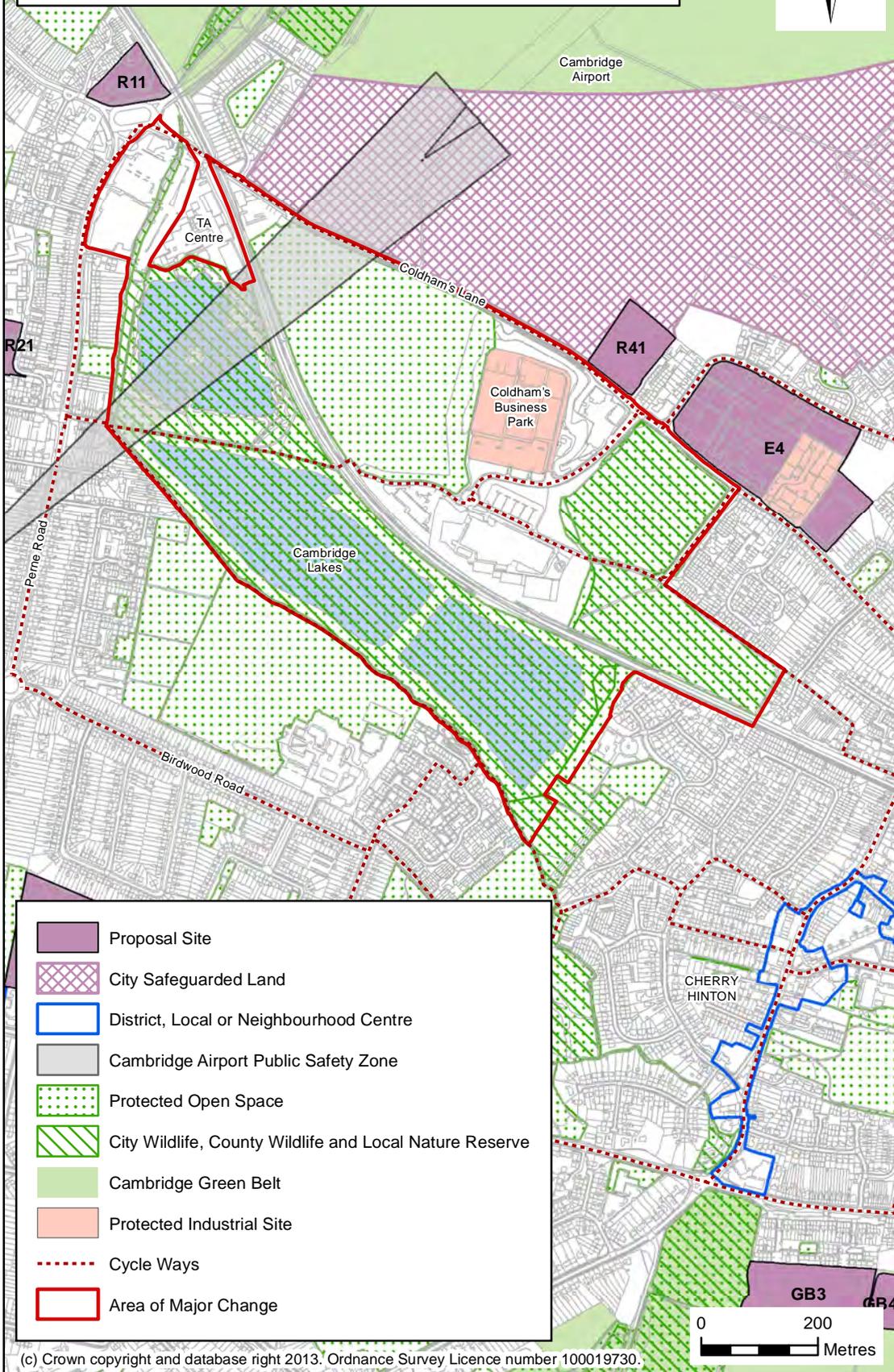
Development will be supported where it:

- c. takes into account existing site conditions and environmental and safety constraints of this area, including the contaminated condition of the closed landfill sites, Cambridge Airport to the north, related height and use restrictions within the air safety zone and air safeguarding zones, and the existing lakes;
- d. is subject to a detailed feasibility report (to be submitted before any redevelopment can take place on the closed landfill sites), and the form and nature of public access to the urban country park are to be established;
- e. includes the upgrading of existing public routes to support increased pedestrian and cycle access from the wider area;
- f. is part of a masterplan for the entire area, which will provide the mechanism to deliver the required vision; and
- g. recognises existing sites of local nature conservation importance within and surrounding the site, and where development is proposed, provides for appropriate ecological mitigation measures.

Supporting text:

- 3.35 This area of Cambridge, as shown in Figure 3.4, represents a precious resource that should be revitalised. The area provides a unique opportunity to introduce new uses, redevelop key sites and improve access. The redevelopment of the land south of Coldham's Lane as an urban country park will help enhance the existing 'green and blue corridor' of important open spaces that runs from Coldham's Common through the two closed landfill sites and the lakes into Cherry Hinton Hall, and then further south through to Limekiln Hill local nature reserve and the Cherry Hinton Pit Site of Special Scientific Interest (SSSI).
- 3.36 Subject to appropriate access and safety arrangements, one or more of the former quarries and landfill sites could be used for recreation uses, as well as the lakes and their surroundings. Opportunities could include, but are not limited to, walking, bird watching, cycling, non-motorised cycle BMX tracks, and other leisure uses.
- 3.37 Future uses will need to be sensitive to the nature conservation value of some of these sites. The former landfill sites at Coldham's Lane include areas of potential ecological importance. Any redevelopment of these sites will require mitigation.
- 3.38 In the life of this local plan, there are also a number of sites in the wider area, (adjoining the defined AOMC) which, in combination with this area, could deliver wider public benefits. Any sites coming forward in this way will be expected to comply with the requirements of Policy 13 and update the masterplan.
- 3.39 To help deliver any improved or new recreational uses, the masterplan will need to address issues including the nature and location of uses, the required funding and budget sources, an assessment of risk, and a long-term management and maintenance plan. Such a masterplan will need to be developed in collaboration with private and public bodies and will need to consider the required infrastructure, phasing, safety, and budgetary and management arrangements.

Figure 3.4: South of Coldham's Lane Area of Major Change



-  Proposal Site
-  City Safeguarded Land
-  District, Local or Neighbourhood Centre
-  Cambridge Airport Public Safety Zone
-  Protected Open Space
-  City Wildlife, County Wildlife and Local Nature Reserve
-  Cambridge Green Belt
-  Protected Industrial Site
-  Cycle Ways
-  Area of Major Change

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Policy 16: Cambridge Biomedical Campus (including Addenbrooke's Hospital) Area of Major Change

Development proposals will be permitted at Cambridge Biomedical Campus (including Addenbrooke's Hospital) where it can be demonstrated that development is required to meet local, regional or national health care needs or for biomedical and biotechnology research and development activities within class B1(b), related higher education and sui generis medical research institutes.

Associated support activities for the site as a whole, including a hotel, seminar conference centre and small scale A1 (local shop), A3 (café), A4 (public house) and D1 (crèche) type uses, would be acceptable to meet the needs of employees and visitors and to add to the vibrancy of the area.

Section 106 agreements and planning conditions will be used to ensure occupation accords with this mix of uses and that sufficient land is available to meet the hospital's future development needs.

Any proposals for development should:

- a. respect key views, especially of and from the chalk hills, create new vistas, and create an attractive landscape and building edge along the railway and landscape buffer areas of at least 20 metres along the southern boundary;
- b. maximise opportunities to improve the 'legibility' of the Cambridge Biomedical Campus by providing a network of cycle and pedestrian routes, high quality new public realm and open space;
- c. retain and incorporate the existing watercourses;
- d. include measures to enhance access to the Cambridge Biomedical Campus including for cyclists, pedestrians, wheelchair users and people with other disabilities, and mitigate the impact on the existing road network and parking in the surrounding area;
- e. include provision for the extension of existing conventional bus services, the Cambridgeshire Busway and Park and Ride services to meet the needs of the resident and working populations, including people with disabilities; and
- f. connect to the Addenbrooke's Hospital energy network, where feasible and viable.

Supporting text:

- 3.40 The Cambridge Biomedical Campus is an international centre of excellence for patient care, biomedical research and healthcare education. It plays a
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local, regional and national role in providing medical facilities and medical research. The local plan will support its continuing development as such, and as a high quality, legible and sustainable campus. It also reinforces the existing biomedical and biotechnology cluster in the Cambridge area.

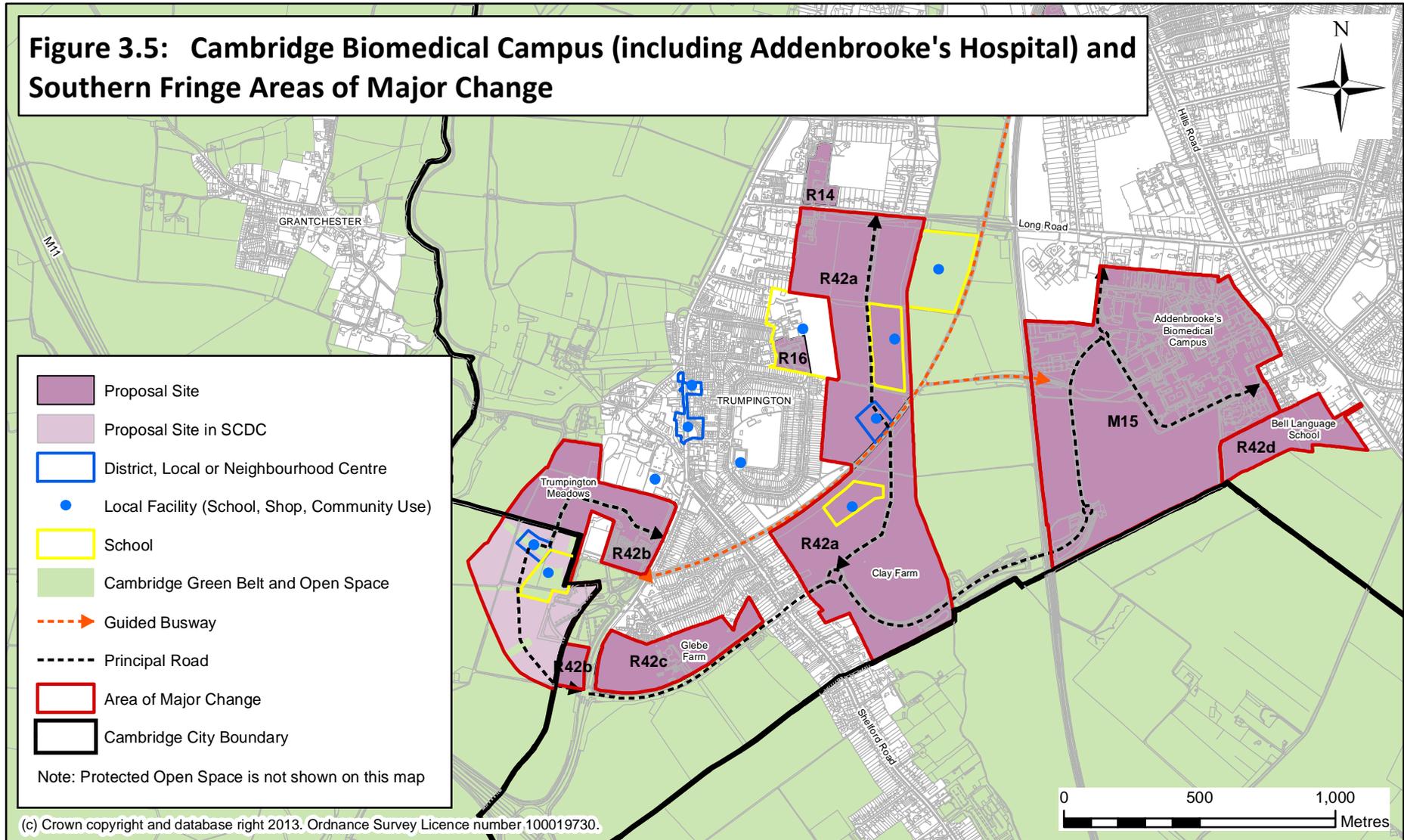
- 3.41 This policy covers the existing campus, and sufficient land to allow its expansion to meet the health needs of the expanding city and for public and private organisations with a biomedical focus to co-locate.
- 3.42 The total area of the site is approximately 68 hectares comprising:
- 3.43 **Existing NHS Trust area:** this is the existing built-up area bounded by Robinson Way to the west. At the north west of the site outline approval has been granted for:
- a learning/seminar/conference centre;
 - a hotel; and
 - ancillary and support activities.
- 3.44 **Area covered by outline approval:** this is the area between the existing buildings and the railway line to the west, and the southern access road (under construction) to the south. The current outline approval allows for:
- the relocation of Papworth Hospital;
 - other NHS and private clinical development;
 - clinical research and biomedical and biotechnology research and development activities within class B1(b);
 - sui generis medical research institutions; and
 - related support activities.
- 3.45 The Medical Research Council Laboratory of Molecular Biology is within the outline permission site. This is the only development that has been completed.
- 3.46 **Expansion area:** this is the area south of the southern access road. Development here will be similar to that approved for the remainder of the site, with approximately a third of the land to be developed for NHS and private clinical development and two-thirds for biomedical and biotechnology research and development activities.
- 3.47 When approval is granted for this land, or other proposals within the Cambridge Biomedical Campus, conditions or legal agreements will be used to ensure future development and occupation will be in accordance with this mix of uses.
- 3.48 **Energy centre:** Addenbrooke's Hospital has identified the need for a new clinical waste facility (energy from waste) to replace the existing facility. In
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response, the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011) made a strategic site specific allocation for the replacement clinical waste facility (Policy CS19, area of search site W2). It also provided a waste consultation area around this to protect the site allocation (Policies CS19 and CS30). The area of search and the waste consultation area are shown on the policies map. An application has been submitted to Cambridgeshire County Council for an energy innovation centre (energy from waste facility) within the site allocation.

- 3.49 If this is permitted, Addenbrooke's Hospital will benefit from an energy innovation centre and energy network serving the Cambridge Biomedical Campus as a whole. Developments within the site should, therefore, seek to connect to this energy network, subject to feasibility and viability. A benefit is that it can provide developers with a cost-effective way to meet the carbon reduction requirements sought by the local plan.
- 3.50 **Strategic masterplan:** the Cambridge University Hospitals NHS Trust (the Trust) has developed a 2020 Vision for the extended campus area. It completed a strategic masterplan in 2010 which includes the following:
- key routes and street hierarchy;
 - public realm strategy and open space;
 - building massing;
 - potential uses;
 - development phasing; and
 - sustainability.
- 3.51 The public realm strategy aims to achieve an environment that is attractive, well-designed and distinctive, accessible and inclusive. The masterplan is being partially updated by the Trust as developments come forward, and does cover development beyond 2020, working with development partners and the city and county councils. These updates will be reported to the Council as appropriate to inform the consideration of applications as they come forward.
- 3.52 Figure 3.5 provides a diagrammatic representation of the principal land uses, access and transport arrangements and landscape provision for the Cambridge Biomedical Campus and its relationship with the Southern Fringe, and the rest of the city.

Figure 3.5: Cambridge Biomedical Campus (including Addenbrooke's Hospital) and Southern Fringe Areas of Major Change



Policy 17: Southern Fringe Areas of Major Change

The Southern Fringe area, comprising Clay Farm, Trumpington Meadows, Bell School and Glebe Farm, is proposed to deliver high quality new neighbourhoods for Cambridge.

The principal land use will be a mix of residential properties, including Affordable Housing.

Other land uses will be complementary uses necessary for the creation of a sustainable and vibrant community. These will include:

- a. community facilities, including a health centre, library and meeting rooms;
- b. education facilities, including up to 5.6 hectares for a secondary school and a primary school;
- c. local shops and services of a scale that would not impact on the vitality and viability of the existing Trumpington local centre; and
- d. open space and recreation, including allotments and children's play areas.

Some of the above uses could be dealt with comprehensively with other sites in the surrounding area, including on land in South Cambridgeshire, subject to timing and phasing.

Proposals should be in keeping with the requirements of Appendix D of the plan and should:

- e. retain and enhance the strategic green corridor that extends from the chalk hills to Long Road along the Vicar's Brook/Hobson's Brook corridor and retain the nature and character of the two watercourses;
- f. respect key views, especially to and from the chalk hills and create an attractive landscape edge along the southern boundary of the Bell School site;
- g. create a distinctive gateway to the city as approached by road from the south and respect key views;
- h. be fully permeated by pedestrian and cycle routes (incorporating access for all), both within and between the development areas, improving links to the Cambridge Biomedical Campus (including Addenbrooke's Hospital);
- i. include provision for the extension of existing conventional bus services and Park and Ride services to meet the needs of all residents; and
- j. provide vehicular access for the Bell School site off Babraham Road only.

Supporting text:

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- 3.53 The vision for the Southern Fringe is to create attractive, well-integrated, accessible and sustainable new neighbourhoods for Cambridge. It was informed by the Cambridge Southern Fringe Area Development Framework (ADF), key elements of which form Appendix D to this plan.
- 3.54 It comprises distinctive new residential extensions to the city to meet a range of needs for the Cambridge area, including additional housing, secondary and primary schools, local community and retail uses, and improved access to the countryside. It covers four main areas of land, the first three of which (below) are already being developed. When completed these sites will provide approximately 3,300 new homes within the city boundary, 40 per cent of which will be affordable.

Clay Farm (Site R42a)

- 3.55 Approval has been granted for up to 2,250 dwellings, a secondary and primary school, a local centre with shops, and a community building including a health centre and library on land west of Hobson's Brook. Development is progressing for a substantial amount of the site, including the community centre and secondary school.
- 3.56 There may be opportunities to enhance the pedestrian/cycle links between Clay Farm and Trumpington in conjunction with the residential development of site R16: Cambridge Professional Development Centre, Foster Road.
- 3.57 The land between the brook and the railway line was included within the outline application for open space, including playing fields associated with the secondary school, a recreation area and informal open space. This land was retained as part of the Cambridge Green Belt.

Trumpington Meadows (R42b)

- 3.58 This is part of a wider site including land in South Cambridgeshire District Council. Outline approval has been granted for up to 600 dwellings within Cambridge's administrative area. Development is progressing on the northern part of the site, and a primary school and country park are being provided on land in South Cambridgeshire.

Glebe Farm (R42c)

- 3.59 Full permission has been granted for 286 dwellings and open space on the majority of this site (Glebe Farm 1). Development is well underway. The application includes access to the adjoining site at the eastern end that is also allocated for residential development (Glebe Farm 2).

Bell School (R42d)

- 3.60 Outline approval has been granted for up to 347 dwellings and 100-bed student residential accommodation. This has not yet been implemented. Reserved matters approval has been granted for the vehicular access off Babraham Road.
- 3.61 Figure 3.5 provides a diagrammatic representation of the principal land uses, access and transport arrangements, and landscape provision for the Southern Fringe and its relationship with the Cambridge Biomedical Campus (including Addenbrooke's Hospital) and the rest of the city.
- 3.62 Any further planning applications within this area will need to be in accordance with the outline consents and/or this policy. Opportunities should be taken to enhance amenity and biodiversity in the associated Green Belt land and access to this and the open countryside beyond. Key features to be taken into account include Hobson's Brook and other features important for biodiversity, existing trees, and the sensitive transition between the urban fringe and the open countryside.

Policy 18: West Cambridge Area of Major Change

Development of this area will be permitted in line with the existing planning permissions. The principal land uses will be:

- a. D1 educational uses, associated sui generis research establishments⁸ and academic research institutes where it is in the national interest or where they can show a special need to be located close to the University of Cambridge in order to share staff, equipment or data, and to undertake joint collaborative working; and
- b. a mix of commercial research uses within use class B1(b) that can demonstrate a special need to be located close to the University of Cambridge;

The development will also include further phases of the sports centre.

Small-scale community facilities, amenities, and A1 (local shop), A3 (café), A4 (public house), D1 (crèche) type uses and student accommodation will be acceptable, if they support existing occupants on the site and add to the social spaces and vibrancy of the area, essential to its continued success.

⁸ Research establishments/institutions are taken to mean sui generis uses affiliated with one of the Universities, the Medical Research Council or Addenbrooke's Hospital, where there is a need for regular day-to-day contact or sharing of materials, staff and equipment.

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Any densification of development on the site that results in a significant increase in floorspace, over that already approved, will be supported providing that:

- c. a revised masterplan has been proposed that takes an integrated and comprehensive approach to the provision and distribution of the uses, and supporting facilities and amenities;
- d. phasing of the development will be determined through the masterplan and as the need is proven;
- e. development should not exceed four commercial storeys (16 metres in total) and given the sensitivity of the Green Belt to the south and west a lower overall height may be appropriate along these edges;
- f. proposals respect the important adjacent Green Belt setting to the south and west, and other neighbouring residential uses and views of the city from the west;
- g. it includes a comprehensive transport strategy for the site, incorporating a sustainable transport plan to minimise reliance on private cars. This should include assessing the level, form and type of car parking on the site;
- h. that walking, cycling and public transport links (including access for all) to the city centre, railway station(s), other principal educational and employment sites, and other key locations within the city are enhanced to support sustainable development; and
- i. that proposals provide appropriate green infrastructure which is well integrated with the existing and new development and with the surrounding area.

The council will be supportive of a site-wide approach to renewable or low carbon energy generation or the future proofing of buildings to allow for connections to energy networks.

Supporting text:

3.63 The West Cambridge site is allocated for uses related to the University of Cambridge. Development has begun in accordance with an approved planning permission and supported by an agreed masterplan and development guidelines.

3.64 The overall site (allocation reference M13), which covers 66.5 hectares, was the subject of an outline planning approval in 1999 that set out the density of development permitted. A masterplan was subsequently agreed with the University of Cambridge for the development of approximately 250,000 sq m of space, which creates a strategic framework to guide future development of the site. It also includes guidelines for monitoring the progress of development.

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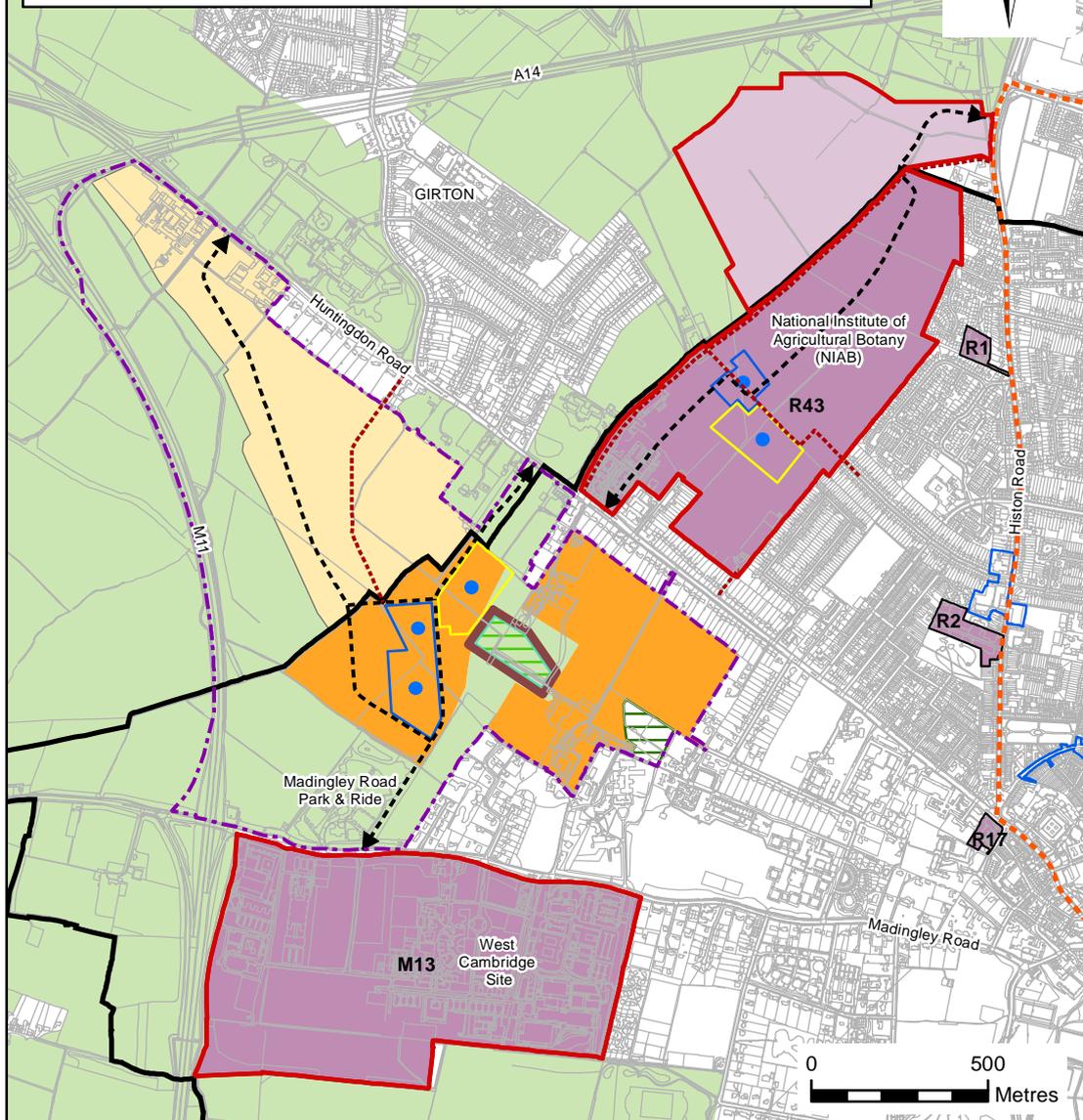
- 3.65 Reserved matters and full applications have been approved on a number of plots and a number have been completed or are in the pipeline. The precise sequence and timing of development has been down to the availability of funding and that is likely to continue.
- 3.66 Figure 3.6 provides a diagrammatic representation of the principal land uses, access and transport arrangements and landscape provision for the West Cambridge site and its relationship with North West Cambridge, the National Institute of Agricultural Botany (NIAB), and the rest of the city.
- 3.67 The Council has identified an overall strategic need for further employment growth across the city, including making more efficient use of existing employment sites. The University of Cambridge supports that approach and wishes to intensify future development on the West Cambridge site. This is welcomed, as it will provide a more efficient use of land, increased opportunities to meet employment needs, a different approach to place making and enable the provision of more shared social spaces and other ancillary support services to enhance the vibrancy of the area. The latter may be best achieved through grouping of facilities, e.g. near the sports centre.
- 3.68 There is a generous supply of employment land for these uses around the city. The Council therefore will not be looking at West Cambridge to provide land for general research and development, but instead to provide a development cluster focusing on occupiers with strong links to the University of Cambridge and academic association with cognate activities that would benefit from proximity. This will encourage the development of the higher education cluster and thus benefit the economy of Cambridge and the United Kingdom. It will be appropriate for firms who wish to locate on West Cambridge to demonstrate a clear need to be close to other research facilities associated with the University of Cambridge.
- 3.69 Accordingly, a needs statement is required to support planning applications for West Cambridge, for built development to satisfactorily demonstrate the need for the development on West Cambridge at the time and that it cannot reasonably be met elsewhere. This would take into account factors such as viability, the demand for various uses, land availability, ownership, location, accessibility and suitability.
- 3.70 The new proposals will need to be accompanied by a new site-wide masterplan to advise on the form, content, density and phasing of the development, and how it will be integrated with the existing city. The increased density will provide further opportunities to enhance the built form, public realm and street scene of the area. Progress will be monitored and reviewed against the masterplan over the period of the plan.
- 3.71 The increased activity may put further pressure on the environment and the amenity of nearby residents; in particular the impact on biodiversity and
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noise and light pollution in the area will need to be considered in any masterplan review. The sensitivities in relation to the Green Belt and western setting of the city will also need to be appropriately considered.

- 3.72 Key to the success of the new proposals will be an integrated and accessible sustainable public transport strategy (which considers all modes of travel, including public transport) to ensure that development has an acceptable impact on the surrounding transport network. This should take into account committed planned improvements to the public transport network that will be delivered by North West Cambridge. The additional development would have the advantage of establishing more activity, which will make public transport routes to and from the site more viable. It will also provide an opportunity to review cycle and walking links, and car parking across the site.
- 3.73 The increased densities being sought on the site, coupled with the possible provision of a swimming pool within the West Cambridge Sports Centre, could open up the potential of combined heat and power technology. There may also be potential for a more comprehensive scheme by linking the site to wider energy networks, for example the heat network being provided at the North West Cambridge site.

Figure 3.6: West Cambridge and NIAB Areas of Major Change and North West Cambridge



- | | | | |
|---|---|---|---|
|  | Proposal Site |  | Cycle Route |
|  | Proposal Site in SCDC |  | Guided Busway (on road part) |
|  | District, Local or Neighbourhood Centre |  | Principal Road |
|  | Local Facility (School, Shop, Community Use) |  | Area of Major Change |
|  | School |  | Major Development - North West Area Action Plan |
|  | Indicative Boundary of National Geological Interest (inc. 10m buffer) |  | Major Development - North West Area Action Plan in SCDC |
|  | Open Space |  | North West Area Action Plan Boundary |
|  | Site of Special Scientific Interest |  | Cambridge City Boundary |
|  | Cambridge Green Belt and Open Space | | |

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Policy 19: NIAB 1 Area of Major Change

NIAB 1 (land between Huntington Road and Histon Road) is proposed for a high quality inclusive new neighbourhood on the edge of the city.

The principal land use will be a mix of residential properties, including Affordable Housing.

Other land uses that will be complementary uses necessary for a sustainable and vibrant community:

- a. a secondary school;
- b. a primary school;
- c. retail facilities (A1 to A5) within a designated local centre;
- d. a foodstore of 2000 sq m net;
- e. community facilities, including a health centre, library, police office and meeting rooms; and
- f. open space and recreation, allotments, children's play areas and youth provision.

Some of the above uses could be dealt with comprehensively with other sites in the North West Quadrant (see Figure 3.6) including on land in South Cambridgeshire, subject to timing and phasing.

Development should:

- g. compensate adequately for the loss of the existing Christ's and Sidney Sussex sports grounds;
- h. include a comprehensive transport strategy for the site, incorporating a sustainable transport plan to minimise reliance on private cars;
- i. only be directly accessed by motor vehicles from Huntington Road and Histon Road (through South Cambridgeshire);
- j. provide a direct route for public transport, including access for all, through the development, and a circuitous route for private motor vehicles;
- k. where possible retain and enhance existing definitive footpaths that cross the site, or provide suitable and safe equivalent links as part of the development;
- l. provide for walking, cycling, and wheelchair-user improvements (accessible for all) on- and off-site to offer more sustainable travel choices for residents, including an orbital cycle link from Huntington to Histon Road along the western boundary and enhancing the footpath to Thornton Way; and

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- m. respect, take account of and integrate with the adjacent NIAB sites 2 and 3 in South Cambridgeshire, and ensure the timely provision of related infrastructure.

Supporting text:

- 3.74 The vision for NIAB 1 is to create a distinctive, integrated and accessible new residential neighbourhood for Cambridge, to the highest quality of design and embodying the principles of sustainability. The land is allocated for housing and associated mixed-use development, and any design will need to ensure good connections to other areas of the city.
- 3.75 An outline application has been approved, subject to the signing of the S106 agreement. The total area of the site within the city is approximately 53 hectares. A small part at the eastern end of the NIAB 1 site is within South Cambridgeshire, which includes the access off Histon Road.
- 3.76 Key constraints on the site include noise pollution from the A14. In addition, definitive footpaths cross the site linking Histon Road and Huntingdon Road with Girton. The existing National Institute of Agricultural Botany (NIAB) building on Huntingdon Road, which is a local heritage asset, will need to be retained and integrated within the scheme.
- 3.77 The Informal Planning Policy Guidance on Foodstore Provision in North West Cambridge (March 2011) identified the need for a 2,000 sq m net foodstore on the NIAB site and another 2,000 sq m net foodstore on the North West Cambridge site.
- 3.78 Figure 3.6 provides a diagrammatic representation of the principal land uses, access and transport arrangements and landscape provision for the NIAB and its relationship with North West Cambridge, West Cambridge, and the rest of the city.
- 3.79 Any further planning applications within this area will need to be in accordance with the outline consents and/or this policy. The design will also need to take account of existing character, retain environmental features of value, enhance biodiversity and create a well-integrated edge with NIAB 2.
- 3.80 Development should be mindful of neighbouring developments NIAB 2 and 3, and the land between Huntingdon Road and Madingley Road, and where possible comprehensive, phased and integrated solutions to elements such as education, transport and community facilities should be supported. The secondary school is included in the current proposals for NIAB 2, and if this is delivered this will meet the needs of NIAB 1.

Policy 20: Station Areas West and Clifton Road Area of Major Change

Development at the Station Areas West and Clifton Road Area of Major Change, as defined on the policies map and shown on Figure 3.7, will support the continued and complete regeneration of vibrant, mixed-use areas of the city, centred around and accessible to a high quality and improved transport interchange. The principal land uses will include:

Station Area West (1)

- a. a major regenerated multi-modal transport interchange focused on the existing Cambridge Railway Station, which services Cambridge and its sub-region;
- b. residential use with an indicative capacity of 331 dwellings and 1,250 student units;
- c. B1(a) and B1(b) employment;
- d. a mix of uses in classes A1, A2, A3, A4 and A5;
- e. improved cycling and walking routes and facilities;
- f. open spaces, both hard surfaced and green;
- g. community uses; and
- h. hotel uses.

Station Area West (2)

Land comprising 1.17 hectares fronting Hills Road will include:

- i. B1 (a) and B1 (b) employment;
- j. residential use; and
- k. a mix of uses in classes A1, A2, A3, A4 and A5;

Clifton Road Area

- l. a mix of Class B1(a) and B1(b) employment uses (2 hectares);
- m. leisure-related uses;
- n. residential use, with a maximum capacity of 550 dwellings; and
- o. open spaces, both hard surfaced and green.

The AOMC known as the Clifton Road Area will be subject to the preparation and adoption of a supplementary planning document (including detailed traffic assessment) to guide the future development of the area, before any planning application is submitted. The SPD will set out the vision for the area as a distinctive new mixed-use neighbourhood, well integrated with and responsive to the established context, including the residential areas adjacent to the site. This highly accessible and sustainable location will need to be linked to the station by new cycle and pedestrian infrastructure, and

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future vehicle movements will be expected to be no greater than current levels.

Proposals within Station Areas West and the Clifton Road Area should:

- p. be designed to the highest quality to support the successful redevelopment of this area;
- q. allow the potential for future improvements to the access for pedestrians and cyclists between Station Areas West and Clifton Road Area; and
- r. provide surface water drainage improvements.

Station Area West 2 will be subject to masterplanning and detailed transport assessment before any new planning applications come forward.

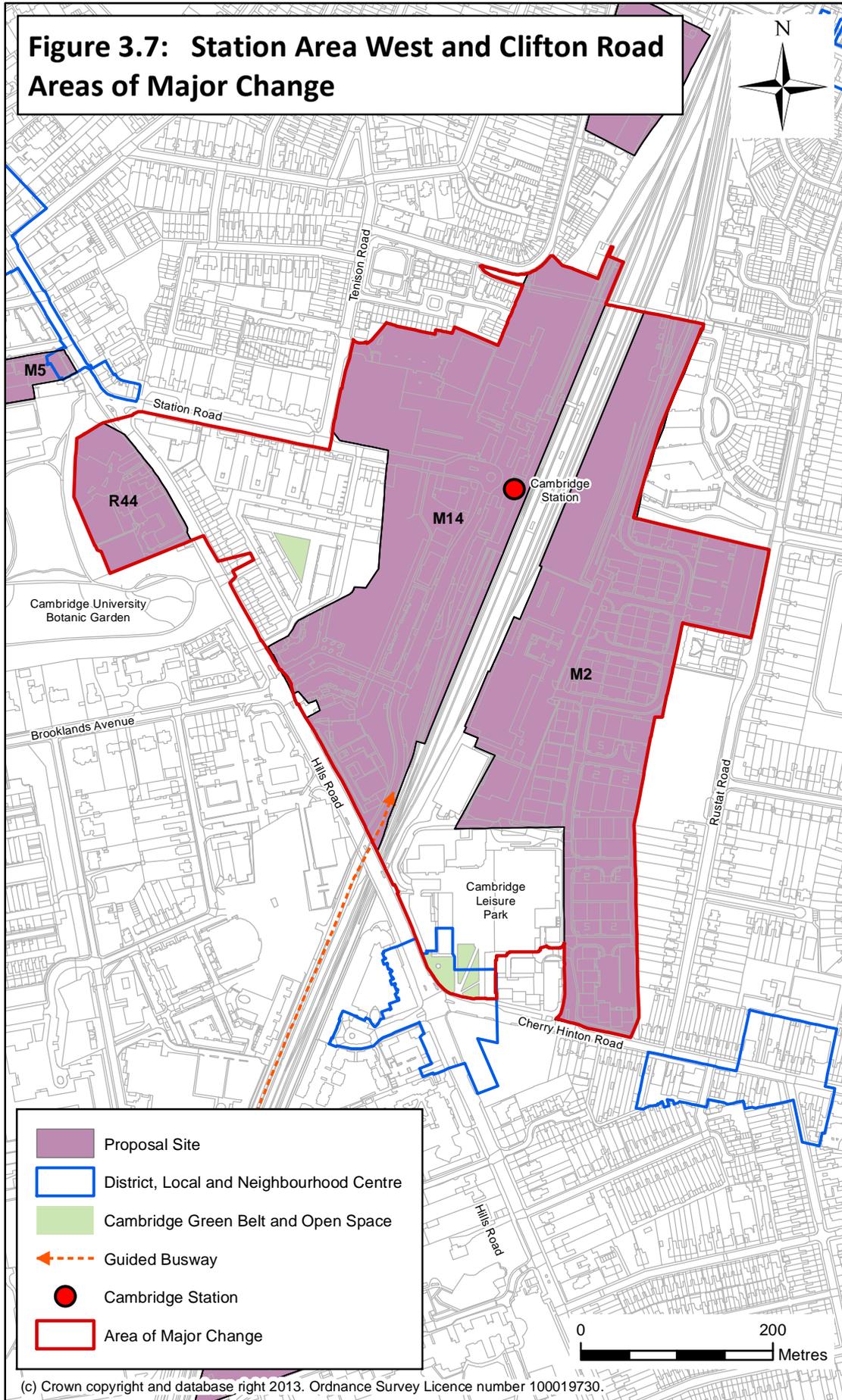
Supporting text:

- 3.81 Development of the area surrounding Cambridge Railway Station comprises two key areas: the western transport-centred Station Road portion with the employment-led development at Betjeman House, and the existing eastern Clifton Road Industrial Estate portion.
- 3.82 Station Areas West was identified as an area for major change in the Cambridge Local Plan 2006 (the Station Area). An outline application has been approved and significant new development has taken place following the approval of reserved matters. The completion of the development of the Station Areas West represents a unique opportunity to create a high quality, mixed-use gateway to the city supported by excellent transport links and with a vibrant range of residential, employment and retail uses.
- 3.83 Development should be carried out in accordance with the masterplan and parameter plans established by the outline permission. However, it is recognised that some flexibility will be needed to respond to changes in planning policy and to ensure that the overall development continues to be capable of supporting the delivery of the transport infrastructure and improvements to the public realm.
- 3.84 The Clifton Road Area currently comprises the Clifton Road Industrial Estate, which includes a range of industrial and storage uses. However, within the life of this plan there is the potential for redevelopment of the area to create a new, mixed-use development, including residential and employment uses. The site could become a vibrant, highly accessible, new mixed-use area, near the Station Areas West and Cambridge Leisure Park.
- 3.85 The potential for improved or additional cycle/footbridges between Station Areas West and the Clifton Road Area of Major Change should be considered, subject to appropriate locations for access and a feasibility analysis. The implications for parking controls in the neighbourhoods around the Clifton

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Road Area will need to be considered as part of bringing forward this area for redevelopment.

Figure 3.7: Station Area West and Clifton Road Areas of Major Change



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Opportunity Areas

- 3.86 Opportunity areas provide opportunities to facilitate development and reinforce and create character and identity in key corridors and centres of the city, often through associated public realm improvements. Opportunity areas embrace mixed uses and multiple functions, which provides opportunities and challenges and requires a policy framework to promote and guide overall change during the life of the plan. In order to guide the enhancement of these areas, proposals sites are shown where they lie within or beside the opportunity areas. The following policies set out planned responses to the needs and opportunities of these areas, including the protection of important features, identifying development sites, and outlining highway and environmental public realm improvements.
- 3.87 Policy and practice relating to street design is changing rapidly. The Government's National Planning Policy Framework (NPPF) and Manual for Streets 1 and 2 emphasise the value of streets as places, used by everyone. The standard approach of claiming more land to resolve highway issues is detrimental to place making, as it erodes character and prioritises road space. In parts of the UK, precedents exist where standard traffic solutions have been replaced by simpler and more integrated solutions. While every street and its context are different, a key common element of the opportunity areas is that they all seek to bring a better balance to streets.

Policy 21: Mitcham's Corner Opportunity Area

Development proposals within the Mitcham's Corner opportunity area identified in Figure 3.8 will be supported if they promote and coordinate the use of sustainable transport modes, contribute to the creation of a sense of place, and deliver local shops and services.

The character of the area will be enhanced by creating a block structure and developing building forms that moderate the scale and massing of new development and respond to their context and the prevailing character of the area. Opportunities for rebalancing the needs of pedestrians and cyclists over motor vehicles, restoring a more active street frontage and contributing to a human-scale environment should be taken. Mitcham's Corner and Chesterton Road will reinforce the 'high street' feel, using character and distinctiveness to their advantage. These streets will help maintain the vibrant community and provide attractive places to live in, work in and travel through. Where redevelopment occurs, opportunities should be taken to provide a mix of uses, including residential uses on upper floors.

Development proposals will deliver a series of coordinated streetscape and public realm improvements to streets and junctions within the Mitcham's

Corner area. These will be set out in a masterplan for the area, which must be approved before any application is submitted and will:

- a. create a low-speed environment to help restore the balance between people and vehicles. Reducing the physical and visual width of the carriageway, in addition to reducing or removing road markings, will help change the perception of the street and contribute to lower speeds;
- b. emphasise 'place making' over vehicle movement, in particular at junctions, through the use of tighter geometry – by removing or revising the existing gyratory system;
- c. reinforce or re-establish historic routes and create opportunities for new public spaces;
- d. create a more comfortable and simplified pedestrian environment by providing wider pavements and more street trees, removing pedestrian guardrails and unnecessary signage, and introducing more direct crossings that respond to key desire lines; and
- e. use a simple and durable palette of materials.

Supporting text:

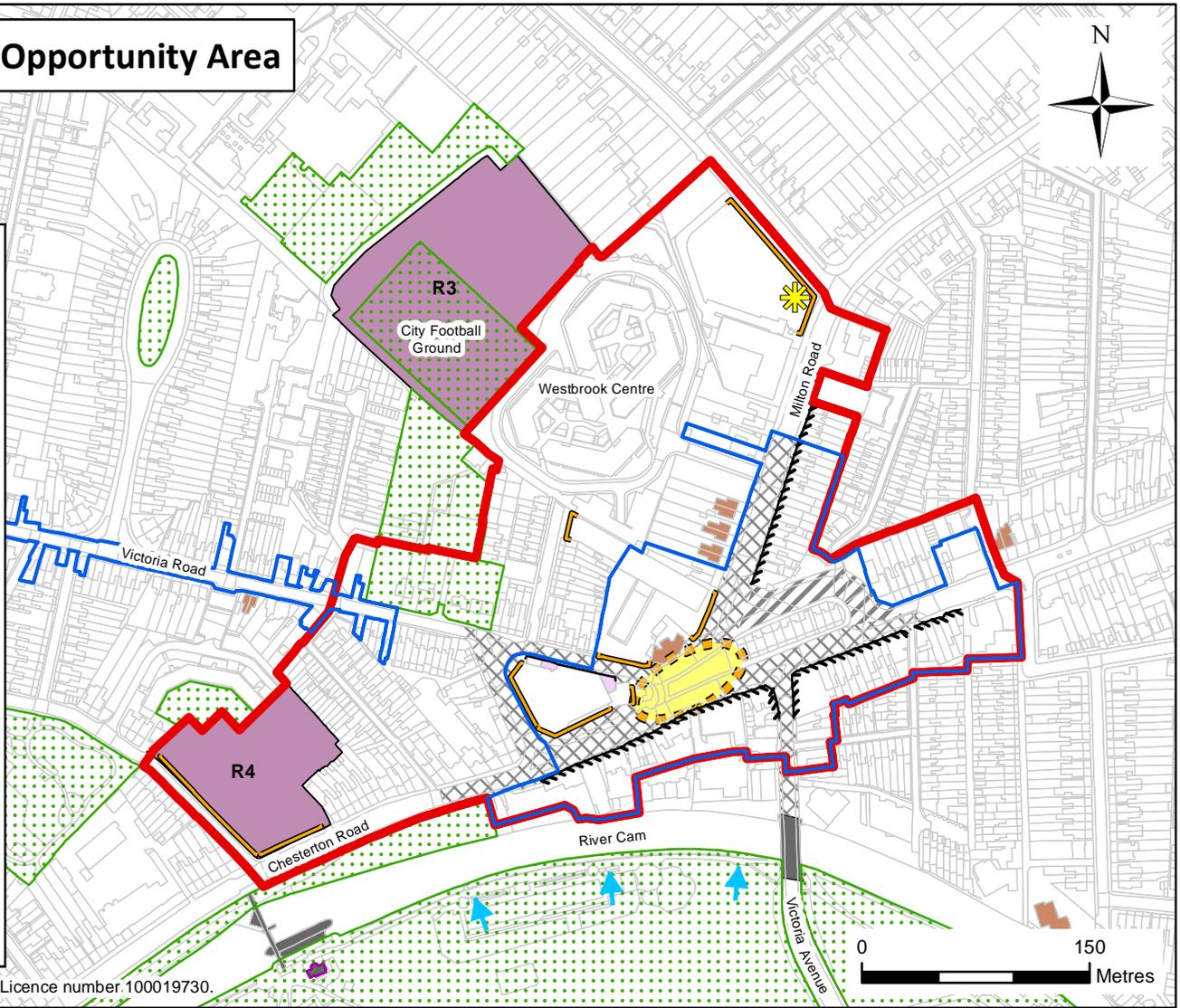
3.88 The Mitcham's Corner Opportunity Area lies within the northern edge of the extended Central Conservation Area and is approximately 10 minutes' walk from the city centre. The area owes its name to Charles Mitcham, who owned a draper's shop on the corner of Chesterton Road and Victoria Avenue from the early- to mid-20th century. Today, the name is associated with the gyratory system that radically changed the area in the 1970s. The one-way system has left the backs of terraces exposed, created an unpleasant and difficult environment for pedestrians and cyclists, and has come to dominate and erode the character of the area. Despite the challenges, a diverse mix of services and small independent shops exist within the area, surrounded by a vibrant community.

3.89 The vision for Mitcham's Corner is to maintain the vibrancy of the local centre and promote high quality redevelopments of streets and sites which improve connectivity between people and places, and reinforce the area with a strong local character and identity. The radical transformation of the gyratory system is identified as a key public realm and infrastructure project. Improving the traffic-dominated one-way system and promoting high quality redevelopment are fundamental to the overall vision. The creation of a low-speed environment and two-way traffic flows will help create safer, more active and inclusive streets, and a place where it is pleasant to live and work. A masterplan will be necessary to develop the vision and guide new development proposals coming forward.

Figure 3.8: Mitcham's Corner Opportunity Area



- Proposal Site
- District, Local or Neighbourhood Centre
- Designated Heritage Asset
- Local Heritage Asset
- Remnants of Historic High Street
- Primary Frontage
- Building Frontage
- Protected Open Space
- Opportunity to Repair Damaged Frontage
- Highway Network Improvement
- Opportunity for New Urban Space
- Important View
- Potential for Focal Building
- Opportunity Area



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Policy 22: Eastern Gate Opportunity Area

Development proposals within the Eastern Gate Opportunity Area, identified in Figure 3.9, will be supported if they enhance the character of the area, improve connectivity and increase activity.

The character of the area will be enhanced by creating a block structure and developing building forms which moderate the scale and massing of new development in a manner that is responsive to their context and reflecting the finer urban grain of the area (building heights are indicated on Figure 3.9). New visual and physical connections to well loved buildings, spaces and between the north and south side of Newmarket Road should be created, along with active street frontages at ground floor level. Where redevelopment occurs, opportunities should be taken to provide a mix of uses, including residential uses on upper floors.

Development proposals will deliver coordinated streetscape and public realm improvements to streets and junctions within the Eastern Gate area which comply with the requirements set out in the Eastern Gate Area Development Framework supplementary planning document and which:

- a. take an approach to street design consistent with Manual for Streets 1 and 2 and their successor documents, creating a low-speed traffic environment to restore the balance between people and vehicles;
- b. emphasise 'place making' over vehicle movement, in particular at junctions, through the use of tighter geometry and radii, to reduce speeds and to reclaim public space;
- c. re-establish historic routes and create clear gateways/entry points into existing residential neighbourhoods;
- d. create a more comfortable and simplified pedestrian environment through provision of more generous pavements and street trees, removal of pedestrian guardrails and unnecessary signage, and introduction of more direct crossings that respond to key desire lines; and
- e. use a simple and durable palette of materials.

The following key projects will be delivered through development proposals and in accordance with criteria a–e:

- f. Elizabeth Way roundabout – removal of the pedestrian underpass; creating pedestrian/cycle movements at grade; remodelling to provide a more land efficient design to reclaim an area for a new public urban space and to allow built form to define this important gateway into the city;

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- g. Newmarket Road and East Road – revision of the approach to traffic management and highway engineering to create a high quality street environment, including continuous cycle lanes;
- h. East Road/St Matthew’s Street junction – remodelling to include new direct pedestrian/cycle crossings;
- i. Newmarket Road/Coldham’s Lane junction – remodelling to include new direct pedestrian/cycle crossings; and
- j. New Street and Harvest Way – two-way traffic flows and design of on-street parking as an integral component of the streetscape.

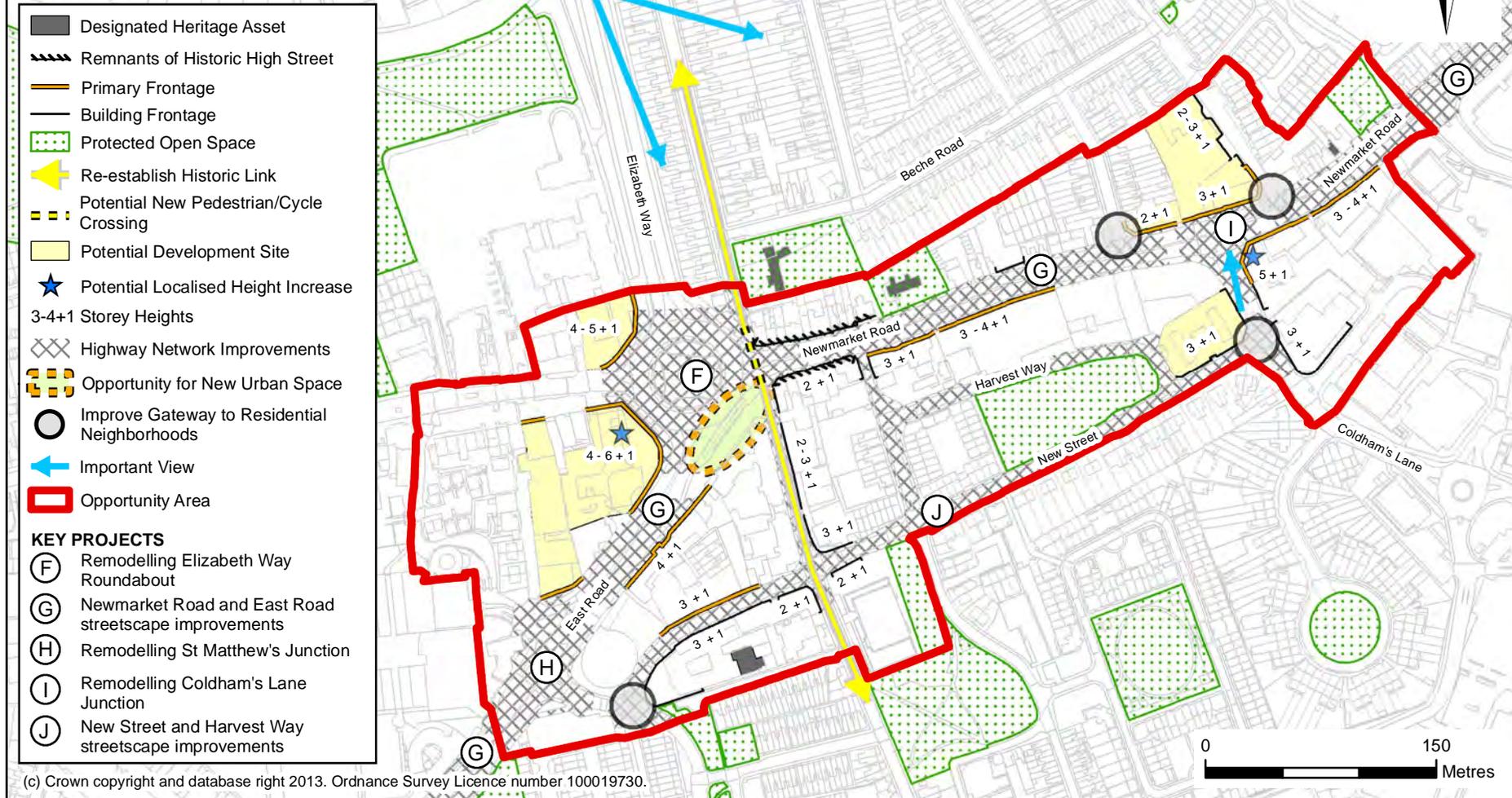
Supporting text:

- 3.90 The Eastern Gate opportunity area stretches from the Crown Court and Elizabeth Way roundabout to the beginning of the Newmarket Road retail park and is currently undergoing significant change. The large-scale highway interventions of the 1970s, the application of standard highway engineering solutions and the construction of unsympathetic bulky buildings that do not relate well to the public realm, particularly along the key arterial route of Newmarket Road, have eroded the quality and character of the area and created barriers between neighbouring communities. Despite these challenges, attractive, well-established spaces and neighbourhoods with a strong sense of community still exist in the area surrounding the Eastern Gate. The Council produced the Eastern Gate Area Development Framework supplementary planning document (SPD) in 2011 after extensive consultation with local residents and other stakeholders, and this document has been used to inform this policy. The SPD still forms a material consideration and accordingly the further information and concepts contained within it should be referred to when considering development in this opportunity area.
- 3.91 The vision for the Eastern Gate area is to reconnect people and places and it is focused on regenerating and transforming this key approach to the city through high quality development coupled with a series of key projects. Opportunities for improving the area by successfully integrating new development and for rediscovering and realising the potential of underused spaces exist throughout Eastern Gate. The five key public realm and infrastructure projects identified in the policy and in Figure 3.9 will address the problems associated with the congested roads and junctions, and will help to integrate currently separated local communities. Appropriate storey heights are shown in Figure 3.9. For example, 3–4 + 1 means that developments of three to four storeys in height are likely to be appropriate, with the opportunity for an additional top storey set back from the building frontage.
- 3.92 The key projects outlined in the policy and in the SPD combine to form a well-considered and comprehensive approach to improving the public realm and character of the Eastern Gate by setting out the expectations for redevelopment in the area. A revised approach to street design, which
-

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creates a low-speed environment that helps to create safer, more active, sociable and inclusive streets is crucial to the overall success of the area. It is expected that planning obligations from the redevelopment of sites within the opportunity area will help to fund the key public realm projects identified above.

Figure 3.9: Eastern Gate Opportunity Area



Policy 23: Mill Road Opportunity Area

Development proposals along Mill Road Opportunity Area, identified in Figure 3.10, will be supported if they add to the vitality and viability of the street and protect and enhance its unique character, including the development of arts and cultural facilities. Allocated sites with the potential to deliver new development include 315–349 Mill Road and Brookfields, Mill Road Depot and the Travis Perkins site on Devonshire Road.

To support the interests of Mill Road’s characteristic smaller independent traders, there should be no amalgamation of units, unless there are exceptional circumstances or it can be shown that this would add to diversity, vitality and viability (see Policy 72). The Council will support proposals to improve and refurbish existing retail units and shop frontages.

To strengthen the distinctiveness of Mill Road and ensure its long-term success and viability, development proposals will deliver a series of coordinated streetscape and public realm improvements which:

- a. take an approach to street design consistent with Manual for Streets 1 and 2 and their successor documents, creating a low-speed traffic environment to restore the balance between people and vehicles;
- b. emphasise ‘place making’ over vehicle movement, in particular at junctions, through the use of tighter geometry and radii, to reduce speeds and to reclaim public realm;
- c. create a series of ‘events’ in the road network, which respond to key spaces and buildings;
- d. create clear gateways/entry points into existing and new residential neighbourhoods;
- e. create a more comfortable and simplified pedestrian environment by providing more generous pavements and more direct crossings that respond to key desire lines; and
- f. use a simple and durable palette of materials.

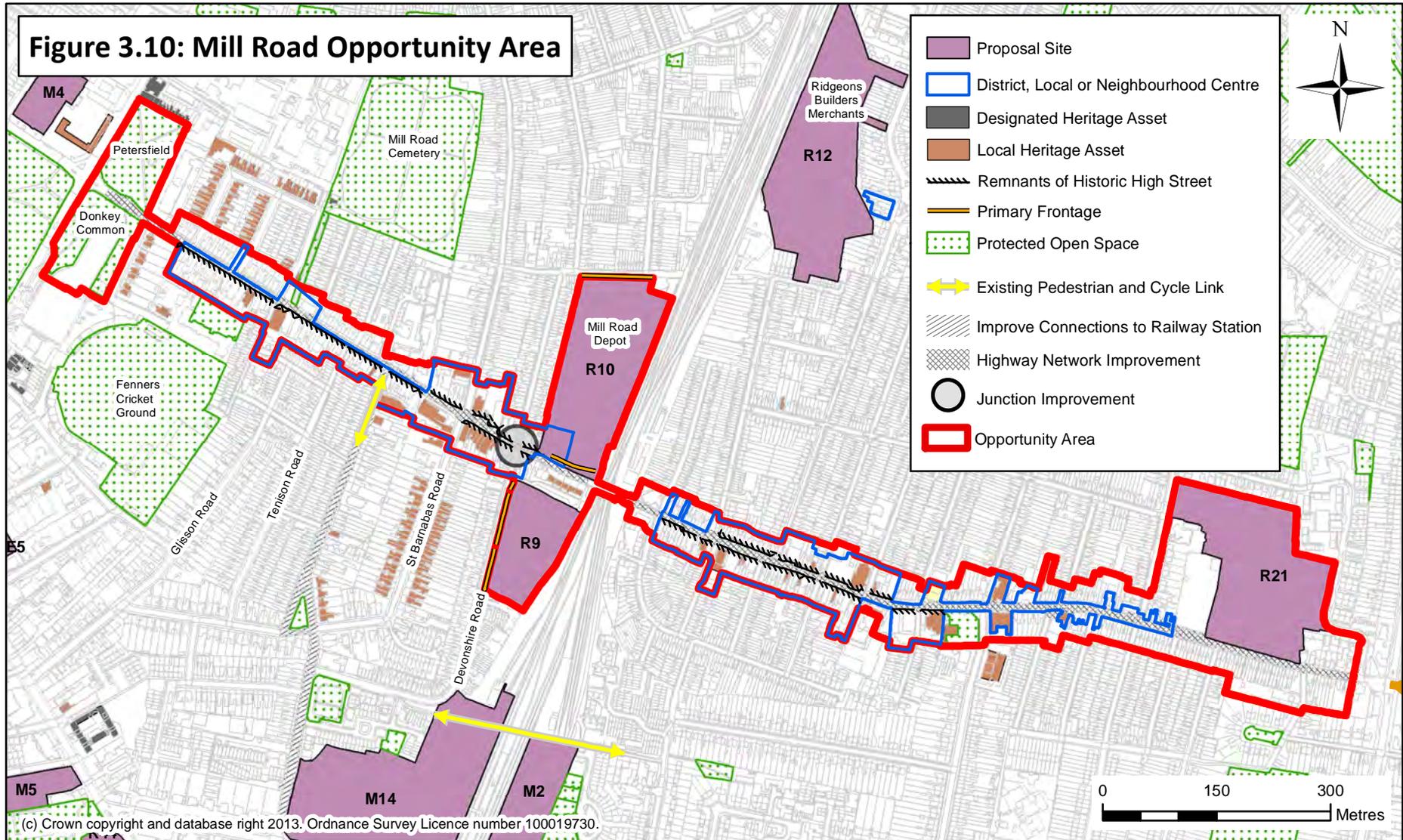
Supporting text:

- 3.93 The Mill Road Opportunity Area sets out a new policy approach to Mill Road in order to maintain and enhance the distinctive character of the area. It also sets out opportunities to improve the public realm along Mill Road. Mill Road has its own character with a diverse range of shops, high quality historic environment and sense of being a distinctive local community. Mill Road has two district centres, providing a range of shops and services either side of the railway bridge.

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- 3.94 Mill Road is characterised by its large number of diverse and independent retail traders, which lend the area a cosmopolitan feel. There is a wide range of restaurants, cafés and hot food takeaways, particularly west of the railway bridge, which add to its viability but which can also lead to amenity problems. There are also a number of antique and bric-a-brac shops and the market at Hope Street, which add to the rich diversity and uniqueness of the area. The policy seeks to safeguard the independent, cosmopolitan feel of the street.
- 3.95 Surrounding the street are terraced residential streets, some of which have a high population of students or shared households. There is a real sense of community in the Mill Road area, and events such as the Winter Fair attract large numbers of people each year.
- 3.96 Mill Road is an extremely busy, narrow road and there are conflicts between cars, buses and cyclists. In places, the pavements are narrow and cluttered with signs, lampposts and parked bicycles, making it difficult to move along them, particularly with a pram or wheelchair. The policy seeks to encourage improvements to the public realm and ensure that any development proposals in the area contribute to them.
- 3.97 There are a number of sites with potential for redevelopment for residential uses, these include 315–349 Mill Road and Brookfields, Mill Road Depot and the Travis Perkins site on Devonshire Road.

Figure 3.10: Mill Road Opportunity Area



Policy 24: Cambridge Railway Station, Hills Road Corridor to the City Centre Opportunity Area

Development proposals within the Cambridge Railway Station, Hills Road Corridor to the City Centre Opportunity Area, identified in Figure 3.11, will be supported if they help promote and coordinate the use of sustainable transport modes, and deliver and reinforce a sense of place and local shops and services. Allocated sites with the potential to deliver new development include 1 and 7–11 Hills Road, 82–90 Hills Road and 57–63 Bateman Street, Station Areas West and the Clifton Road Area of Major Change.

Development proposals will deliver a series of coordinated streetscape and public realm improvements which:

- a. take an approach to street design consistent with Manual for Streets 1 and 2 and their successor documents that creates a low speed traffic environment to restore the balance between people and vehicles;
- b. emphasise ‘place making’ over vehicle movement, in particular at junctions, through the use of tighter geometry and radii, to reduce approach speeds and to reclaim areas for additional public space;
- c. re-establish historic routes and create clear gateways/entry points into existing residential neighbourhoods;
- d. create a more comfortable and simplified pedestrian environment through provision of more generous pavements and street trees, removal of pedestrian guardrails and unnecessary signage, and introduction of more direct crossings that respond to key desire lines; and
- e. use a simple and durable palette of materials.

The following key projects will be delivered through development proposals and in accordance with criteria a-e:

- f. Regent Street – reallocation of space for wider pavements to better cope with pedestrian flows, reduce street clutter and provide improved cycle parking facilities;
- g. Hyde Park Corner – improvement of the setting of the Our Lady of the English Martyrs Church and increase pavement widths in front of the terrace opposite. Simplify the pedestrian and cyclist user experiences through more direct crossings and investigate the potential for single stage crossings;
- h. Hills Road local centre – reconnection of both sides of the street and improvement of the pedestrian user experience through removing barriers and obstacles. Traffic management and the reallocation of space will help to reduce vehicle speeds and highlight the revitalised ‘hub’ of Hills Road;

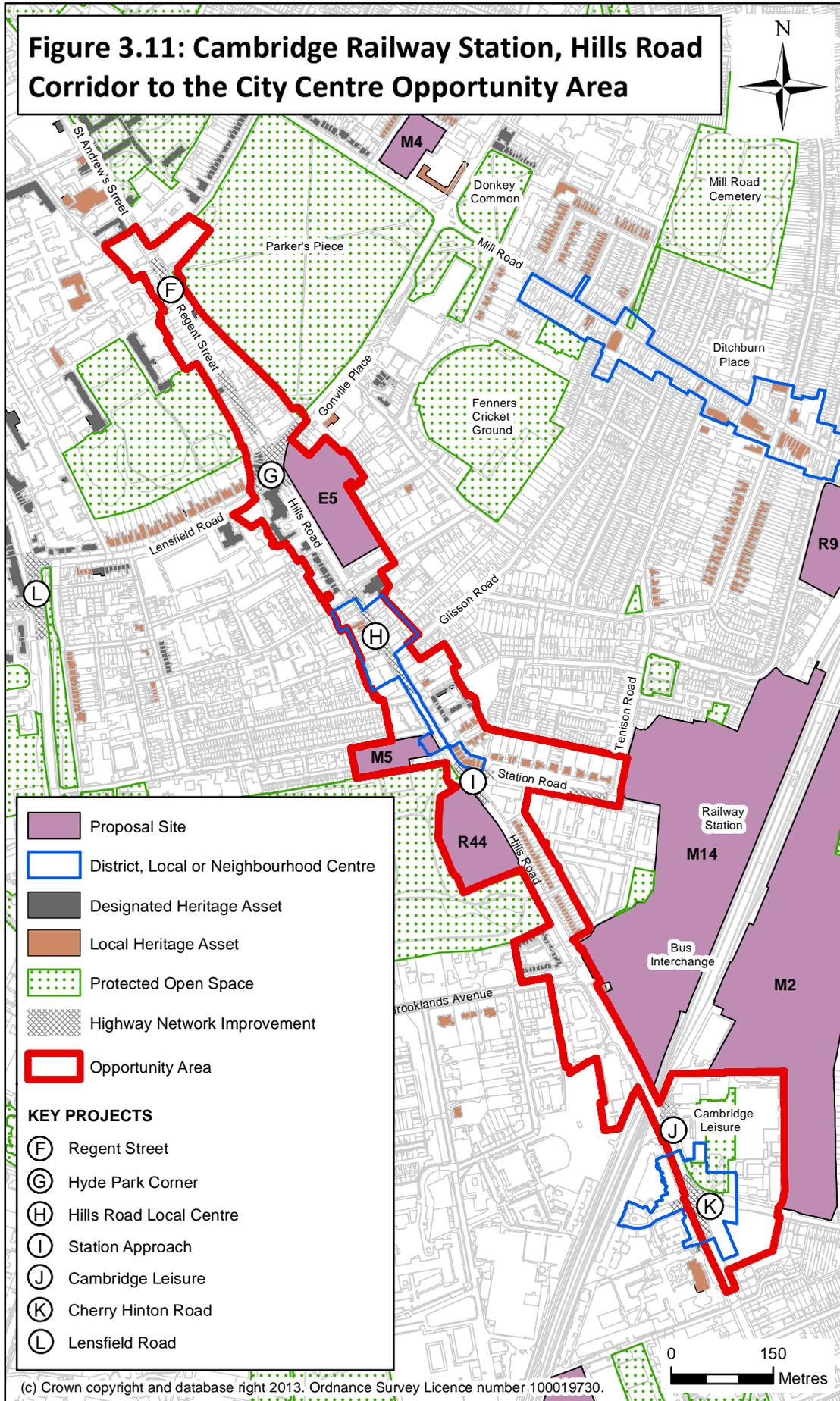
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- i. Station Approach – linkage of the proposed CB1 Station Square from Tenison Road through to Hills Road, creating a high quality public realm;
- j. Cambridge Leisure Park – creation of a high quality connection into the site, by upgrading the existing link south of the station across Hills Road Bridge;
- k. Cherry Hinton Road junction – revision of the approach to traffic management and highway engineering in order to create a quality connection between the new developments on all sides of the junction through to Hills Road and Cambridge Leisure Park;
- l. Lensfield Road junction – simplification and rationalisation of the layouts of the two junctions remove the bottleneck that causes traffic to back along Gonville Place. Improve the quality of the public realm and connectivity for pedestrians and cyclists.

Supporting text:

- 3.98 Cambridge’s railway station is a mile from the city centre. Decades of growth have absorbed the station into the wider urban area. The current redevelopment of the area around the station, through the consented CB1 scheme, will deliver a high quality mixed-use scheme focused on a new station square alongside a new transport interchange.
- 3.99 Currently, the streets and junctions within the opportunity area are congested with traffic and pedestrians experience a poor quality public realm. The implementation of this policy will create an improved, high quality link connecting the city centre to the station. It will improve connectivity and character in this part of Cambridge by supporting and prioritising walking and cycling and creating a better sense of place. When linked, the key projects identified within the policy will create a high quality pedestrian and cycle route from the station into the city centre and are shown in Figure 3.11.
- 3.100 Redevelopment of sites within the area will help improve the environmental quality of the whole area, creating a more inclusive public realm and promoting ‘place making’. These improvements will promote the character and distinctiveness of Hills Road and Regent Street to create streets that will foster a sense of community and provide attractive places to live in, work in and travel through. Where redevelopment occurs within the local centre, opportunities should be taken to provide a mix of uses, including residential uses on upper floors.

Figure 3.11: Cambridge Railway Station, Hills Road Corridor to the City Centre Opportunity Area



Policy 25: Old Press/Mill Lane Opportunity Area

A masterplan for the Old Press/Mill Lane site will be prepared and agreed with the Council to support its future development. Development proposals for the Old Press/Mill Lane site will be supported if they are in accordance with the agreed masterplan and they:

- a. preserve and enhance the special historic character and appearance of heritage assets, including the conservation area and listed buildings and their settings;
- b. create the opportunity for the adaptive reuse of existing buildings, where possible;
- c. create the opportunity for redevelopment to provide high quality, sustainable new buildings of innovative design which contribute positively to their surroundings;
- d. introduce a range of complementary and compatible land uses, such as residential, commercial hotel and other uses;
- e. create and enhance areas of public open space and public realm to a high quality, potentially including a new public space fronting on to the river;
- f. improve permeability through the site and create safer streets with priority for pedestrians and cyclists;
- g. minimise non-essential car parking and improve servicing; and
- h. provide high quality, well-designed areas of cycle parking.

The capacity and viability of the site and the phasing of development will be established during the preparation of the site-wide masterplan. Further details on the implementation of this policy are set out in the Old Press/Mill Lane supplementary planning document (SPD).

Supporting text:

- 3.101 The Old Press/Mill Lane site lies in the historic core of the city and currently accommodates a range of the University of Cambridge's academic and administrative facilities. The site contains some of the few remaining vestiges of the city's commercial past, including former warehouses, traces of watermills and watercourses⁹. It has long been recognised that the University of Cambridge is interested in moving some of its activities from the site to more appropriate buildings and locations within the city. The relocation offers the opportunity to create a lively, attractive area adjoining the river; scope to enhance the public realm and the setting of heritage assets; to

⁹ Detailed assessment of the buildings and streets within the Old Press/Mill Lane site is provided in the council's Cambridge Historic Core Conservation Area Appraisal (August 2006) and the Mill Lane and Old Press Site Historic Environment Analysis (October 2008) by Beacon Planning.

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address existing conflicts between vehicles and pedestrians; and to reuse and redevelop buildings for a range of land uses.

3.102 In 2008, the council and the University of Cambridge undertook a viability assessment for development of the site in producing the Old Press/Mill Lane SPD (January 2010), which led to this indicative capacity being reached¹⁰:

Land use	Indicative floorspace/units
Residential	Up to 150 units Note: If student residential is provided, there is the potential for up to 200 student residential units or the equivalent square metreage in student accommodation
Commercial (excluding retail)	Up to 6,000 sq m
Hotel	Up to 75 bedrooms
Other (excluding retail)	Up to 1,000 sq m

3.103 The purpose of the masterplan for the Old Press/Mill Lane site is to provide the basis for determining future planning applications and the phasing of development. Before the masterplan is submitted, there should be extensive consultation with stakeholders and residents.

3.104 Development proposals are unlikely to be delivered simultaneously for the entire Old Press/Mill Lane site, because of the timing of the relocation of University of Cambridge uses to other sites and the challenges of developing a constrained City Centre site. The availability of different parts of the site will be a principal factor that will dictate the phasing of development. In order to progress the different parts of the site and their different scales of redevelopment and refurbishment, it is considered that the phasing strategy within the masterplan should sub-divide the site into discrete parcels. Those parcels will consist of areas where development is likely to come forward at the same time. The relationship between the parcels is vital in coordinating development and achieving a high quality environment.

3.105 Applications will be accompanied by design and access statements, which will state how the proposal relates and contributes to achieving the aims of this policy aims and the wider masterplan, and the opportunities and constraints that the site presents. For further detail, the Old Press/Mill Lane SPD should be referred to.

¹⁰ Old Press/Mill Lane SPD Option Appraisal: Summary Report (February 2009) and Old Press/ Mill Lane SPD (January 2010).

Site specific proposals

- 3.106 There are diverse opportunities on sites across the city for development to meet Cambridge's needs to 2031. Such sites are broadly characterised by being comparatively small, or non-strategic, single sites with existing road access and clearly defined boundaries. They usually have an existing use, but with scope for renewal. They generally require relatively limited investment in infrastructure.
- 3.107 The sites fall into five broad categories: residential and residential moorings use, mixed use, employment and university use.
- 3.108 The following policy sets out a planned approach to these sites.

Policy 26: Site specific development opportunities

Sites considered suitable for development to contribute towards Cambridge's needs to 2031 are set out in the proposals schedule (Appendix B). Planning permission for the proposed developments and uses will be supported subject to:

- a. any amelioration and mitigation needed to address issues of flooding and contamination;
- b. design considerations;
- c. satisfactory access and other infrastructure provision; and
- d. any other requirements of the policies in this plan, where applicable.

Sites GB1 and GB2 (Land north and south of Worts' Causeway), see Figure 3.12, are to be released from the Cambridge Green Belt for residential development of up to 430 dwellings. Given their location on the city's urban edge, the development of these sites will be supported subject to:

- e. the creation of a landscaped buffer where the sites adjoin existing housing;
- f. the assessment of the sites for potential for biodiversity enhancement and the creation of an ecological corridor between both sites;
- g. the early establishment of a generous landscaped edge to the eastern side of sites to help create an appropriate buffer and distinctive city edge between the development and the Cambridge Green Belt;
- h. the establishment of appropriate public footpaths linking the development with the surrounding chalk farmland;
- i. the retention of the country lane appearance and character of Worts' Causeway, including its verges, hedgerows and bridleway;
- j. the retention of Worts' Causeway's use for buses only during peak periods, with limited car access to provide a green link into the

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- Cambridge Green Belt with space for pedestrians, horse riders and cyclists;
- k. the provision of a single point of crossover between GB1 and GB2 and a single access on to Babraham Road;
 - l. development being of an appropriate scale, form and orientation where the site adjoins existing housing;
 - m. the adoption of a sensitive approach to internal street layout and design in order to integrate the development into this setting on the edge of the Cambridge Green Belt;
 - n. the integration of proposed and existing sustainable drainage measures on site;
 - o. the investigation and preservation in situ of any archaeological remains; and
 - p. contributions being made towards improved community facilities and services in this part of the city.

For GB1 Land north of Worts' Causeway only, the development of this site will be supported subject to:

- q. the retention of sufficient buffer areas around the Netherhall Farm Meadow county wildlife site, the provision of a long-term management regime, including limited access, to protect and enhance the ecological value of the meadow, and assessment of the wider site for potential to create an ecological corridor between sites GB1 and GB2;
- r. the retention of or safe relocation of existing bat roosts at Netherhall Farm;
- s. the retention of existing buildings of local interest, with potential for adaptive reuse, and maintenance and enhancement of the landscaped setting of the buildings of local interest.

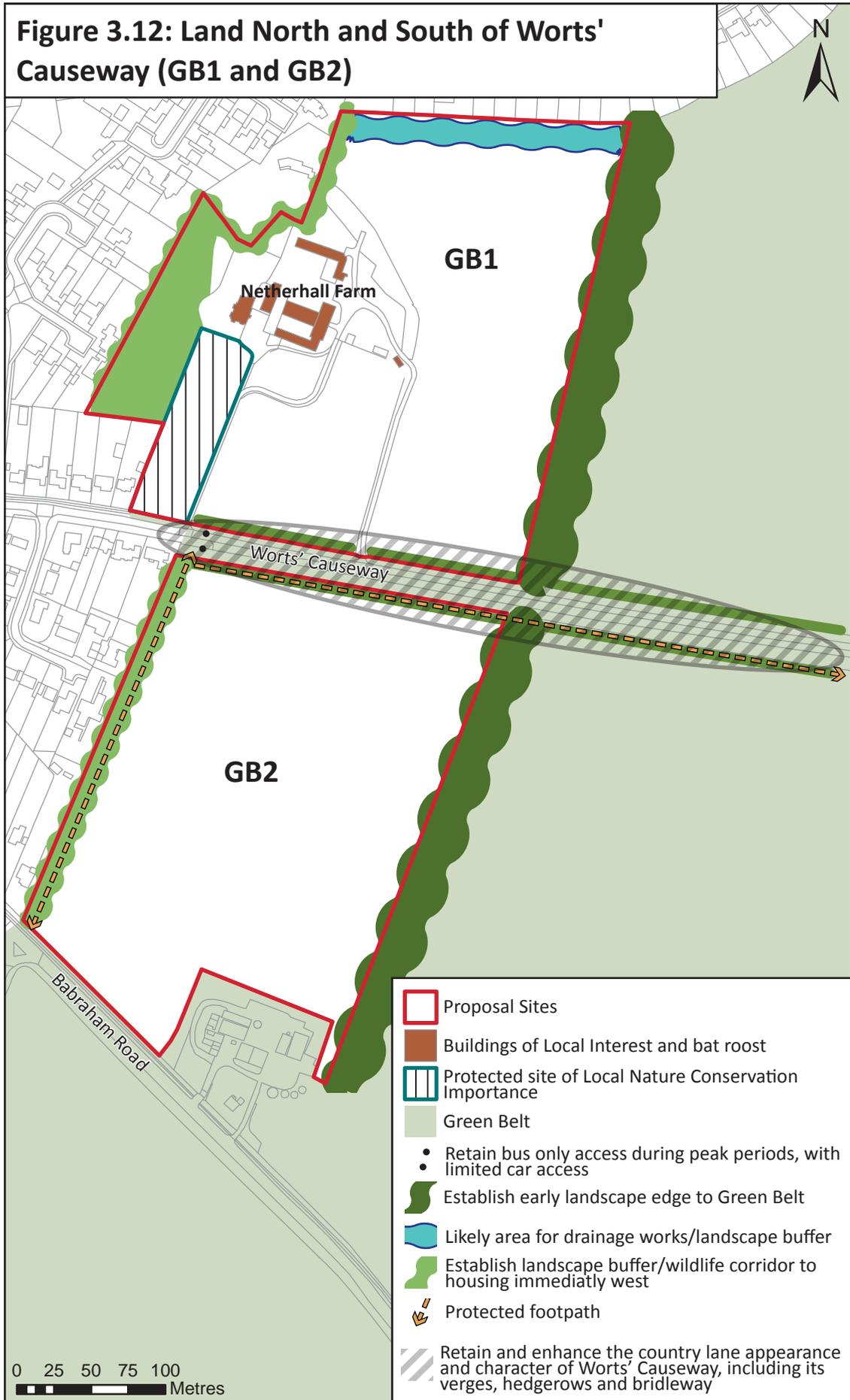
The development of sites GB3 and GB4 (Fulbourn Road West 1 and 2), see Figure 3.13, will be supported for employment use, subject to the following:

- t. excavation of sites to achieve appropriate profile and setting against the Cambridge Green Belt and agricultural land;
- u. the creation of a landscaped buffer where the sites adjoin existing housing;
- v. the early establishment of a generous landscaped edge to the southern side of the sites, including retention and enhancement of existing hedgerows, to help create an appropriate buffer and distinctive city edge between the development, the Cherry Hinton Pit SSSI and the Cambridge Green Belt; and
- w. careful consideration of the design approach to development to ensure that the visual impact on the Cambridge Green Belt, Cherry Hinton Pit SSSI, and neighbouring residential uses is mitigated.

Supporting text:

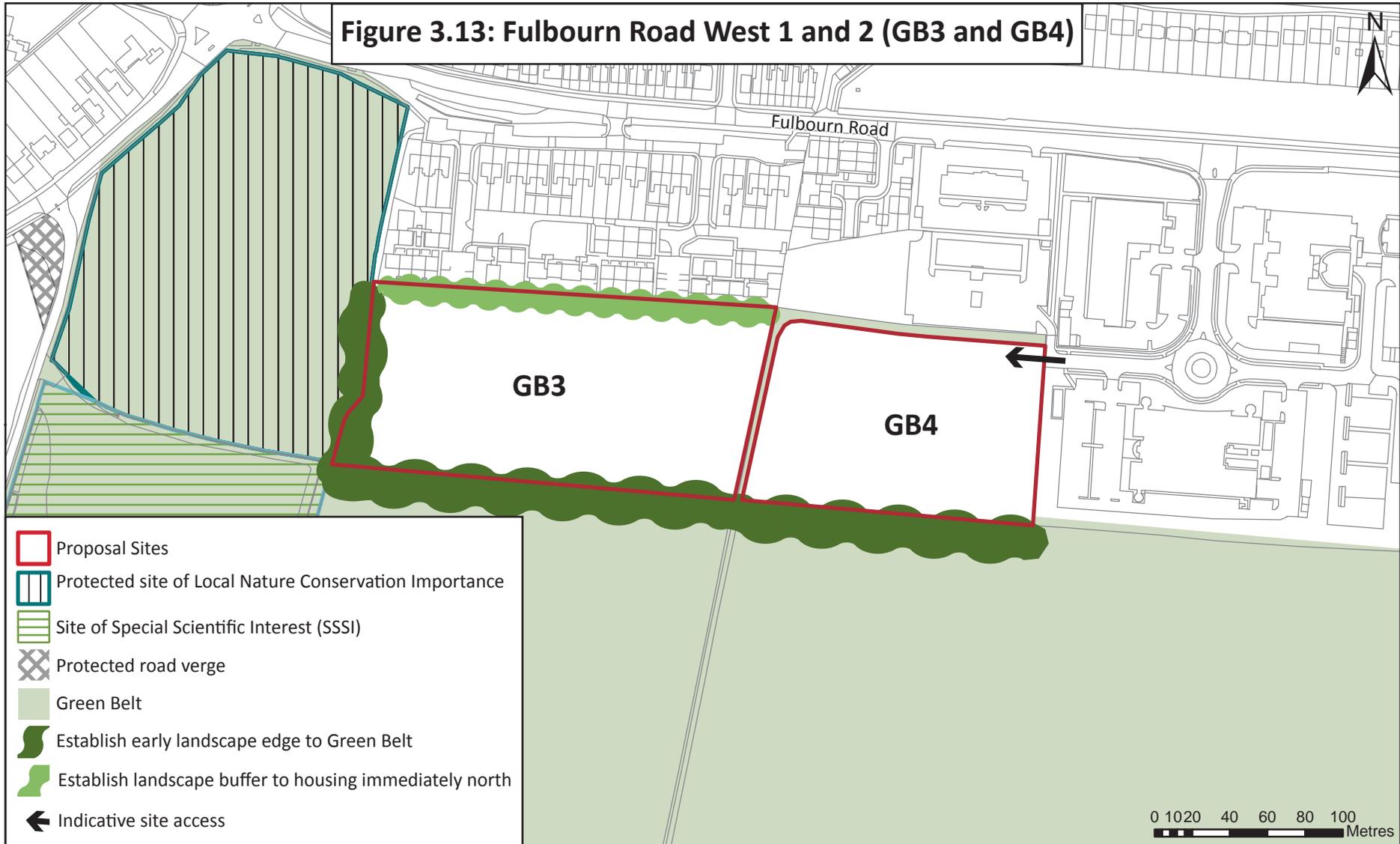
- 3.109 Working with other local authorities through the Cambridgeshire and Peterborough memorandum of cooperation approach, the Council has identified its development needs. Once needs are identified there is a responsibility to positively seek opportunities to meet the city's objectively assessed development needs, with sufficient flexibility to adapt to rapid change, unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF. It is the requirement to meet these objectively assessed needs and the spatial options for doing so within the Council's administrative area that give rise to the exceptional circumstances that warrant a number of small Green Belt releases as a part of this local plan.
- 3.110 In developing the local plan, the Council has assessed all available land within the city's boundary in order to meet the housing and employment needs set out in Section Two: The Spatial Strategy. This assessment has recognised the context of a high level of need and house prices in the city, the national importance of supporting the Cambridge economy, the lack of available previously developed land, the current unavailability of the majority of Cambridge East and the importance of the green spaces within the city and Green Belt forming the setting of the city. The majority of the city's objectively assessed need for these uses is to be met through existing, but unimplemented allocations within the urban area of the city, including a number of sites at the city's Southern Fringe, North West Cambridge and NIAB, which were previously released from the Cambridge Green Belt. While the focus for new sites for development has been on previously developed land, it has not been possible to meet the city's objectively assessed need in full from these sites alone.
- 3.111 In order to meet the objectively assessed need for housing and employment, the Council has also assessed all Green Belt land within the city for its scope for future development. This assessment used robust criteria and realistic assumptions about densities. By assessing this land, it has been established that a significant proportion of it remains vitally important to the particular purposes of the Cambridge Green Belt. This work did, however, identify that there was very limited scope for a small amount of land to be released from the Cambridge Green Belt on the city's south-eastern edge, without having a significant impact on the purposes of the Green Belt. Development of these four small sites within Cambridge will need to include considerable landscape enhancement in order to ensure that a strong and defensible Green Belt boundary is created as set out in Policy 26.

Figure 3.12: Land North and South of Worts' Causeway (GB1 and GB2)

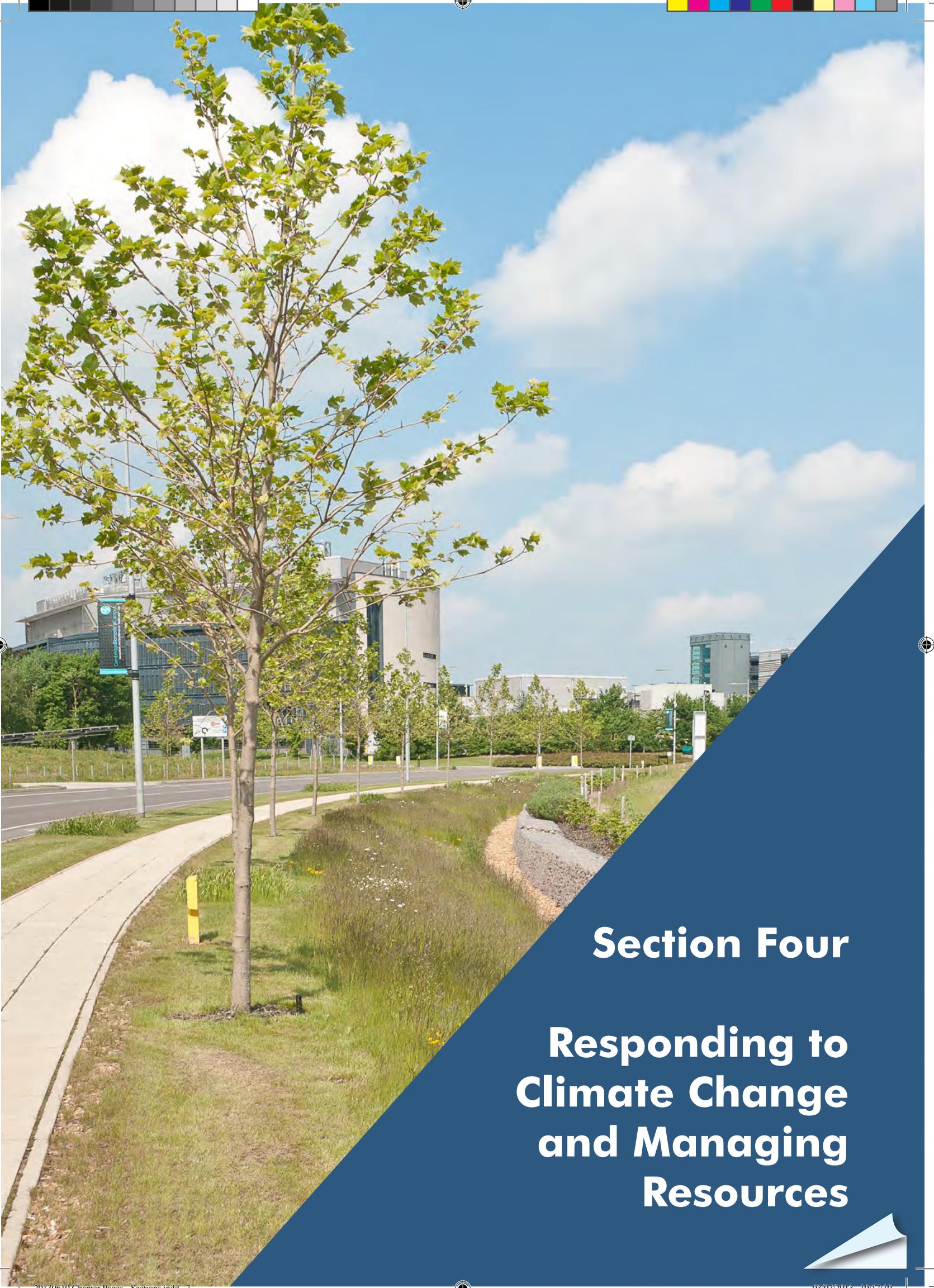


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Figure 3.13: Fulbourn Road West 1 and 2 (GB3 and GB4)



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Section Four

Responding to Climate Change and Managing Resources





Sustainable Drainage at Addenbrooke's



SECTION FOUR: RESPONDING TO CLIMATE CHANGE AND MANAGING RESOURCES

- 4.1 The local plan will seek to ensure that Cambridge develops in the most sustainable way possible. This means delivering our social and economic aspirations without compromising the environmental limits of Cambridge for current and future generations, so that Cambridge becomes a low carbon, water sensitive city with a thriving economy. For this to be achieved, a holistic approach to sustainable development and reducing the environmental impact of development should be embedded within all development proposals from the outset.
- 4.2 This section focuses on how the local plan will contribute to the achievement of sustainable development in terms of how the plan will address the challenge of mitigating and adapting to our changing climate, and other resource management issues. Climate change mitigation focuses on designing new communities and buildings to be energy and resource efficient, using renewable and low carbon energy generation and promoting patterns of development that reduce the need to travel by less environmentally friendly modes of transport. Climate change adaptation focuses on ensuring that new developments and the wider community are adaptable to our changing climate. For Cambridge, this is likely to involve an increase in the urban heat island effect (UHI) due to increasing temperatures and an increase in flooding, both from rivers and watercourses and from surface water after periods of intense rainfall. Policies are included with the objective of making Cambridge a water sensitive city, where new developments contribute to an overall flood risk reduction and help improve the quality of water bodies. This section also seeks to ensure that new development contributes to improvements in the environmental quality of Cambridge, including improvements to air quality, reduction in noise and better management of waste.

Policy 27: Carbon reduction, community energy networks, sustainable design and construction, and water use

All development should take the available opportunities to integrate the principles of sustainable design and construction into the design of proposals. Promoters of major development, including redevelopment of existing floor space, should prepare a sustainability statement as part of the design and access statement submitted with their planning application, outlining their approach to the following issues:

- a. adaptation to climate change
- b. carbon reduction
- c. water management
- d. site waste management

e. use of materials

In order to ensure that the growth of Cambridge supports the achievement of national carbon reduction targets, and does not exacerbate Cambridge’s severe water stress, all new development will be required to meet the following minimum standards of sustainable construction, carbon reduction and water efficiency, unless it can be demonstrated that such provision is not technically or economically viable:

New homes:

Year	Minimum Code for Sustainable Homes standard	On-site reduction of regulated carbon emissions relative to Part L 2006	Water efficiency
2014	Level 4	44%	80 litres/head/day
2016	Level 4	44% - 60% on-site, with remainder dealt with through allowable solutions (as per national zero carbon policy)	80 litres/head/day

New non-residential development:

Year	Minimum BREEAM Level	On-Site carbon reduction	Water efficiency
2014	Very good	In line with 2013 Part L	Full credits to be achieved for category Wat 01 of BREEAM
2016	Excellent	In line with 2016 Part L	Full credits to be achieved for category Wat 01 of BREEAM
2019	Excellent	In line with national zero carbon policy	Full credits to be achieved for category Wat 01 of BREEAM

In order to promote the use of community energy networks, a strategic district heating area is shown on the policies map. Major development proposals within this area should where possible connect to existing heat networks or networks under construction. This requirement will be relaxed if applicants can provide evidence that doing so would affect the viability of

schemes. The Council will also be supportive of the future-proofing of developments so that they are capable of connecting to future heat networks.

Supporting text:

- 4.3 It is increasingly recognised that one of the most important factors in delivering a successful development scheme is ensuring that sustainability is a key part of the brief and is therefore integrated into the design from the outset. This almost always leads to a better design and lower lifetime costs, as options are greater at an early stage and there is more scope to identify options that achieve multiple aims. Sustainable design and construction is concerned with the implementation of sustainable development in individual sites and buildings. It takes account of the resources used in construction, and of the environmental, social and economic impacts of the construction process itself and how buildings are designed and used.
- 4.4 The choice of sustainability measures and how they are implemented may vary substantially from development to development. However, the general principles of sustainable design and construction should be applied to all scales and types of development. Table 4.1 below outlines areas that should be covered in the sustainability statement.

Table 4.1: Areas to be covered in the sustainability statement

Issue: Aim/objective	Recommended approach
<p>Climate change adaptation: All developments should be designed to be adaptable to our changing climate, both in terms of building design and their wider landscape setting</p>	<p>Adaptation measures can be implemented at a variety of scales, from individual buildings up to community and conurbation scale, as described in the Town and Country Planning Association’s Climate change adaptation by design. A guide for sustainable communities (2007). Figure 4.1 (below) provides examples of how adaptation measures can be integrated into the design of new developments; precise measures will vary from development to development. Measures that will have benefits beyond site boundaries, and that will have a cumulative impact in areas where development is to be phased, should also be pursued</p>
<p>Carbon reduction: All development should be designed to minimise carbon and other greenhouse gas</p>	<p>A hierarchical approach, as illustrated in Figure 4.2, should be taken to reducing carbon emissions. A three-pronged approach should be taken that:</p> <ul style="list-style-type: none"> • minimises the energy demand of new buildings; • utilises energy efficient supply through low carbon technologies; and

Issue: Aim/objective	Recommended approach
emissions associated with new development	<ul style="list-style-type: none"> supplies energy from new, renewable energy sources. Developments should also seek to reduce transport-related carbon emissions through location and the promotion of sustainable modes of transport. Policy 27 (above) sets requirements for carbon reduction for both new homes and non-residential buildings
Water management: To introduce high levels of water efficiency in new developments in order to respond to the severe water stress facing Cambridge	All new developments should be designed to optimise the opportunities for efficient water use, reuse and recycling, including integrated water management and water conservation. Policy 27, above, sets targets for water consumption in line with Level 5 of the national Code for Sustainable Homes (CfSH) and BREEAM standards for non-residential development
Site waste management: All new development should be designed to reduce construction waste and to make it easier for future occupants to maximise levels of recycling and reduce waste being sent to landfill.	Developments should be designed in a way that reduces the amount of construction waste, and maximises the reuse and recycling of materials at all stages of a development's lifecycle. In order to increase rates of recycling and reduce waste being sent to landfill, storage capacity for waste, both internal and external, should be an integral element of the design of new developments. Reference should be made to the requirements set out in the RECAP Waste Management Design Guide and the Council's own guidance on household waste and recycling facilities in new developments ¹¹ . The Council will be supportive of innovative approaches to waste management
Use of materials: All new developments should be designed to maximise resource efficiency and identify, source, and use environmentally	There are four principal considerations that should influence the sourcing of materials: <ul style="list-style-type: none"> Responsible sourcing – sourcing materials from known legal and certified sources through the use of environmental management systems and chain of custody schemes including the sourcing of timber accredited by the Forestry Stewardship Council (FSC), or the Programme for the Endorsement of Forest Certification (PEFC); Secondary materials – reclaiming and reusing

¹¹ Available at <https://www.cambridge.gov.uk/waste-and-recycling-provision-information-developers>

Issue: Aim/objective	Recommended approach
and socially responsible materials	<p>material arising from the demolition of existing buildings and preparation of sites for development, as well as materials from other post-consumer waste streams;</p> <ul style="list-style-type: none"> • Embodied impact of materials – the aim should be to maximise the specification of major building elements to achieve an area-weighted rating of A or B as defined in the Building Research Establishment (BRE) Green Guide to Specification. Consideration should also be given to locally-sourced materials; • Healthy materials – where possible developers should specify materials that represent a lower risk to the health of both construction workers and occupants. For example, selecting materials with zero or low volatile organic compound (VOC) levels to provide a healthy environment for residents

Figure 4.1: Approaches to climate change adaptation

A: Building scale approaches

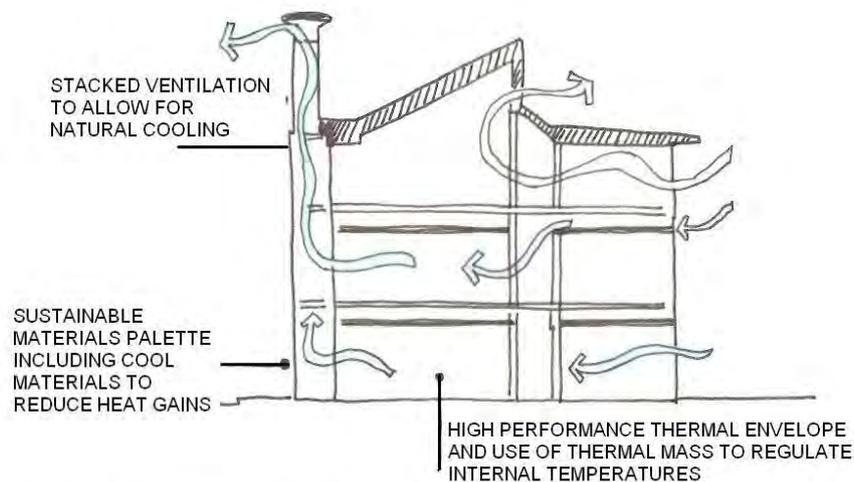
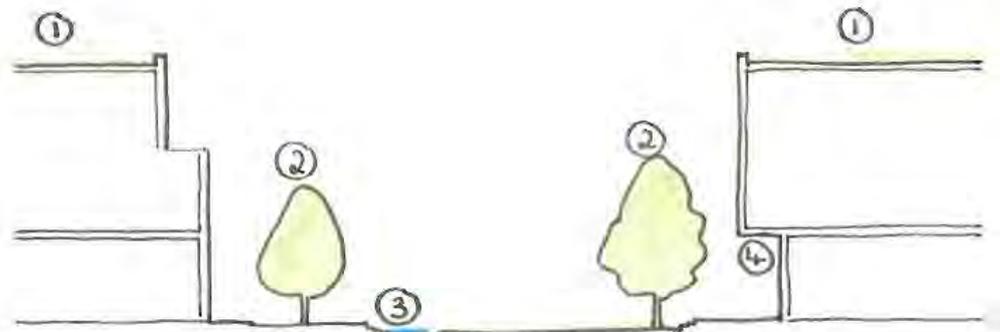


Image adapted from Green Handbook and Passive Cooling – B. Thompson

B: Site scale approaches



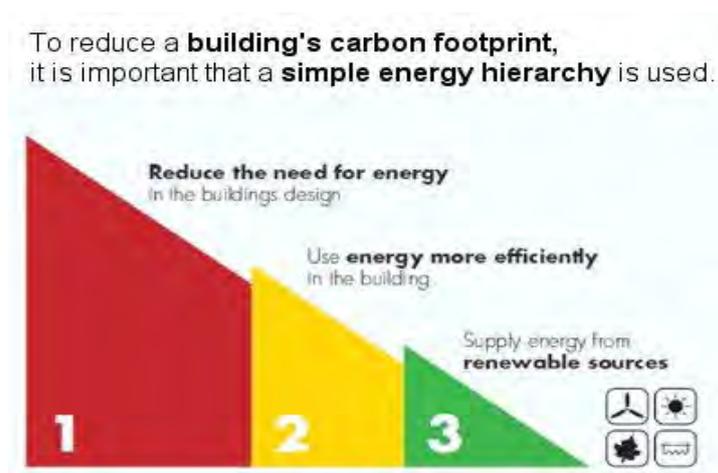
- (1): Green roof to slow down building runoff and reduce internal cooling loads;
- (2): Enhanced tree canopy cover to provide shade and increase evaporative cooling;
- (3): Integration of sustainable drainage into the public realm to manage surface water, increase evaporative cooling and enhance biodiversity;
- (4): Building overhangs to reduce excessive summer solar gain

C: Angled façade increases solar gain in the winter and reduces unwanted heat in the summer



D: External shutters may become a necessary addition in the UK. Image courtesy of AC Architects Cambridge



Figure 4.2: The energy hierarchy

- 4.5 As well as the consideration of the above design and construction issues, the sustainability statement in support of the application should also address how the proposals meet all other policies relating to sustainability throughout the plan, including:
- biodiversity and ecology;
 - land, water, noise and air pollution;
 - transport, mobility and access;
 - health and well-being, including provision of open space;
 - culture, heritage and the quality of built form, including efficient use of land.
- 4.6 This policy also sets out requirements in relation to sustainable construction standards, carbon reduction and water efficiency. The achievement of national targets for the reduction of carbon emissions¹² will require action across all sectors of energy use. Within Cambridge, this will involve balancing the overall increase in emissions associated with new development against the opportunities that these new developments offer for reducing carbon and greenhouse gas emissions, through measures such as improving energy efficiency and the provision of on-site renewable and low carbon energy generation. A high standard of construction in new development is therefore important if the United Kingdom is to meet its legally binding carbon reduction targets.
- 4.7 Nationally described sustainable construction standards have been developed for new homes (the Code for Sustainable Homes, CfSH) and new non-residential buildings (the BRE Environmental Assessment Method, BREEAM). Alongside these standards sits the Government's zero carbon

¹² The Climate Change Act 2008 contains a statutory target of securing a reduction in carbon dioxide levels of 80% below 1990 levels by 2050, with an interim target of 34% reduction by 2020

policy agenda, which requires all new homes to be zero carbon by 2016, and all non-residential buildings to be zero carbon by 2019, with public buildings leading the way in 2018.

- 4.8 There are many approaches that can be taken to meeting the construction standards required by this policy, including construction methods such as Passivhaus Standard. The Council will be supportive of innovative approaches to meeting and exceeding the standards set out in the policy. Where other construction standards are proposed for new developments, for example Leadership in Energy and Environmental Design (LEED), these will be supported, provided that it can be demonstrated that they are broadly in line with the standards set out above, particularly in relation to carbon reduction and water efficiency.
- 4.9 It may be possible in some areas for development to exceed the policy requirements set out above. For example, developments located within the strategic district heating area may be able to achieve higher levels of carbon reduction than set out in policy, which in turn could lead to higher construction standards being achievable. In order to maximise opportunities to exceed minimum policy requirements, developers will be encouraged to engage with the Council from an early stage through pre-application discussions. The policy will also be reviewed periodically so that it can be updated to reflect any significant changes to construction standards.
- 4.10 Where redevelopment/refurbishment of existing buildings is proposed, the development of bespoke assessment methodologies to assess the environmental impact of the proposals for submission with the planning application will be supported.

Community energy networks

- 4.11 A strategic district heating area (SDHA) has been identified on the policies map. Developments within this area will be required to connect to existing or planned district heat networks, subject to consideration of viability. Cambridge shows significant potential for the development of district heating networks, particularly in the city centre and areas of large mixed-use developments. There are a number of planned and existing heat networks within Cambridge, and this policy has been developed to support further development of such networks.
- 4.12 A benefit of such an approach is that it can provide developers with a ready-made solution for them to meet future planning policy and zero carbon policy requirements at minimum cost, particularly in constrained city centre sites where opportunities for other renewable and low carbon energy generation would be limited. Requiring new buildings to be compatible with district heat networks entails the following considerations:

- ensuring that plant rooms have access arrangements for entry of a heat main;
- ensuring that the flow and return heating temperatures for buildings are optimised to suit the heat networks;
- ensuring that other buried services do not create barriers to laying heat mains and, where possible, providing suitable duct space;
- ensuring that the layout and density of new development is such that it minimises, as far as possible, the cost of laying heat mains;
- ensuring that individual sub-metering arrangements are put in place for each development.

Policy 28: Allowable solutions for zero carbon development

Where compliance with national zero carbon policy necessitates the use of the allowable solutions framework (ASF), developers will have the option to:

- a. deliver their own allowable solutions locally;
- b. make a contribution to the Cambridgeshire Community Energy Fund; or
- c. offset via third-party allowable solutions providers into a project selected from a local Energy Efficiency and Renewable and Low Carbon Energy Infrastructure Projects List.

The Cambridgeshire Community Energy Fund will be used to invest in energy efficiency and renewable/low carbon energy projects that have direct benefit for Cambridgeshire. Projects for investment will be identified and form part of an energy efficiency and renewable and low carbon energy infrastructure projects list, which would then be used as the basis for allocating developers' allowable solutions contributions.

Supporting text:

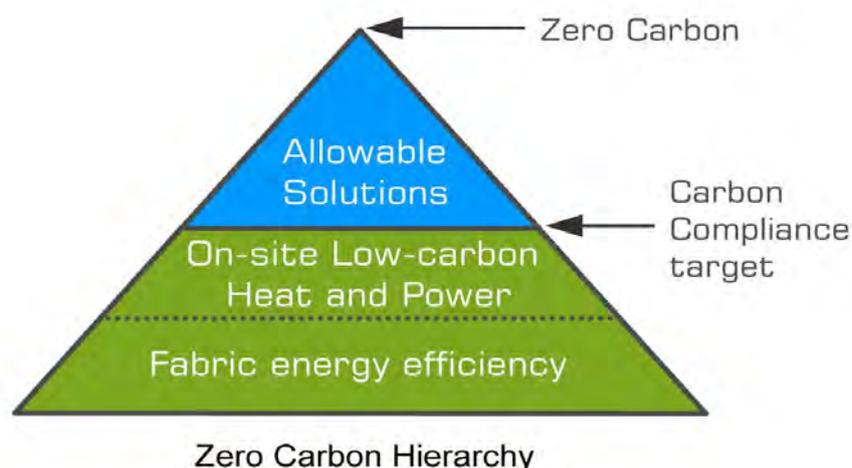
4.13 By 2016, all new homes are expected to be zero carbon under the national zero carbon policy. Part of the definition of zero carbon development includes the concept that after delivering a certain level of carbon reduction on-site, known as 'carbon compliance', developers may have the option to offset remaining emissions through a range of measures known as 'allowable solutions', as illustrated in Figure 4.3 overleaf. Allowable solutions are grouped into three categories:

- on-site options (not duplicating carbon compliance measures), such as the installation of smart appliances, home electric vehicle charging and LED street lights;

- near-site options, such as the export of low carbon heat from a site-based district heating scheme or retrofitting low/zero carbon technologies to local community buildings; and
- off-site options, such as investment in district heating pipework to connect new loads to existing schemes or support new schemes.

4.14 One of the measures included within the allowable solutions framework (ASF) is the development of community energy funds. Developers would be able to choose to pay into such a fund, to offset any residual carbon reduction that could not be delivered on-site. Money from the fund would then be used to invest in energy efficiency and renewable and low carbon energy projects. Money will be collected via a bespoke allowable solutions collection mechanism and not linked to the Community Infrastructure Levy (CIL) or planning obligations.

Figure 4.3: The zero carbon hierarchy



4.15 The Cambridgeshire Community Energy Fund project has looked at the potential to set up an innovative locally-led fund that would channel developer investment from allowable solutions into local low carbon infrastructure projects. The establishment of this fund will be an effective mechanism for ensuring that the benefits of allowable solutions remain within Cambridgeshire, having direct community benefit for the areas in which development is being undertaken.

4.16 Projects for investment will be identified and form part of an energy efficiency and renewable and low carbon energy infrastructure projects list, which would then be used to allocate developers' allowable solutions contributions. Arrangements for producing the local projects list will be put into place before the policy comes into effect in 2016. This list will be kept updated, to ensure that projects providing maximum benefit, both in terms of carbon savings and benefits for Cambridgeshire residents and the local economy, are given priority. All projects on the list would need to meet the

test of ‘additionality’, i.e. projects that would not otherwise be delivered via existing support mechanisms. This list is being developed as part of the Cambridgeshire-wide Mobilising Local Energy Investment project (MLEI).

Policy 29: Renewable and low carbon energy generation

Proposals for development involving the provision of renewable and/or low carbon energy generation, including community energy projects, will be supported, subject to the acceptability of their wider impacts. As part of such proposals, the following should be demonstrated:

- a. that any adverse impacts on the environment, including local amenity and impacts on the historic environment and the setting of heritage assets, have been minimised as far as possible. These considerations will include air quality concerns, particularly where proposals fall within or close to the air quality management area(s) or areas where air pollution levels are approaching the EU limit values, as well as noise issues associated with certain renewable and low carbon technologies; and
- b. that where any localised adverse environmental effects remain, these are outweighed by the wider environmental, economic or social benefits of the scheme.

Supporting text:

- 4.17 Increasing the proportion of energy generated from renewable and low carbon sources will help Cambridge to meet its vision of a low carbon city. As well as national targets for carbon reduction, there are also targets in relation to energy supplied from renewable energy sources, with a legal commitment for the United Kingdom to meet 15 per cent of its energy requirements from renewable sources by 2020¹³.
- 4.18 A number of studies have assessed Cambridge’s potential for renewable and low carbon energy generation. These studies suggest that the main focus for renewable and low carbon energy generation will be from the potential that Cambridge offers for the development of district heat networks and the use of microgeneration, such as solar panels. The Council recognises that the opportunities for stand-alone renewable energy schemes within Cambridge are limited. However, it is keen to support opportunities where they arise, in particular small-scale and community schemes that are most likely to be viable within Cambridge.
- 4.19 While the Council wishes to promote renewable and low carbon energy generation, there is also a need to balance this desire against other

¹³ As of 2011, 4.1 per cent of the UK’s primary energy requirements came from renewable sources (data source: DECC National Renewable Energy Statistics)

objectives for Cambridge, such as minimising pollution, and protection and enhancement of the historic environment. Applicants are expected to have taken appropriate steps to mitigate any adverse impacts through careful consideration of:

- location, scale, design and other measures, including those necessary to minimise any noise impacts;
- cumulative impacts;
- impacts on the landscape, the built environment, cultural heritage and biodiversity.

4.20 Other policies in the local plan relate to the safeguarding of the natural and historic environment and the protection of international, national or locally-designated sites and buildings, and these should be taken into account in applications for energy schemes.

4.21 Potential impacts may be acceptable if they are minor, or are outweighed by wider benefits, including the need for energy from renewable and low carbon sources, which will contribute to reducing carbon and other emissions.

Policy 30: Energy-efficiency improvements in existing dwellings

In order to assist with achievement of the plan's vision for a low carbon city, and to tackle issues of rising fuel costs and fuel poverty for residents, applications for extensions to existing dwellings and/or the conversion of ancillary residential floorspace to living accommodation should be accompanied by cost-effective improvements to the energy efficiency of the existing dwelling. The requirements of this policy will apply where the following measures have not already been implemented:

- a. cavity wall insulation;
- b. loft insulation of 150mm or more (in non-converted roof spaces);
- c. the replacement of F and G rated boilers with an A-rated condensing boiler;
- d. heating controls upgrade; and
- e. draught stripping of external doors and letter boxes.

Supporting text:

4.22 In order for Cambridge to play a role in meeting national targets for carbon reduction, there is a need to reduce emissions from existing buildings as well as new ones. Policy 30 (above) seeks to utilise the opportunities that arise for making cost-effective energy efficiency improvements when works to extend existing homes are undertaken. Applicants will be asked to complete a simple online home energy questionnaire, which will help to identify suitable

measures. Where an applicant has recently had a Green Deal assessment undertaken or the property has an Energy Performance Certificate (EPC), these could also be submitted as part of the planning application to demonstrate the need to comply with the policy.

- 4.23 The aim of the policy is to help homeowners implement measures that will enhance the energy efficiency of their homes, helping to reduce fuel costs at a time of rising energy prices. This might help reduce the risk of some homeowners finding themselves in fuel poverty, or in cases where residents are already in fuel poverty, help get them out of this situation. The focus is on cost-effective measures with a simple payback of seven years or less and that would be relatively simple to install with limited disruption. Many of these measures will be eligible for funding through the national Green Deal scheme.
- 4.24 Care will need to be taken in applying the policy to listed buildings and other heritage assets, to ensure that they are not damaged by inappropriate interventions. The implementation of the policy will be case by case, with officers recommending measures that would be suitable for that particular property, bearing in mind its age, type of construction and historic significance. There may be cases where improvements cannot be made to an existing dwelling without causing harm to the significance of the heritage asset, and in such circumstances the requirements of this policy will not be implemented.

Policy 31: Integrated water management and the water cycle

Development will be permitted provided that:

- a. surface water is managed close to its source and on the surface where reasonably practicable to do so;
- b. priority is given to the use of nature services¹⁴;
- c. water is seen as a resource and is re-used where practicable, offsetting potable water demand, and that a water sensitive approach is taken to the design of the development;
- d. the features that manage surface water are commensurate with the design of the development in terms of size, form and materials and make an active contribution to making places for people;
- e. surface water management features are multi-functional wherever possible in their land use;
- f. any flat roof is a green or brown roof, providing that it is acceptable in terms of its context in the historic environment of Cambridge (see Policy 62: Conservation and Enhancement of Cambridge's Historic Environment)

¹⁴Nature services are defined by the National Planning Policy Framework as: 'The benefits people obtain from ecosystems such as, food, water, flood and disease control and recreation'. These are also known as ecosystem services.

- and the structural capacity of the roof if it is a refurbishment. Green or brown roofs should be widely used in large-scale new communities;
- g. there is no discharge from the developed site for rainfall depths up to 5 mm of any rainfall event;
 - h. the run-off from all hard surfaces shall receive an appropriate level of treatment in accordance with Sustainable Drainage Systems guidelines, SUDS Manual (CIRIA C697), to minimise the risk of pollution;
 - i. development adjacent to a water body actively seeks to enhance the water body in terms of its hydromorphology, biodiversity potential and setting;
 - j. watercourses are not culverted and any opportunity to remove culverts is taken; and
 - k. all hard surfaces are permeable surfaces where reasonably practicable.

Supporting Text:

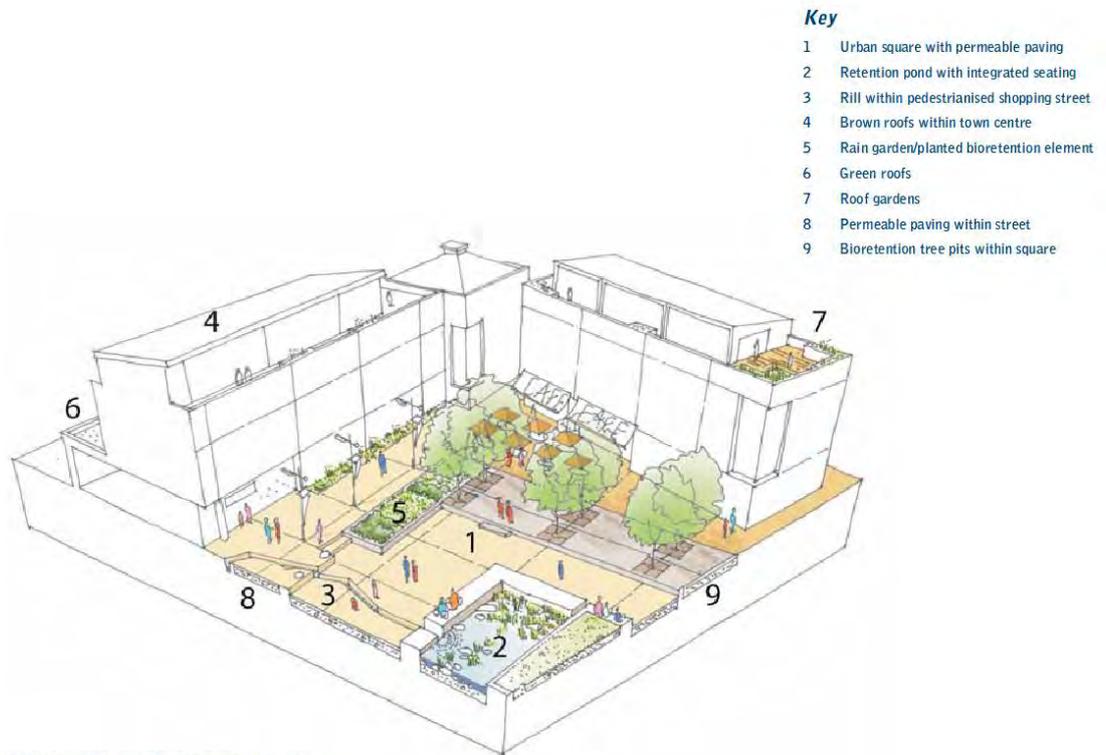
- 4.25 The Surface Water Management Plan¹⁵ and Strategic Flood Risk Assessment for Cambridge¹⁶ have found there is little or no capacity in our rivers and watercourses that eventually receive surface water run-off from Cambridge and that it needs to be adequately managed so that flood risk is not increased elsewhere. The appropriate application of sustainable drainage systems to manage surface water within a development is the approach recommended within the technical guidance to the National Planning Policy Framework¹⁷ (NPPF) as a way of managing this risk.
- 4.26 Current best practice guidance such as the SUDS Manual and Planning for SUDS (CIRIA C697 and C687) should be followed in the design of developments of all sizes, with design principles that are important to Cambridge set out in this policy. Smaller, more resilient features distributed throughout a development should be used, instead of one large management feature. Figure 4.4 provides examples of how to successfully integrate SuDS into a range of developments.
- 4.27 Managing water close to where it falls and on the surface is often the most cost-effective way to manage surface water. Early consideration in the design process helps achieve this. Managing water on the surface is an opportunity to celebrate water and create developments distinctive to Cambridge.
- 4.28 Climate change will in future see times of too much water and times of too little water more frequently than now. The design of new developments should reflect this change and value water as a resource than can be stored in times of plenty for re-use in times of deficit.

¹⁵ <https://www.cambridge.gov.uk/background-documents>

¹⁶ <https://www.cambridge.gov.uk/strategic-flood-risk-assessment>

¹⁷ <https://www.gov.uk/government/publications/national-planning-policy-framework-technical-guidance>

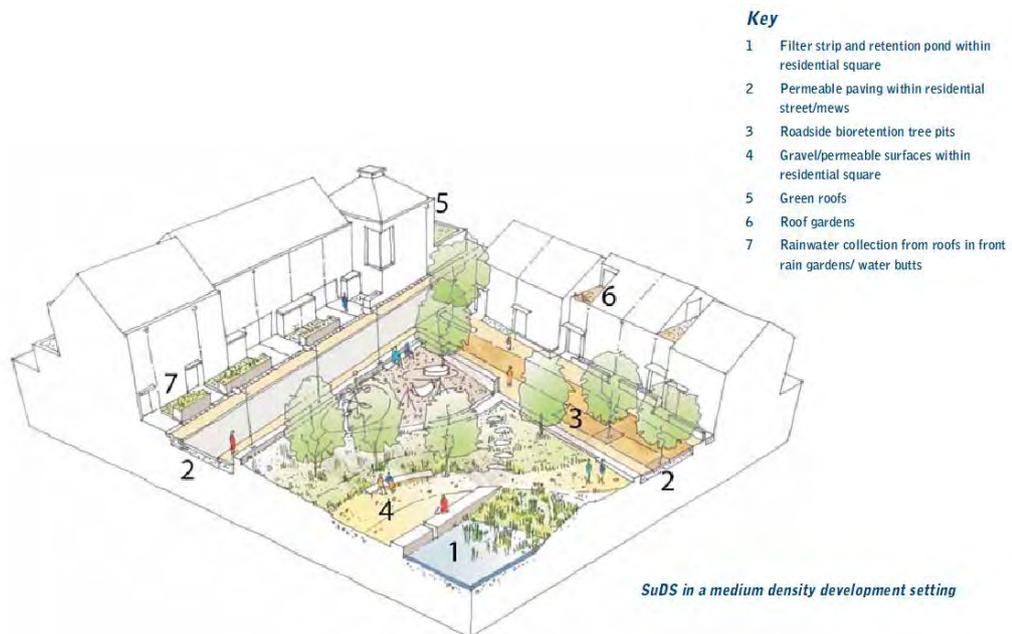
Figure 4.4: Examples of integrating SuDS into developments¹⁸



SuDS in a high density development setting

Key

- 1 Urban square with permeable paving
- 2 Retention pond with integrated seating
- 3 Rill within pedestrianised shopping street
- 4 Brown roofs within town centre
- 5 Rain garden/planted bioretention element
- 6 Green roofs
- 7 Roof gardens
- 8 Permeable paving within street
- 9 Bioretention tree pits within square

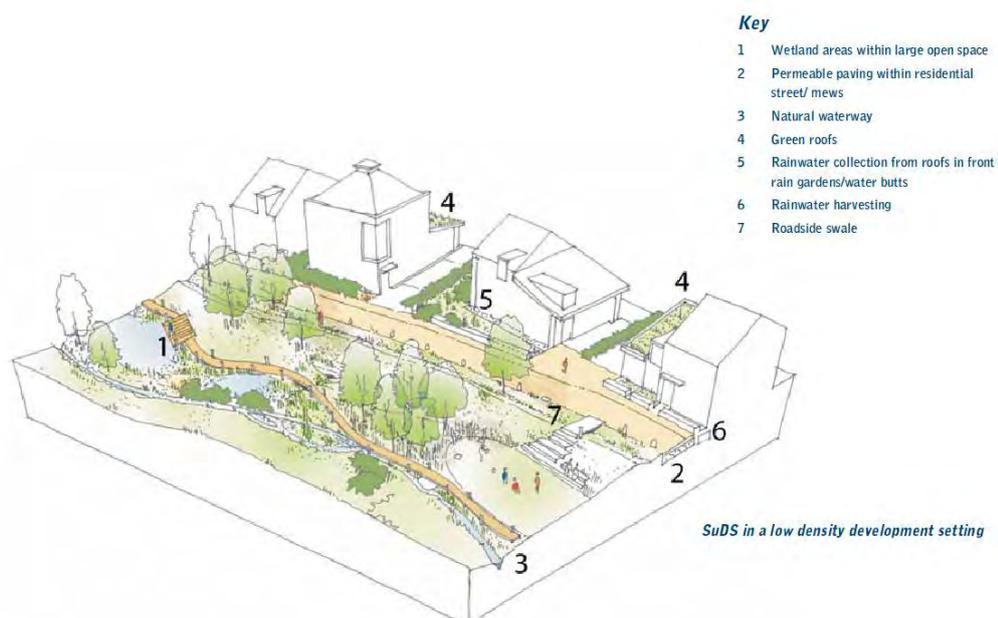


SuDS in a medium density development setting

Key

- 1 Filter strip and retention pond within residential square
- 2 Permeable paving within residential street/mews
- 3 Roadside bioretention tree pits
- 4 Gravel/permeable surfaces within residential square
- 5 Green roofs
- 6 Roof gardens
- 7 Rainwater collection from roofs in front rain gardens/ water butts

¹⁸ Source: Dickie, S, McKay, G, Ions, L, Shaffer, P (2010) Planning for SUDS - Making it happen, CIRIA, C687, London (ISBN: 978-0-86017-687-9) Go to: www.ciria.org



4.29 Green and brown roofs are a key measure in terms of Cambridge’s climate change adaptation policy. They offer multiple benefits for a comparatively small additional construction cost, including forming part of an effective sustainable drainage solution, reducing the amounts of storm water run-off and attenuating peak flow rates. In the summer, a green roof can typically retain 70-80 per cent of rainfall run-off. Predicted climate change means that Cambridge will experience increasing risks of flooding, overheating and drought, manifested through hotter drier summers and warmer wetter winters. Living roofs can reduce the negative effects of climate change, for example by improving a building’s energy balance and reducing carbon emissions. The use of vegetation on a roof surface ameliorates the negative thermal effects of conventional roof surfaces through the cooling effect of evapotranspiration, which can also help ameliorate the urban heat island effect (UHI). It can also provide benefit in the form of insulation, helping to reduce the internal cooling load of buildings, thereby reducing energy use and associated carbon emissions. The biodiversity benefits of green roofs are manifold, supporting rare and interesting types of plant, which in turn can host a variety of rare and interesting fauna. Accessible roof space can also provide outdoor living space, particularly in high-density developments. As such, accessible roof space should be viewed as an integral element of a well-designed, high-quality, high-density, more efficient, attractive and liveable city.

4.30 Green/brown roofs can be more cost effective than a traditional roof over the lifetime of a development. A flat roof is defined as a roof with a pitch of between 0° and 10°.

- 4.31 The EU Water Framework Directive and the associated River Basin Management Plan for the Anglian region¹⁹ require public bodies to have a positive impact on the quality of lakes, rivers and groundwater, collectively called water bodies. The water bodies in Cambridge are currently failing to achieve the required status of 'good'. Quality refers to the quality of the water body in terms of the quality of the water itself, the quality of the shape and form of the water body, and the quality of its biodiversity.
- 4.32 This policy seeks to ensure all surface water that is discharged to ground or into rivers, watercourses and sewers has an appropriate level of treatment to reduce the risk of diffuse pollution.
- 4.33 The policy also recognises that development adjacent to a water body provides an opportunity for both the development and the water body and that they should complement and enhance each other.

Policy 32: Flood risk

Potential flood risk from the development

Development will be permitted providing it is demonstrated that:

- a. the peak rate of run-off over the lifetime of the development, allowing for climate change, is no greater for the developed site than it was for the undeveloped site;
- b. the post-development volume of run-off, allowing for climate change over the development lifetime, is no greater than it would have been for the undeveloped site. If this cannot be achieved then the limiting discharge is 2 litre/s/ha for all events up to the 100-year return period event²⁰;
- c. the development is designed so that the flooding of property in and adjacent to the development would not occur for a 1 in 100 year event, plus an allowance for climate change and in the event of local drainage system failure;
- d. the discharge locations have the capacity to receive all foul and surface water flows from the development, including discharge by infiltration, into water bodies and into sewers;
- e. there is a management and maintenance plan for the lifetime of the development, which shall include the arrangements for adoption by any

¹⁹ Environment Agency (2009). Water for life and livelihoods. River Basin Management Plan – Anglian River Basin District

²⁰ Where the pre-development peak rate of run-off for the site would result in a requirement for the post-development flow rate to be less than 5 litre/s at a discharge point, a flow rate of up to 5 litre/s may be used where required to reduce the risk of blockage. If discharge is to be pumped then this allowance does not apply.

- public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime; and
- f. the destination of the discharge obeys the following priority order:
- firstly, to ground via infiltration;
 - then, to a water body;
 - then, to a surface water sewer.

Discharge to a foul water or combined sewer is unacceptable.

Potential flood risk to the development

Development will be permitted if an assessment of the flood risk is undertaken following the principles of the National Planning Policy Framework and additionally:

For an undeveloped site:

- g. if it is not located within the Environment Agency's flood zone 3b, unless it is a water-compatible development and does not increase flood risk elsewhere by either displacement of flood water or interruption of flood flow routes and employs flood resilient and resistant construction, including appropriate boundary treatment and has a safe means of evacuation; and
- h. if it is not located within the Environment Agency's flood zone 3a, unless it is a water compatible development or minor development when the principles in a) above apply; and
- i. if it is located within the Environment Agency's flood zone 2 or a surface water wetspot and employs flood resilient and resistant construction as appropriate; and
- j. floor levels are 300mm above the 1-in-100-years flood level, plus an allowance for climate change where appropriate and/or 300mm above adjacent highway levels where appropriate.

For a previously developed site:

Opportunities should be taken to reduce the existing flood risk by the positioning of any development so that it does not increase flood risk elsewhere by either displacement of flood water or interruption of flood flow routes, and it employs flood resilient and resistant construction including appropriate boundary treatment and has a safe means of evacuation.

Supporting Text:

- 4.34 Both the [Strategic Flood Risk Assessment](https://www.cambridge.gov.uk/strategic-flood-risk-assessment)²¹ and [Surface Water Management Plan for Cambridge](https://www.cambridge.gov.uk/background-documents)²² have found that without the mitigation measures outlined in this policy, developments could increase flood risk elsewhere.

²¹ <https://www.cambridge.gov.uk/strategic-flood-risk-assessment>

²² <https://www.cambridge.gov.uk/background-documents>

Flood risk assessments should make reference to the latest version of these studies. There is also an opportunity to reduce the overall flood risk in Cambridge through redevelopment. This policy seeks to address this with the same design standards applied to new developments on previously developed sites as undeveloped sites, as this refers to the site in its natural state prior to any development taking place.

- 4.35 The rivers, watercourses, sewers and ground conditions throughout Cambridge have varying amounts of capacity for flow from new developments and an adequate assessment of this capacity must be undertaken to support any development proposals. This policy builds upon the standards currently being achieved in the major growth sites on the fringes of Cambridge.
- 4.36 The appropriate responsible bodies including the Environment Agency, Anglian Water and Cambridgeshire County Council should be consulted, as appropriate, during the initial design process for any new development or redevelopment. The policies map also shows the area of the city covered by the Environment Agency's flood zones²³ (note that this relates to fluvial flooding only).
- 4.37 The [Great Ouse Catchment Flood Management Plan](#)²⁴ has assessed how an increase in the flow of water in rivers and watercourses due to climate change will affect Cambridge. It has concluded that flood zones will be inundated more frequently and for longer. This seeks to clarify what development would be acceptable in which flood zones. The findings of the Surface Water Management Plan for Cambridge highlights the importance of a careful consideration of the levels within a development such that if extreme events occur or there is a maintenance issue that causes the drainage system to stop working, properties will not flood as a result of surface water flooding (pluvial).
- 4.38 In the Environment Agency's flood zone 3, water may be flowing in the general direction of the river and interruption of these flows can increase flood risk to adjacent developments. Careful consideration must be given to the positioning of development on the site so there is no interruption of these flows. This should also include the consideration of boundary treatments to enable floodwater to flow with a minimum of hindrance to the flow.
- 4.39 Discharge of surface water to a foul or combined sewer is unacceptable.

²³ For further information on the flood zones please see the Environment Agency's website www.environment-agency.gov.uk

²⁴ <http://www.environment-agency.gov.uk/research/planning/114303.aspx>

Policy 33: Contaminated land

Development will be permitted where the applicant can demonstrate that:

- a. there will be no adverse health impacts to future occupiers from ground contamination resulting from existing/previous uses of the area; and
- b. there will be no adverse impacts, from ground contamination, to the surrounding occupiers and environment, caused by the development.

Where contamination is suspected, an assessment should be undertaken to identify existing/former uses in the area that could have resulted in ground contamination; and if necessary:

- a. design and undertake an intrusive investigation to identify the risks of ground contamination, including ground gases; and if necessary
- b. adopt and implement mitigation measures, to ensure a safe development and ensure that the site is stable and suitable to the new use in accordance with the National Planning Policy Framework;
- c. ensure that there are no adverse health impacts to future/surrounding occupiers and which minimise impact to the environment.

Proposals for sensitive developments on existing or former industrial areas will be permitted where it is demonstrated that the identified contamination is capable of being suitably remediated for the proposed end use.

Supporting text:

- 4.40 The growth of rail infrastructure and an expanding population in the 1800s in Cambridge led to chalk quarrying, clay extraction, engineering and energy provision, through town gas production, during the industrial age. The last century has also seen considerable landfilling of voids left by clay and chalk marl extraction, electronics manufacturing and engineering.
- 4.41 Pollution can arise from any of the activities presented above and many other sources. Land and groundwater can present a potential source of pollution if they have been contaminated by previous land uses.
- 4.42 Land contamination is a material consideration for the purposes of planning. It is important to ensure that proposed developments are situated on land that will be safe and suitable for the proposed use. There will be situations where remediation works will be required to make land safe prior to being developed; for example, if a site's previous use was a petrol station, there will be a need to ensure that no residual fuel is left on-site in storage tanks or in the soil itself as it may cause a health hazard for future users. In some instances, the level and type of contamination may make land unsuitable for

certain types of development; for example, recently closed landfill sites are considered to be unsuitable for residential development.

- 4.43 On a precautionary basis, the possibility of contamination should be assumed when considering both development plans and individual planning applications in relation to all land subject to or adjacent to previous industrial use and also where uses are being considered that are particularly sensitive to contamination. Conditions shall be applied to planning permissions to secure appropriate pollution prevention or mitigation measures where required. In major developments, it will also be required to demonstrate sustainable forms of managing contaminated land (mitigation measures), which reduce the need to landfill and minimise the impacts on climate change.
- 4.44 In the context of this policy, examples of sensitive developments include housing, schools, hospitals and children’s playing areas. The Department of the Environment Industry Profiles, available for download from the Environment Agency website, provide details on the processes and substances associated with common industrial uses.

Policy 34: Light pollution control

Development proposals that include new external lighting or changes to existing external lighting will be permitted where it can be demonstrated that:

- a. it is the minimum required to undertake the task, taking into account public safety and crime prevention;
- b. upwards or intrusive light spillage is minimised;
- c. it minimises impact to local residential amenity; and
- d. it minimises impact to wildlife and landscape character, particularly at sites on the edge of Cambridge.

Developers of major sites will be required to submit an assessment of the impact on any sensitive residential premises both on- and off-site.

Supporting text:

- 4.45 The lighting of new developments must be carefully designed to ensure that areas are appropriately lit, while avoiding or minimising light pollution. Excessive lighting reduces the visibility of the night sky, is a waste of energy and can harm residential amenity by disturbing people’s sleep. It can also disturb wildlife and be visually intrusive in the landscape. Details of the proposed lighting scheme should be in line with the latest nationally-accepted guidance available at the time of the application and submitted with the planning application. Lights should be carefully selected and sited
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for their purpose, directed only on to the area where they are needed, and where necessary shielded by way of appropriate landscaping. Particular care will need to be taken with floodlighting of sports pitches. Where appropriate, conditions will be used to control lighting, including limiting the hours of illumination.

- 4.46 The council supports the lighting of appropriate buildings and public spaces, where it is carried out in a sensitive way avoiding light spillage.

Policy 35: Protection of human health from noise and vibration

Development will be permitted where it is demonstrated that it will not lead to significant adverse effects, including cumulative effects, on health and amenity from noise and vibration: or that significant adverse effects can be minimised through appropriate reduction and/or mitigation measures (prevention through design is preferable to mitigation).

Developers of major sites and sites that include noise-sensitive development located close to existing noise sources shall provide a noise assessment, with the information presented in Table 4.2: Noise exposure categories (NEC), below, also taking into account nationally and internationally accepted guidance at the time of the application. Proposals that are sensitive to noise and located close to existing noise sources will be permitted where adequate noise mitigation measures are provided as part of the development package.

Development of sites that include noisy activities or plant or activities that operate at unsocial hours shall provide a noise assessment based on current national guidelines available at the time of the application.

Supporting text:

- 4.47 Noise not only causes annoyance but it can also cause serious disturbance such as the loss of sleep. Research by the World Health Organisation (WHO) has also shown noise to cause measurable health affects. Some aspects of noise are covered by other legal controls, such as nuisance law. These controls cannot meet the aim of the planning system, which is the protection of amenity, and the test of 'statutory nuisance' sets a much higher standard than that of 'unacceptable harm'. Neither do they include the impact on from transport-related noise on a development. Therefore noise is a material planning consideration. However, it is not the role of the local plan to prevent all forms of development that may result in some measure of noise, but rather to control development that may have significant adverse effects. The plan does not seek to duplicate the statutory nuisance and noise controls provided by other legislation.

4.48 This policy relates to noise from all potential sources and protects amenity, particularly to noise-sensitive receptors, including people living and working in Cambridge. It will also aim to protect any 'Quiet Areas' that may be identified in the future under the Environmental Noise (England) Regulations 2006.

4.49 For the purposes of the above, noise includes vibration.

Table 4.2: Noise exposure categories (adapted from Planning Policy Guidance Note 24: Planning and Noise)

Noise exposure category	Description
A	Noise need not be considered as a determining factor in granting planning permission, although the noise level at the high end of the category should not be regarded as a desirable level
B	Noise should be taken into account when determining planning applications and, where appropriate, conditions imposed to ensure an adequate level of protection against noise
C	Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise
D	Planning permission should normally be refused

A recommended range of noise levels is given below for each of the noise exposure categories for dwellings exposed to noise from road, rail, air, and 'mixed sources'.

The noise exposure categories should not be used for assessing the impact of industrial noise on proposed residential development, because the nature of this type of noise and local circumstances may necessitate individual assessment and because there is insufficient information on people's response to industrial noise to allow detailed guidance to be given.

However, at a mixed-noise site where industrial noise is present but not dominant, its contribution should be included in the noise level used to establish the appropriate NEC.

The NEC procedure is only applicable where consideration is being given to introducing residential development into an area with an existing noise source, rather than the reverse.

Noise levels ⁰ corresponding to the noise exposure categories (NEC) for new dwellings (LAeq,T dB)				
Existing noise source	A	B	C	D
Road traffic				
07.00 – 23.00	<55	55 – 63	63 – 72	>72
23.00 – 07.00 ¹	<45	45 – 57	57 - 66	>66
Rail traffic				
07.00 – 23.00	<55	55 – 66	66 – 74	>74
23.00 – 07.00 ¹	<45	45 – 59	59 - 66	>66
Air traffic ²				
07.00 – 23.00	<57	57 – 66	66 – 72	>72
23.00 – 07.00 ¹	<48	48 – 57	57 - 66	>66
Mixed sources ³				
07.00 – 23.00	<55	55 – 63	63 – 72	>72
23.00 – 07.00 ¹	<45	45 – 57	57 - 66	>66

Notes

- 0 **Noise levels:** the noise level(s) (LAeq,T) used when deciding the NEC of a site should be representative of typical conditions.
- 1 **Night-time noise levels (23.00–07.00):** sites where individual noise events regularly exceed 82 dB L_{Amax} (S time weighting) several times in any hour should be treated as being in NEC C, regardless of the LAeq,8h (except where the LAeq,8h already puts the site in NEC D).
- 2 **Aircraft noise:** daytime values accord with the contour values adopted by the Department for Transport which relate to levels

measured 1.2m above open ground. For the same amount of noise energy, contour values can be up to 2 dB(A) higher than those of other sources because of ground reflection effects.

- 3 **Mixed sources:** this refers to any combination of road, rail, air and industrial noise sources. The 'mixed source' values are based on the lowest numerical values of the single source limits in the table. The 'mixed source' NECs should only be used where no individual noise source is dominant.

Policy 36: Air quality, odour and dust

Development will be permitted where it can be demonstrated:

- a. that it does not lead to significant adverse effects on health, the environment or amenity from polluting or malodorous emissions, or dust or smoke emissions to air; or
- b. where a development is a sensitive end-use, that there will not be any significant adverse effects on health, the environment or amenity arising from existing poor air quality, sources of odour or other emissions to air.

Specifically applicants, where reasonable and proportionate, according to the end-use and nature of the area and application, must demonstrate that:

- c. there is no adverse affect on air quality in an air quality management area (AQMA);
- d. pollution levels within the AQMA will not have a significant adverse effect on the proposed use/users;
- e. the development will not lead to the declaration of a new AQMA;
- f. the development will not interfere with the implementation of the current Air Quality Action Plan (AQAP);
- g. any sources of emissions to air, odours and fugitive dusts generated by the development are adequately mitigated so as not to lead to loss of amenity for existing and future occupants and land uses; and
- h. any impacts on the proposed use from existing poor air quality, odour and emissions are appropriately mitigated.

Supporting text:

- 4.50 Pollution to air can arise from many sources and activities, including traffic and transport, industrial processes, commercial premises, energy generation, agriculture, waste storage/treatment and construction sites. This policy relates to air pollution from all potential sources, in any potential form and includes dust, fumes and odour.
- 4.51 The primary local impacts on air quality on Cambridge are from road transport and domestic, commercial and industrial heating sources, such that
-

an air quality management area (AQMA) was designated in the central part of Cambridge in August 2004. Pollution to air can also arise from industrial processes, commercial premises, energy generation, agriculture, waste storage/treatment and construction sites. Despite increasing economic activity and consequent population increases, the application of air quality management and transport policy has not led to an increase in air pollution in Cambridge. It is important to ensure that development proposals continue to contribute to and enhance the natural and local environment throughout their lifetime.

- 4.52 Applicants shall, where reasonable and proportionate, prepare and submit with their application a relevant assessment, taking into account guidance current at the time of the application. The criteria for requiring a dust risk assessment/management and/or an air quality assessment are set out in the Air Quality in Cambridge Developers' Guide. Some applications may require appropriate pollution prevention or mitigation measures to be acceptable. Some development may also require a permit under the Pollution Prevention and Control Act 1999.

Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding Zones

Public safety zone

Development, including change of use, which is likely to lead to an increase in the number of people living, working or congregating on land within the Cambridge Airport Public Safety Zone, as identified on the policies map, will not be permitted.

Air safeguarding zones

Applications for development within Cambridge Airport's Air Safeguarding Zones will be the subject of consultation with the operator of the airport and the Ministry of Defence. Restrictions in height, or changes to the detailed design of development may be necessary to mitigate the risk of aircraft accident and maintain the operational integrity of the airport.

Supporting text:

- 4.53 The purpose of the public safety zone is to restrict development in order to minimise the number of people on the ground at risk in the event of an aircraft crash on take-off or landing.
- 4.54 The Department for Transport Circular 1/2010, Control of Development in Airport Public Safety Zones, should be consulted for further advice. There is a general presumption against new development, but some types of development may be acceptable in these areas such as extensions,

alterations or change of use, which could not reasonably be expected to increase the number of people living, working or congregating within the public safety zone.

4.55 Air safeguarding zones (shown in Figure 4.5) are also taken into account in any relevant planning decisions. The zones represent referral heights for consultation with Marshall and the Ministry of Defence. The purpose of airport safeguarding is to take the measures necessary to ensure the safety of aircraft, their passengers and crew while taking off or landing or while flying in the vicinity of Cambridge Airport. This is achieved by assessing proposed development so as to:

- protect the air through which aircraft fly;
- protect the integrity of radar and other electronic aids to air navigation;
- protect visual aids, such as approach and runway lighting, by preventing them from being obscured, or preventing the installation of other lights; and
- avoid any increase in the risk to aircraft of a birdstrike.

Policy 38: Hazardous installations

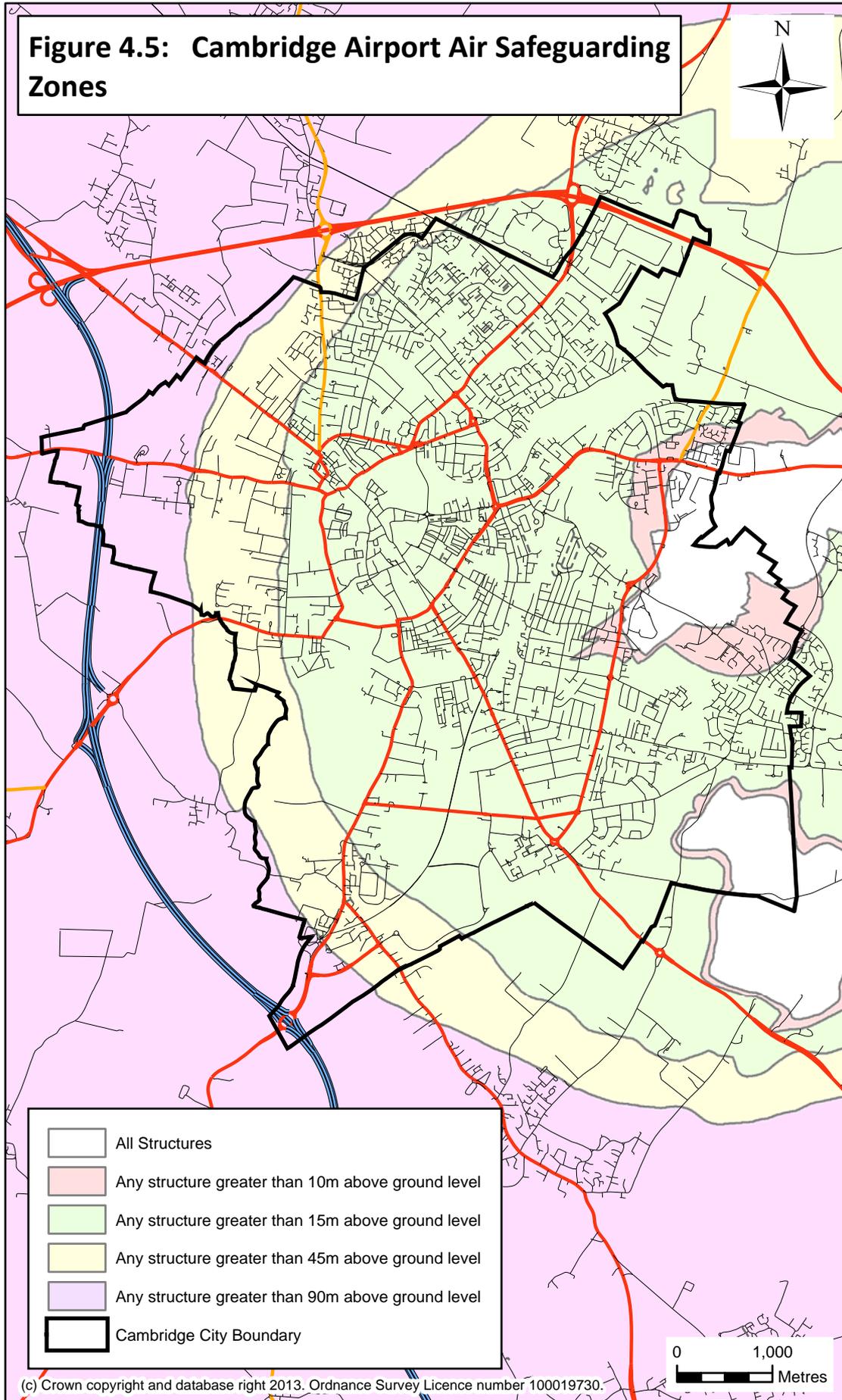
Proposals for the development of hazardous installations/pipelines, modifications to existing sites, or development in the vicinity of hazardous installations or pipelines, will be permitted where:

- a. it has been satisfactorily demonstrated that the amount, type and location of hazardous substances would not pose adverse health and safety risks; and
- b. any necessary special precautions to limit potential societal risks to an acceptable degree would be put in place prior to the commencement of development.

Supporting text:

4.56 Current pressures on land use and the need to make the most efficient use of previously developed land increasingly mean that developments have the potential to come into conflict with one another. This is particularly relevant where new hazardous installations and pipelines are developed or where new development would be in close proximity to existing hazardous installations and pipelines. The level of risk associated with hazardous installations will depend on the nature of both the development and the hazardous installation. This will be considered on a case-by-case basis.

Figure 4.5: Cambridge Airport Air Safeguarding Zones



- 4.57 Planning applications for the development of hazardous installations/pipelines and development close to hazardous sites or pipelines will be referred to the Health and Safety Executive and/or the Environment Agency.

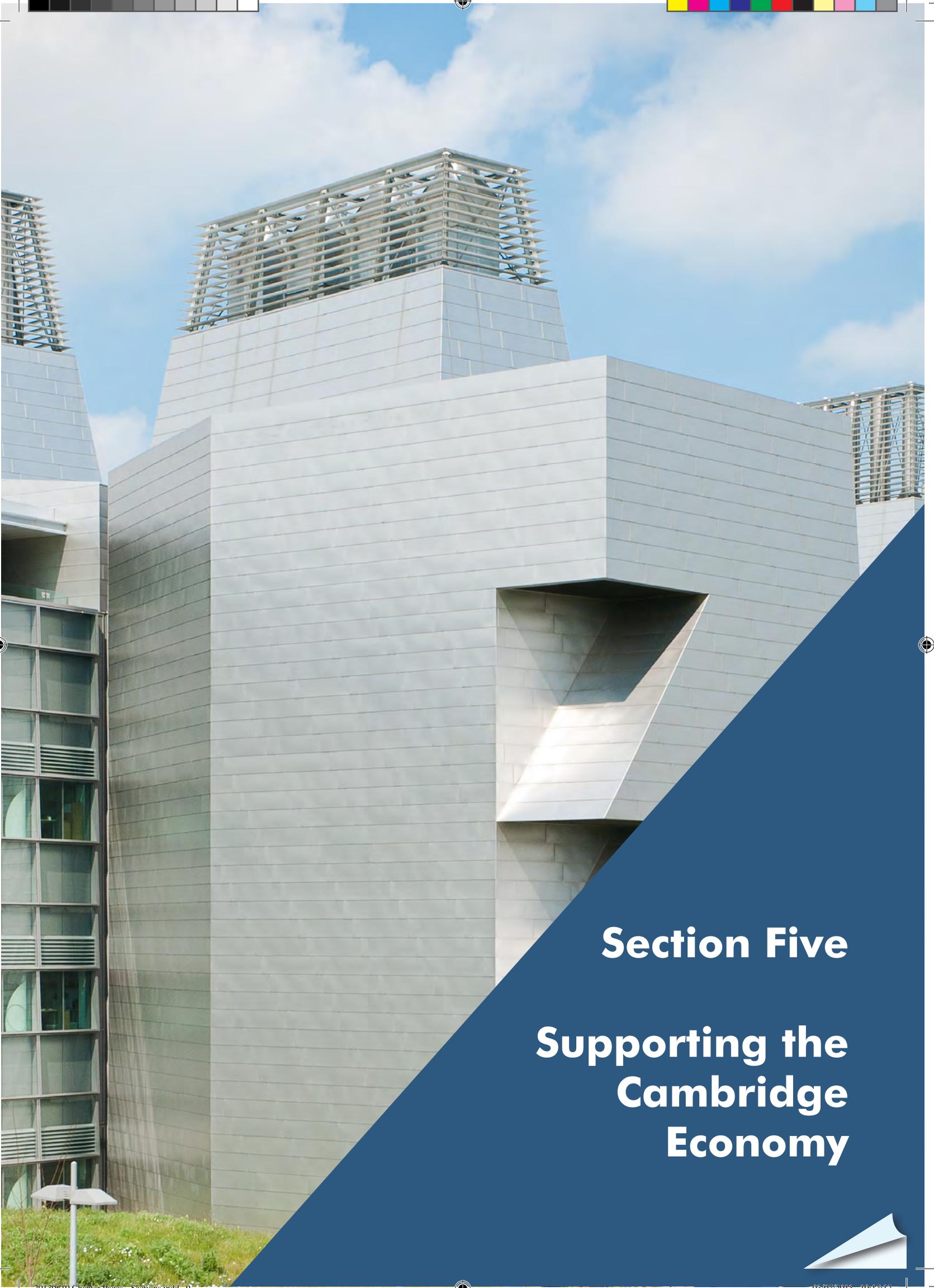
Policy 39: Mullard Radio Astronomy Observatory, Lord's Bridge

Development proposals within the Lord's Bridge Consultation Area, covering the whole of Cambridge City Council's administrative area, which could adversely affect the operation of the Mullard Radio Astronomy Observatory will:

- a. be subject to consultation with the University of Cambridge; and
- b. only be granted planning permission where there is no harm to its scientific operation or where any harm can be overcome by measures secured by condition or planning obligation.

Supporting text:

- 4.58 The Mullard Radio Astronomy Observatory at Lord's Bridge is of international importance and must be safeguarded. The observatory contains unique radio and optical telescopes operated by the University of Cambridge, the University of Manchester and Jodrell Bank. The telescopes measure signals that are very weak and hence highly susceptible to many forms of interference: specifically to electrical interference; microwave interference from telecommunications masts and equipment; and light pollution and mechanical vibration from domestic, industrial plant and other sources, such as the movement of vehicles, including aircraft.
- 4.59 The Mullard Radio Astronomy Observatory is within South Cambridgeshire District Council's administrative area. There is one consultation area, which falls within the Council's boundary, requiring consultation with the University of Cambridge on applications involving microwave transmission, such as telecommunications masts and equipment.



Section Five

Supporting the Cambridge Economy





Medical Research Council - Laboratory of Molecular Biology



SECTION FIVE: SUPPORTING THE CAMBRIDGE ECONOMY

- 5.1 Cambridge has a successful local economy that is resilient and dynamic. The University of Cambridge has helped develop Cambridge as a centre of excellence and world leader in the fields of education and research. The University of Cambridge's success has contributed to the energy, prosperity and further expansion of the local economy. The concentration of high technology businesses and links between the University of Cambridge, Addenbrooke's Hospital, and other leading edge research facilities has helped with knowledge transfer from academic research into commercial applications. Cambridge's economy continues to perform well despite the national and global economic downturn.
- 5.2 The Council aims to strengthen and diversify Cambridge's economy and enable a range of job opportunities across the city. Cambridge's excellence in the fields of research, higher education and high technology uses will be promoted.
- 5.3 Cambridge's high technology economy has flourished since development of the Cambridge Science Park on the edge of the city in the 1970s, and over the intervening years the area has developed a global profile and importance in terms of its technology-based business community and wider research community. In the Cambridge area, there are around 1,500 high technology businesses, employing around 53,000 people. The high technology cluster is diverse and innovative; it includes businesses in a wide variety of sectors, including drug discovery, bioinformatics, software, computer hardware, electronics, ink-jet printing, computer games, clean technology and web-based new media.
- 5.4 The continuing vibrancy of the Cambridge high technology business sector is fuelled by the scale and excellence of the wider research community. This has two key impacts: the science itself, and the influence on the character of the labour market in and around Cambridge. The high technology business sector and the research community overlap in important respects and the relationship between them is central to the cluster's character and performance. They operate in a global marketplace and their competitors are as likely to be overseas as in the United Kingdom. For this reason, maintaining the quality of life in Cambridge, including its key competitive advantage of compactness, is critical. This quality of life has been critical in sustaining the success of the Cambridge Cluster over 50 years. Sustainable economic growth as achieved in Cambridge therefore depends on the achievement of the other aspects of sustainable development that positively contributes to maintaining and enhancing the quality of life and place.
- 5.5 Cambridge also has a thriving low technology and services economy; this includes offices in the city centre associated with the high technology economy and serving the local population. There is also a legacy of industrial
-

uses alongside the railway and on industrial estates in Cambridge. Over the last ten years, and beyond, Cambridge has seen a loss of land and premises in industrial use as higher value uses, such as residential and retail, have put pressure on sites. The offices and industrial uses make up an important part of the economy; they meet the needs of people and businesses in the local area, in particular the business services that high technology firms rely on, as well as helping to provide a diverse range of jobs. The low technology businesses operate in a more local marketplace and their competitors are more likely to be in other businesses operating in the Cambridge area, and in some cases other businesses around the UK.

Policy 40: Development and expansion of business space

New offices, research and development and research facilities are encouraged to come forward within the following locations:

- a. in the City Centre and the Eastern Gateway, providing they are of an appropriate scale and are part of mixed-use schemes with active frontage uses where practicable at ground floor level;
- b. in the areas around the two stations (defined and subject to policies in Section Three); and
- c. research and research and development facilities will be supported in the Cambridge Biomedical Campus and Addenbrooke's, and at the West Cambridge site, provided they satisfy relevant policies in Section Three of the plan.

Proposals for the development of these uses elsewhere in the city will be considered on their merits and alongside the policies in Section Three of the plan.

Development of larger employment sites, with multiple occupiers, should consider whether they want to provide shared social spaces within the site, to enhance the vitality and attractiveness of the site.

Supporting text:

- 5.6 The Council will support the forecast growth of 22,100 net additional jobs in Cambridge by 2031, including a net gain of some 8,800 jobs in the 'B' use classes (offices and industry). Growth of jobs in other use classes (including retail, health and education) is more difficult to quantify. Land requirements for and plans for other employment-generating development are considered elsewhere in the plan. Growth on this scale would generate a net demand for just around 70,200 sq m of additional floorspace or 7.4 hectares of land, as shown in Table 5.1, below. Planning for this employment space will ensure the local plan will support the continued development of a strong local

economy that is able to compete on a global stage and will continue to provide job opportunities to residents of the area.

Table 5.1: Employment forecasts – jobs growth and land and floorspace requirements 2011-2031

Use	Jobs	Net floorspace (sq m)	Net land (hectares)
B1(a) – offices	7,000	83,000	12.2
B1(b) – research and development	2,700	32,700	4.8
B1(c)/B2 – industrial	-300	-11,800	-2.8
B8 – warehousing	-600	-33,700	-6.7
All B use classes	8,800	70,200	7.4

5.7 Table 5.1 shows the breakdown of land and floorspace requirements deriving from the forecast 8,800 net additional jobs growth in B use classes between 2011 and 2031. These figures are based on assumptions around the sectors applied to the outputs from the East of England Forecasting Model (EEFM), which itself has a number of assumptions built in to it. The employment land requirements are, therefore, a guide and the figures outputting from it are directions of travel rather than hard targets. The Council also has less influence on the delivery of jobs than of housing. The Council can help ensure that suitable land is available in the right place to be attractive to business, and that conditions in Cambridge are conducive to doing business, but ultimately business growth is dependent on different factors for different businesses and wider economic conditions. The Council understands the importance that the quality of life and place in Cambridge plays in supporting economic success.

5.8 While Table 5.1 indicates an overall net need for 7.4 hectares of employment land, the detail of the numbers tells a more complex story. It shows an anticipated net growth in land needed for office and research and development, particularly offices, set against net losses of industrial and warehousing land. In essence, the forecasts show the replacement of older, more land-hungry industrial uses with new, denser, high technology and professional uses.

Table 5.2 Key employment sites in Cambridge

Site	Employment use	Net floorspace (sq m)	Net land (hectares)
Station Areas West	Offices	34,096	5.97
West Cambridge (NB: increased land and floorspace to be determined through development management)	Research and development	19,896	3.03
Cambridge Biomedical Campus and Addenbrooke's	Offices and research and development	151,333	16.43
North West Cambridge	Research and development	6,883	0.87
Fulbourn Road (GB3 and GB4)	Offices and research and development	25,193	3.7
Cambridge Northern Fringe East	Offices and research and development	To be determined through an area action plan	To be determined through an area action plan

- 5.9 There are six key employment sites in Cambridge that will deliver new jobs and prosperity to the Cambridge area. Developments on these sites will help grow the Cambridge Cluster, by ensuring there is sufficient employment land available in the right locations. Most of these new allocations are for new office or research and development land, as indicated by the forecasts. Many of these sites are highly specialised and their occupancy is restricted; for example, Addenbrooke's has a strong clinical, health and biomedical focus, while West Cambridge has an academic and physical science focus. The specialised nature of these sites means that their build out may be slow as the site managers have particular objectives when seeking to find occupants.

Table 5.3 Employment land supply at March 2012

Employment land provision 2011 to 2031	Net land (hectares)	Net floorspace (sq m)
Employment land developed between April 2011 and March 2012	-7.31	2,812
Employment land allocated or with planning permission at March 2012	19.32	218,955
Total employment land built, allocated or with planning permission 2011 to 2031	12.01	221,767

- 5.10 Table 5.3 overleaf shows that the supply of employment land in Cambridge at March 2012 is healthy. One of the rows in the table looks counter-intuitive in that it shows a loss of land with a growth in floorspace. This is due to the fact that the employment land being lost tends to have less floorspace on it than the new employment land being proposed or developed. In essence, these figures show the densification of employment land in Cambridge, as a denser form of development replaces less dense sites. While there is more employment land available than the forecasts indicate is needed, there are a number of benefits to this approach. It allows for flexibility within the supply of employment land. There will always be a certain amount of churn as businesses start and grow and move to new premises to meet their needs; a larger supply of employment land means that there is more likely to be empty land or floorspace to move into, and businesses will not have to wait as long for someone else to move out. This also means that the inherent uncertainties in forecasts will not unnecessarily constrain business growth.
- 5.11 It is also worth noting that Cambridge Biomedical Campus (including Addenbrooke's Hospital) is by far and away the largest allocated employment site in Cambridge, both in land and floorspace terms. Addenbrooke's Hospital is a regional hospital that serves a far wider area than just Cambridge. If the floorspace at Addenbrooke's were left out of the net floorspace provision to 2031 then the remaining floorspace would be just over 70,000 sq m, around the level the net forecasts predict.
- 5.12 Employment proposals in B use class that are situated in sustainable locations will be supported. Evidence suggests that over the past few years demand for office space has contracted to the City Centre and down Hills Road to Cambridge Station, and the business parks and Cambridge Science Park on the northern edge of the city. This policy seeks to meet the demand for new office space by supporting the development of business space in areas where there is strong demand. Business growth of appropriate scale in other sustainable locations throughout the city will also be supported.
- 5.13 In the past, employment policies sought to support the high technology economy through selective management of the economy, reserving employment land in Cambridge for high technology uses. There is now a significant supply of land for high technology uses, enough to last beyond the lifetime of the plan, and hence this policy emphasis has changed. Changes in national policy, combined with new local evidence, indicated that this approach was no longer the best for Cambridge. Consequently, the previous policy no longer applies and the new approach supports all types of employment development, subject to a number of criteria.
- 5.14 The Cambridge Cluster Study 2011 identifies the fact that a number of peripheral employment sites are perceived to be isolated, both in relation to each other and in relation to the City Centre and the railway station. The lack

of a social aspect, especially on the newer peripheral employment sites, is making them less attractive places to locate to. Larger employment sites away from the City Centre should consider whether to provide shared social spaces to enhance the vitality and attractiveness of the site from the outset.

Policy 41: Protection of business space

Within protected industrial sites as identified on the policies map, development (including change of use) that would result in the loss of floorspace or land within use class B or sui generis research institutes will not be permitted unless:

- a. the loss of floorspace would facilitate the redevelopment and continuation of employment uses (within B1(c), B2 or B8 use class) on the site and the proposed redevelopment will modernise buildings that are out of date and do not meet business needs; or
- b. the site has been realistically marketed for a period of 12 months for employment uses (within B1(c), B2 or B8 use class), including the option for potential modernisation for employment uses (in use class B1(c), B2 or B8) and no future occupiers have been found, in which case other employment uses will be considered. If other employment uses do not prove possible, then other uses will be considered, subject to their compatibility with surrounding uses.

There will be a presumption against the loss of any employment uses outside protected industrial sites. Development (including change of use) resulting in the loss of employment uses will not be permitted unless:

- c. the loss of a small proportion of floorspace would facilitate the redevelopment and continuation of employment uses (within B use class or sui generis research institutes) on the site and that the proposed redevelopment will modernise buildings that are out of date and do not meet business needs; or
- d. the site is vacant and has been realistically marketed for a period of 12 months for employment use, including the option for potential modernisation for employment uses and no future occupiers have been found.

In this policy, the phrase ‘employment use’ refers to the B use classes and sui generis research institutes. It does not refer to other uses that generate employment (such as, for example, retail, schools, and care institutions).

Supporting text:

- 5.15 The Employment Land Review (updated in 2012) noted a significant loss of industrial floorspace in Cambridge, although offices have also been lost. High
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residential land values and a scarcity of developable land in Cambridge mean that there will be a continuing pressure on employment floorspace from other uses. Maintaining a good supply of employment land is essential for Cambridge's economy and hence its quality of life and place. Without the high technology businesses involved in research and development in Cambridge, the Cambridge Cluster would not be able to lever the advantages from university and other research. Furthermore, without the professional services and industry that make up Cambridge's diverse economy, the cluster would also be harmed. These elements unify to define the success of the Cambridge Phenomenon.

- 5.16 This policy seeks to protect land in employment use (B use class) and sui generis research institutes, to ensure that sufficient supply remains to meet demand. One option when seeking to redevelop sites that are nearing the end of their useful life is to build 'hybrid' buildings. A key emergence over the past few years has been 'hybrid' research and development buildings. Examples of these can be found in the science parks around Cambridge and typically they comprise modern warehouse-type construction with high quality office fit-out typically occupying 20–50 per cent of the built space. Externally, the buildings will have the appearance of office buildings with high quality landscaping, street furniture and external finishes. They will combine office functions, but also research and development and production facilities, all under one roof. The Employment Land Review (update 2012) identifies 'hybrid' buildings as a likely growth area.
- 5.17 The policy allows for the loss of employment space if it is marketed for that use, including with potential for modernisation, for a period of 12 months and there is no genuine interest. This is to test whether there is a reasonable prospect of the site having continued use as an employment site. If the market rejects the site through this test, then redevelopment for other uses will be supported.
- 5.18 Employment land on protected industrial sites is treated slightly differently than employment land elsewhere. In the first instance land and buildings on these sites should be retained in industrial or storage use. It is treated differently for three reasons: firstly, industrial land in Cambridge has come under significant pressure over recent years and a number of sites have been lost; secondly, buildings in industrial use can be 'bad neighbours' – there can be noise and/or odour associated with operation that would be a nuisance to non-industrial uses. These underlying reasons make the preservation of these sites in industrial use an important objective. Finally, the reorganisation of the economy and the redevelopment of some well-located former industrial sites for mixed use requires a stock of more traditional industrial estate-type land for firms to locate or relocate to. Overall then, there is a range of employment floorspace that needs to be provided, from pure offices, offices aimed at research and product development, smaller business service space and space for start-ups, and more traditional industrial and warehousing and

modern production and hybrid warehousing space. A particular priority is negotiating affordable space for start-ups in the high technology sector.

- 5.19 This policy needs to be read in conjunction with the spatial strategy set out in Section Two and the area-based policies in Section Three. In particular, the policies allow two existing industrial areas near Cambridge Station to be redeveloped for mixed uses at higher densities. Industrial uses near the new Cambridge Science Park Station are not specifically identified on the policies map as the strategy allows for mixed use employment-based intensification around that station once a new area action plan (AAP) is adopted. Finally, Section Three has special policies for the expansion/intensification and consolidation of a number of high tech employment and research areas, such as at West Cambridge and St John's Innovation Park.

Policy 42: Connecting new developments to digital infrastructure

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

Supporting text:

- 5.20 Early provision of high quality broadband to new homes and offices in Cambridge can avoid future disruption and harm to the street scene, and ensure that all new development is fully integrated into modern communications technology. This will:
- help communication for business and residents;
 - allow for increased home working (impacting on demand for business land);
 - reduce the need to dig up pavements; and
 - help address isolation.

Policy 43: University faculty development

The development or redevelopment of faculty, research and administrative sites for the University of Cambridge and Anglia Ruskin University (including teaching hospital facilities) will be supported when it meets the principles set out in this policy and other planning policies.

Faculty development in the City Centre

In the City Centre, these uses will be permitted provided they:

- a. optimise the use of land, including a mix of uses on larger sites to meet the needs of the relevant institution, and
- b. take reasonable opportunities to improve circulation for pedestrians and cyclists, together with public realm improvements, reductions in car parking provision and the introduction of active frontages at ground floor level.

The following sites are allocated for these uses and shown on the policies map:

- c. mixed-use redevelopment of the Mill Lane/Old Press site (Policy 25); and
- d. mixed-use redevelopment of the New Museums site (Site U2).

In addition, development of sites in the Eastern Gateway or near East Road should consider including a significant element of faculty development.

Faculty development outside the City Centre

Beyond the City Centre, the following sites will provide opportunity for enhanced faculty and research facilities:

- e. the development of medical teaching facilities and related university research institutes at Cambridge Biomedical Campus (see Policy 16); and
- f. the continued development of the West Cambridge site at Madingley Road (see Policy 18).

Other proposals for these uses will be treated on their merits, although there will be a presumption against proposals if they result in a shortage of land for other uses as identified in this plan.

Supporting text:

- 5.21 Cambridge is a university city, home to both the University of Cambridge and Anglia Ruskin University.
-

- 5.22 The University of Cambridge continues to be a world leader in higher education and research. The University of Cambridge is consistently ranked in the top three research universities globally, based on the two internationally recognised measures. It is a vital driver of the Cambridge economy and is the reason why so many high technology and knowledge-based employers decide to locate in the city. It contributes to and is dependent upon the quality of life in the city and City Centre. The University of Cambridge's esteemed reputation has underpinned the Cambridge Phenomenon and much of the city's prosperity in recent years. The University of Cambridge and its colleges are also significant employers in their own right, providing over 12,000 jobs. Their reputation and heritage continues to attract students from across the world, tourists, language students, spin-off enterprise and medical research, and it continues to be a vital driver of the local and national economy.
- 5.23 The University of Cambridge has an overall estate comprising around 650,000 sq m on 247 hectares, distributed across a number of key locations in the City Centre and West Cambridge. West and North West Cambridge have been the focus of the University of Cambridge's growth and relocations in the past 14 years. Remaining development there will focus on further academic development and commercial research and development. Cambridge Biomedical Campus now has outline consent. The only other key locations where significant change is still planned are the Old Press/Mill Lane area and the New Museums site.
- 5.24 The University of Cambridge has plans to grow undergraduate numbers by 0.5 per cent a year and postgraduates by 2 per cent a year in order to maintain its globally successful institution. The University of Cambridge's key growth needs are being met by the developments in West and North West Cambridge and around Addenbrooke's, including those satellite centres where the plan is seeking densification and a broader mix of uses. The development of the University of Cambridge's North West Cambridge site is assessed in accordance with the North West Cambridge AAP. The policy acknowledges existing plans of the University of Cambridge on sites outside the City Centre and also provides an opportunity for redevelopment of sites in the City Centre where plans are evolving. The University of Cambridge has other, less advanced, plans for development of faculty uses, for example at Madingley Rise. These will be considered on their merits, and against other relevant policies in the plan – for instance, at Madingley Rise much of the open space is protected.
- 5.25 Anglia Ruskin University has made significant progress on the East Road site in modernising the faculty accommodation within the framework of the agreed 2009 masterplan. A planning application was subsequently approved and this work is now largely complete and provides around 9,000 sq m of new accommodation.

- 5.26 When the masterplan was written in 2008, Anglia Ruskin University needed around 12,000 sq m. The campus on East Road remains one of the tightest in the sector. However, implementation of the masterplan has left a shortfall in teaching space. The most recent Anglia Ruskin University estate strategy and corporate plan 2012-2014 has identified a need for at least 6,000 sq m of additional space. As well as catering for growth in student numbers, there is also a need to enhance existing space and recently redeveloped space, e.g. for laboratories, which are not meeting current requirements, and to reconsider the future of Anglia Ruskin University's library on the site. This will require the masterplan for Anglia Ruskin University to be revisited.
- 5.27 The East Road site and area remain the most sustainable location for Anglia Ruskin University during the next plan period, and any future needs for this institution should, in the first instance, be met close to this site. Therefore, any development proposals that come forward in these areas should consider whether faculty development is an appropriate use.

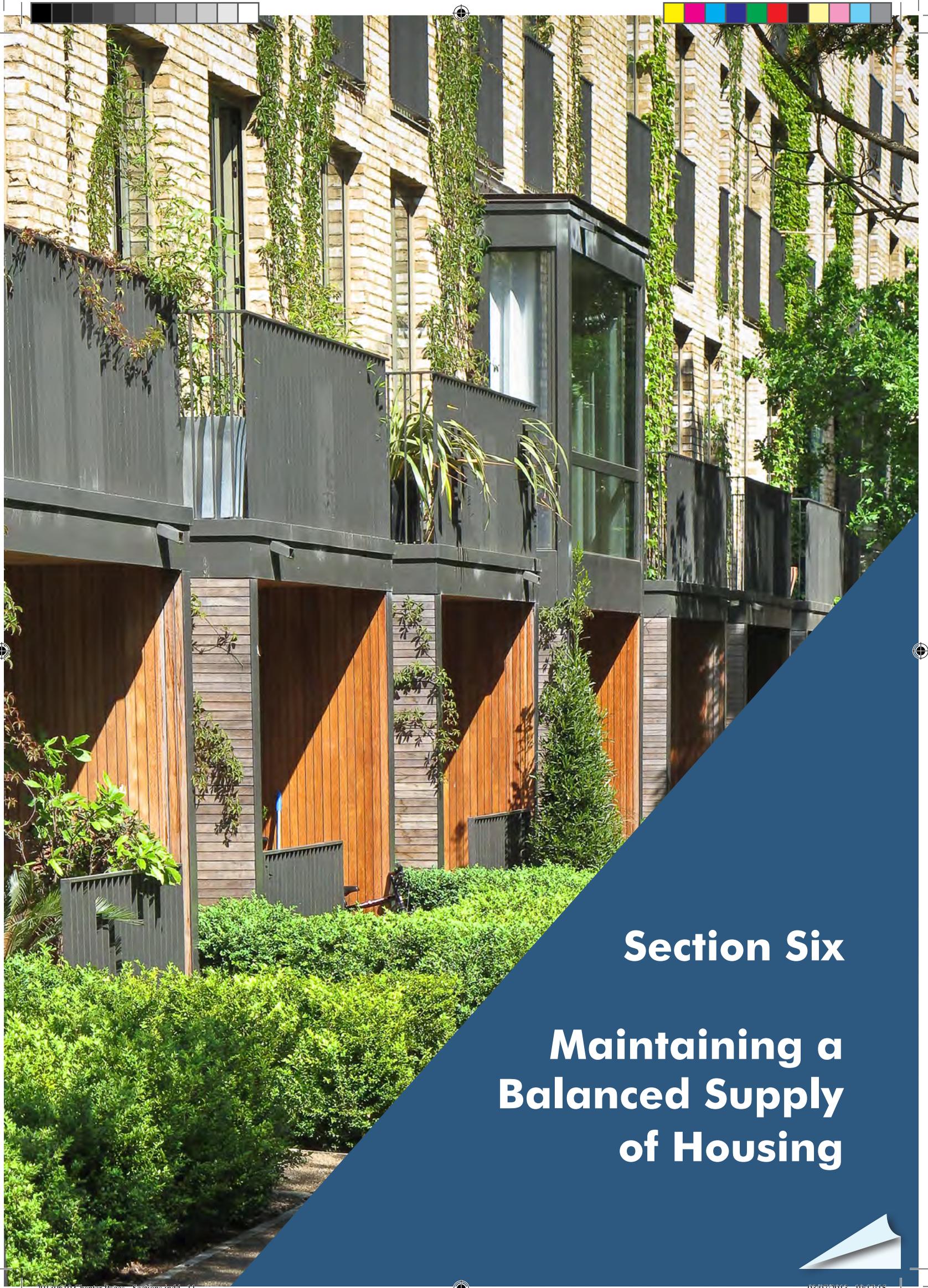
Policy 44: Specialist colleges and language Schools

The development of existing and new specialist schools will not be permitted unless they provide residential accommodation, social and amenity facilities for all non-local students (students arriving to study from outside Cambridge and the Cambridge sub-region), with controls in place to ensure that the provision of accommodation is in step with the expansion of student places.

Supporting text:

- 5.28 There are a growing number of specialist schools in Cambridge, including secretarial and tutorial colleges, pre-university foundation courses and crammer schools. These schools concentrate on GCSE and A level qualifications and pre-university foundation courses. They attract a large number of students and contribute significantly to the local economy.
- 5.29 Cambridge is also an important centre for the study of English as a foreign language. For more than 50 years, overseas students have been coming to Cambridge to study English in language schools (another form of specialist college). The city has 22 permanent foreign language schools and a fluctuating number of around 30 temporary schools, which set up in temporary premises over the summer months. Currently, the annual student load at these centres is thought to be around 31,000, although the average stay is only five weeks.
- 5.30 The industry has matured in recent years and more and more courses are being run throughout the year and are being focused at a much broader range of students, including people working in business as well as the more traditional younger students.

- 5.31 The Cambridge Cluster Study recognised the increasing contribution these establishments make to the local economy and has suggested a review in the policy approach, as the schools between them contribute £78m per annum to the local economy. The National Planning Policy Framework (NPPF) supports a policy approach that seeks to take advantage of this benefit. Therefore the Council considers it appropriate to support the growth of such colleges and schools where they also seek to manage the impacts of their growth.
- 5.32 Language schools can place additional burdens on the housing market. This policy seeks to ensure that when specialist schools seek to grow, those burdens are mitigated. The applicant will need to demonstrate how many additional students will be generated by the proposal. This will allow the Council to judge the residential, social and amenity impact generated. The Council will be flexible in considering any robust method of calculating the additional number of students arising from any proposal, and will consider a range of mechanisms to agree an upper limit to the number of additional students. The range of mechanisms considered may include, but not be limited to, controlling the hours of operation, the number of desk spaces and the number of students. This will ensure that a proposal will generate a specific level of growth that can be measured and mitigated. Student accommodation is dealt with under Policy 46 in Section Six.
- 5.33 The housing market in Cambridge is already under significant pressure. The growth of specialist colleges and language schools should not worsen this situation. Appropriate residential accommodation can take the form of home-stay (with resident families in the area) or the use of existing accommodation outside term time, and the use of purpose-built student accommodation within the curtilage of the school. Use of family dwelling houses to accommodate students only is not appropriate, as this will put additional pressure on the housing market. Promoters of language school and specialist college development will be expected to submit evidence to demonstrate how this issue is being addressed as a part of their planning application.



Section Six

Maintaining a Balanced Supply of Housing



Accordia



SECTION SIX: MAINTAINING A BALANCED SUPPLY OF HOUSING

- 6.1 Housing in Cambridge has an important part to play in supporting both the local and national economy, as well as being critical in promoting well-being and achieving positive health outcomes. Cambridge is a thriving, prosperous and dynamic city, with successful universities and a vibrant historic core surrounded by attractive and accessible green spaces. While these factors contribute to the overall quality of life of residents, demand for housing is high, with high rents and high house prices. It is important to increase the supply of all types of housing, including affordable housing, and maintain a mix of different types of sizes, types and tenures of housing to meet a wide range of housing needs. The Strategic Housing Market Assessment (SHMA) for the Cambridge sub-region draws on a number of data sources and has been developed with a range of partners. It assesses the housing needs of the sub-region as well as each district, and helps to inform the scale and mix of housing and the range of tenures that are required to meet the need.
- 6.2 This section of the plan sets out the policies on housing for Cambridge. Alongside other sections of the plan that address the need to manage resources effectively, mitigate climate change and provide high quality well-designed places, the policies in Section Six set out the parameters for different forms and types of housing and establish standards for residential development.

Policy 45: Affordable housing and dwelling mix

Planning permission will only be granted for residential development on sites with capacity for between 2 and 9 dwellings, if provision is made for a minimum of 10 per cent affordable housing. On such sites, financial contributions towards affordable housing off-site are considered acceptable. This does not prohibit on-site provision of affordable housing on sites of this scale, but recognises that circumstances may often not allow for delivery on-site.

Planning permission will only be granted for residential development on sites with capacity for between 10 and 14 dwellings or on sites of between 0.3 and 0.49 hectares, if provision is made for a minimum of 25 per cent affordable housing on-site.

Furthermore, planning permission will only be granted for residential development on sites with capacity for 15 dwellings or more or on sites of 0.5 hectares or more, if provision is made for a minimum of 40 per cent affordable housing on-site.

Where it appears that a larger site has been subdivided into smaller development parcels in order to circumvent the requirements of this policy,

or for any other reason, the threshold and the percentage of affordable housing sought will apply to the larger area as a whole. The required density on a given site will need to have regard to its wider context and other policies of this plan.

The occupation of affordable housing will be limited to people in housing need and shall be available in perpetuity. Affordable housing shall be provided on development sites with the capacity of 10 dwellings or more in accordance with the percentages and thresholds set out above unless exceptional circumstances are demonstrated. Where affordable housing is provided, it shall be of tenure blind design indiscernible from and well integrated with the general market housing.

Developments should include a balanced mix of dwelling sizes*, types and tenures to meet projected future household needs within Cambridge. The mix of dwellings and tenure types shall have regard to the differing needs for different unit sizes of affordable housing and market housing and to the council's Affordable Housing Supplementary Planning Document in force at the time planning permission is applied for.

All sites including employment related housing will be required to make affordable housing provision in line with the thresholds set out above.

*Measured by the number of bedrooms to be provided in each dwelling.

Supporting text:

Affordable housing

- 6.3 With a strong economy, Cambridge is at the centre of an area of significant housing growth planned for the coming years. With high housing costs but only limited land available for housing, the city also has a strong housing need. The council recognises that meeting housing need is a key priority.
- 6.4 As much of the city's housing supply is delivered on small sites, it is important that these sites contribute to the provision of affordable housing, subject to viability and the effective management of housing by Registered Providers. The council's Small Sites Affordable Housing Viability Study (2013) showed that most small sites providing between 2 and 9 homes are capable of making a financial contribution towards the provision of affordable housing elsewhere. Most sites in Cambridge with the capacity to deliver between 10 and 14 residential units can deliver 25 per cent affordable housing whilst remaining viable, whilst most schemes containing 15 or more residential units remain viable with 40 per cent affordable housing.²⁵ In instances where higher levels of affordable housing than the percentages set out in the policy

²⁵ Dixon Searle (2013) Cambridge City Council Local Plan – Community Infrastructure Levy Viability Assessment

are proposed, this is supported by the council as it will contribute to meeting affordable housing need. Where a developer considers that meeting the affordable housing target percentage will be unviable, robust evidence of this must be provided in the form of an independent viability appraisal. Negotiations between the council and the developer will need to take place to ensure clarity about the particular circumstances which have given rise to the development's reduced viability or non-viability, either on an open book valuation or involving an independently commissioned assessment using the Homes and Communities Agency's Development Appraisal Tool²⁶ or other equivalent tools agreed with the council in advance of assessment.

- 6.5 The council has adopted this approach to overcome concerns about the number of planning applications coming forward in the city below the previously adopted affordable housing threshold of 15 dwellings. However, it is noted that the introduction of single percentage for affordable housing at a lower threshold than 15 dwellings could make schemes less viable or unviable and could reduce the amount of housing delivered. A graduated approach towards affordable housing requirements, starting at lower site size thresholds and percentages, is considered more appropriate.
- 6.6 On smaller sites delivering under 10 units, financial contributions will be the standard approach in supporting the delivery of affordable housing. On larger sites delivering 10 units or more, developers will be expected to deliver whole units on site with financial contributions sought for fractions of units.

Table 6.1: Affordable Housing Definition

Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.

Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no

²⁶ Homes and Communities Agency's Development Appraisal Tool is available at <http://www.homesandcommunities.co.uk/ourwork/development-appraisal-tool>

more than 80 per cent of the local market rent (including service charges, where applicable).

Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the affordable housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.

Homes that do not meet the above definition of affordable housing, such as “low cost market” housing, may not be considered as affordable housing for planning purposes.

Employment Related Housing

6.7 The existing pressures on the housing market in Cambridge can lead to employers facing difficulties with the recruitment and retention of staff. Due to Cambridge’s high house prices and levels of housing need, it is important to allow the possibility of employers providing housing specifically for their employees, as part of schemes for employment development.

6.8 It is anticipated that this policy will facilitate small numbers of employment related dwellings coming forward. Affordable housing requirements will apply to schemes in line with the thresholds set out in policy 45 above. The provision of dwellings related to specific employers will need to be justified and managed by reference to the employer carrying out detailed survey work to ascertain the level of demonstrable need for such housing. This can be established by identifying the level of recruitment and retention problems experienced. Survey work would need to establish:

- The level of staff turnover for a five year period;
- Any likelihood of the need for future expansion of the business in question;
- Housing circumstances of employees; and
- Income of employees.

Occupation of employment related housing will be secured through a Section 106 obligation.

Mix of Dwelling Types, Sizes and Tenures

6.9 In order to provide affordable homes to those who need them, the council will require a high proportion of affordable housing to be provided on site. It is also vital to provide an appropriate mix of housing types and sizes to meet the needs of different households within the wider community. This allows residents to remain in the locality as their housing needs change, and helps build balanced and mixed communities.

- 6.10 In addressing development proposals coming forward, the council needs to have an up-to-date understanding of the local housing market, and how it interacts with other housing markets, and the level of local need for housing. Our Strategic Housing Market Assessment for the Cambridge housing market area draws on a number of data sources and has been developed with a range of partners. This will inform the development of a new Affordable Housing Supplementary Planning Document, which will address both tenure and dwelling mix. Applicants need to demonstrate that the proposed mix of units will deliver a balanced mix of dwelling sizes, types and tenures to meet projected future household need within Cambridge in line with the approach towards tenure and dwelling mix set out in the council's Affordable Housing Supplementary Planning Document.

Policy 46: Development of student housing

Proposals for new student accommodation will be permitted if they meet identified needs of an existing educational institution within the city of Cambridge in providing housing for students attending full-time courses of one academic year or more. Applications will be permitted subject to:

- a. there being a proven need for student accommodation to serve the institution;
- b. the development not resulting in the loss of existing market housing and affordable housing;
- c. it being in an appropriate location for the institution served;
- d. the location being well served by sustainable transport modes;
- e. having appropriate management arrangements in place to ensure students do not keep cars in Cambridge;
- f. rooms and facilities being of an appropriate size for living and studying; and
- g. if appropriate, being warden-controlled to minimise any potential for antisocial behaviour.

The loss of existing student accommodation will be resisted unless adequate replacement accommodation is provided or it is demonstrated that the facility no longer caters for current or future needs.

In the instance of institutions where students do not attend full-time courses of one academic year or more these institutions will be expected to provide residential accommodation for their students within their own sites; make effective use of existing student accommodation within the city outside term time; or use home-stay accommodation.

Supporting text:

- 6.11 The presence of two large universities has a significant impact on Cambridge's demography and on its housing market, with one in four of its residents studying at one of the universities. The student communities, including undergraduates and postgraduates, contribute significantly to the local economy, and to the vibrancy and diversity of the city. Out of term time and throughout the year, the city is also a temporary home to conference delegates and other students attending pre-university courses at specialist schools and colleges, or studying English as a foreign language at one of the city's language schools.
- 6.12 Although student communities contribute greatly to Cambridge's diversity, the number of students who share privately-rented accommodation affects the availability of larger houses in the general market. Development of new student accommodation may free up accommodation suitable for wider general housing needs. The restriction on occupation by full-time students enrolled on courses of at least one academic year does not apply outside term-time. This ensures opportunity for use of the accommodation for conference delegates or summer language school students, while providing more long-term student accommodation when needed.
- 6.13 Although the provision of student accommodation can contribute to the development of balanced and mixed communities, careful consideration should be given to the scale and impact of the development on local residential amenity. Accessibility by public transport is important, as students in purpose-built accommodation do not usually have access to cars. The policy should ensure students are able to live in a convenient location, and in a well-managed development subject to restrictions on car usage to help maintain the character of residential areas.
- 6.14 Evidence must be provided as a part of the application to show a linkage with at least one higher or further education institution. It is accepted that, due to the relatively short lifespan of tenancies and the lifestyle of student occupants, different amenity standards should apply from those for permanent accommodation. However, student accommodation should still be well designed, providing appropriate space standards and facilities. The provision of amenity space will need to reflect the location and scale of the proposal. The ability to accommodate disabled students should be fully integrated into any student housing development, in keeping with the requirements of Policy 51.

Policy 47: Specialist housing

Planning permission will be granted for the development of specialist housing, subject to the development being:

- a. supported by evidence of the demonstrable need for this form of development within Cambridge;
- b. suitable for the intended occupiers in relation to the quality and type of facilities, and the provision of support and/or care;
- c. accessible to local shops and services, public transport and other sustainable modes of transport, and community facilities appropriate to the needs of the intended occupiers; and
- d. in a location that avoids excessive concentration of such housing within any one street or small area.

Where the development falls within use class C3 (dwelling houses), the development will be expected to contribute to the supply of affordable housing within Cambridge in accordance with Policy 45. If development would involve a net loss of residential floorspace, this will only be permitted where appropriate replacement specialist housing accommodation will be made that satisfies the four criteria a–d.

Supporting text:

- 6.15 This policy relates to housing designed and designated for occupation by older people, people with disabilities, and vulnerable people with specific housing needs, referred to within the policy and hereafter as ‘specialist housing’. Specialist housing can be developed with particular groups of people in mind such as older people (including the frail elderly and those with dementia), people with physical, sensory and learning disabilities, young people at risk, people with alcohol or drug dependency, those requiring refuge from harassment and violence, and others who may, for a variety of reasons, be excluded from or find it more difficult to integrate with, the local community. People with the need for specialist housing contribute to the community in many ways, but for some their ability to participate fully in society is hampered by poor or inappropriate housing, which affects their physical or mental health, or their ability to receive the support they need to live as independently as possible.
- 6.16 Forms of housing covered under this policy include:
- sheltered housing
 - residential care and nursing homes
 - extra-care housing
 - shared homes
 - cluster units
 - hostel accommodation.
- 6.17 This policy does not relate to student accommodation or other types of accommodation within the C2 use class (residential institutions) not specifically for older, disabled or vulnerable people, e.g. hospitals and

boarding schools. It also does not relate to individual homes built to wheelchair-accessible standards.

- 6.18 Specialist housing is intended to enable people to live as independently as possible, but is designed so that support can be provided to them (and often to others in the wider community) on-site. Where possible, such housing should be designed flexibly so that it can be adapted to meet alternative housing uses as needs change in the future. Such housing should be provided across the city, as opposed to being concentrated in certain areas, to help to enable people moving into such accommodation to remain in their local area and to create and maintain balanced communities. Safe and accessible high quality amenity space should be provided for specialist housing in compliance with Policy 50 on residential space standards.
- 6.19 In demonstrating need for specialist housing, applications should refer to the Council's Housing Strategy, Cambridgeshire County Council's Joint Strategic Needs Assessment, the Cambridgeshire Health and Wellbeing Strategy, local health and social care commissioning strategies and, where appropriate, the Commissioning Strategy for Extra Care Sheltered Housing in Cambridgeshire 2011 – 2015 and its successor documents. Ideally the scheme should be endorsed by the appropriate revenue funding commissioners under the newly emerging health and social care commissioning arrangements, where care and/or support funding may be required for some or all of the residents – either from the outset or for future residents.

Policy 48: Housing in multiple occupation

Proposals for large houses in multiple occupation (*sui generis*) as defined by the Government's Circular 08/2010 and its successor documents will be supported, where the proposal:

- a. does not create an over-concentration of such a use in the local area, or cause harm to residential amenity or the surrounding area;
- b. the building or site (including any outbuildings) is suitable for use as housing in multiple occupation, with provision made, for example, for appropriate refuse and recycling storage, cycle and car parking and drying areas; and
- c. will be accessible to sustainable modes of transport, shops and other local services.

Appropriate management arrangements should be put in place in order to monitor and minimise antisocial behaviour and adverse impact on local residents. A condition to this effect may be applied to any planning consent.

Supporting text:

6.20 Housing in multiple occupation (HMO) are flats or houses permanently occupied by more than one household, where each household does not have exclusive access to all cooking, washing and toilet facilities behind a locked front door. In planning terms, HMOs are split into two different use classes, based on the number of occupants:

- **A small HMO** – a shared dwelling house occupied by between three and six unrelated individuals who share basic amenities such as a kitchen or bathroom. This falls into use class C4 under the Town and Country Planning (Use Classes) Order 2010.²⁷ Permitted development rights enable a flat or house in use class C3 (i.e. in simple terms, a normal ‘family’ house) to change use to use class C4 without submission of a planning application;
- **A larger HMO** – more than six unrelated individuals sharing basic amenities such as a kitchen or bathroom. This falls outside the Town and Country Planning (Use Classes) Order 2010 and is categorised as sui generis.

Proposals for smaller HMOs (use class C4) will be considered in the same way as a proposal for C3 residential development.

6.21 Cambridge’s HMOs have an important role to play within the local housing market. They provide a range of shared accommodation, predominantly occupied by students and young professionals. However, it is acknowledged that HMOs can reduce the number of family homes available, impact negatively on the character of an area and contribute to local parking problems.

6.22 It is also important to ensure that HMOs provide a standard of accommodation equivalent to that enjoyed by other residents and that the amount of activity generated by the proposed level of occupation does not detract from the amenities of neighbouring occupiers. The criteria for Lifetime Homes will therefore be applied to proposals for change of use to HMOs, and minimum space standards for development should also be aspired to in the provision of new HMOs. The application of the space standards will help to determine the number of occupiers that a property can reasonably accommodate as a HMO. This not only ensures reasonable living conditions for occupiers, but will also ensure that the intensification of such activity associated with any HMO is proportionate to the size of the property.

Policy 49: Provision for Gypsies and Travellers

The Council, working with neighbouring authorities, will maintain a local assessment of need for pitches for Gypsies and Travellers and plots for

²⁷ The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010

Travelling Showpeople. The outcome of these assessments will assist the Council in determining planning applications. The latest published evidence (December 2011) indicates there is a need for just one pitch between 2011 and 2031. This local plan therefore makes no provision for new sites in Cambridge. Proposals for permanent, transit and emergency stopping provision for Gypsies and Travellers will only be permitted where:

- a. the applicant or updated council evidence has adequately demonstrated a clear need for the site in the city, and the number, type and tenure of pitches proposed, which cannot be met by a lawful existing or available allocated site;
- b. the site is accessible to local shops, services and community facilities by public transport, on foot or by cycle;
- c. the site has safe and convenient vehicular, pedestrian and cycle access for the type of vehicles that could reasonably be expected to use or access the site;
- d. the site is capable of being provided with essential utilities, including mains water, electricity, sewerage, drainage and waste disposal;
- e. the site will provide an acceptable living environment and the health and safety of the site's residents should not be put at risk. Factors to be taken into account include flood risk, site contamination, air quality and noise;
- f. the site will not have an unacceptable adverse impact on the amenity of nearby residents or the appearance or character of the surrounding area. The site should respect the scale of the surrounding area and appropriate boundary treatment and landscaping should be capable of being provided;
- g. the site will allow the needs of the residents of the site to be met without putting undue pressure on local services; and
- h. the site provides adequate space for vehicle parking, turning and servicing of large vehicles, storage, play and residential amenity.

Should up to date needs assessment indicate there is a need, then opportunities to deliver sites for Gypsies and Travellers will be sought as part of significant major development sites. The location of site provision will be identified through the masterplanning and design process. Sites in the Green Belt would not be appropriate, unless exceptional circumstances can be demonstrated at the masterplanning and planning application stage. Sites will not be located in identified areas of green separation. Sites provided will meet the following criterion in addition to the above criteria (a– h):

- i. sites will be well-related to the major development, enabling good access to the services and facilities, and providing safe access on foot, cycle and public transport. Access should not rely on minor residential roads.

Supporting text:

- 6.23 The Government's Planning Policy for Traveller Sites requires local planning authorities to:
- set out targets for the provision of pitches for Gypsies and Travellers and plots for Travelling Showpeople;
 - to maintain a five-year land supply of sites;
 - to identify and update annually deliverable sites to meet the accommodation needs of Travellers within their area within the first five years;
 - identify a supply of sites or broad locations for growth in later years of the plan period;
 - work collaboratively with neighbouring authorities to provide flexibility in identifying sites.
- 6.24 These requirements necessitate collaborative working with neighbouring authorities on both assessment of need and ongoing provision. In informing debate on need, a number of Cambridgeshire, Norfolk and Suffolk authorities commissioned the Gypsy and Traveller Accommodation Needs Assessment 2011 (GTANA) to cover the period 2011–2031. This assessment concluded that Cambridge's need was for one permanent pitch for Gypsies and Travellers between 2021 and 2026. There was no identified need for plots²⁸ for Travelling Showpeople within Cambridge's administrative area. Reference is made in the GTANA to a need for transit/emergency stopping place provision, but it was not possible to determine precise demand for such temporary accommodation in any one local authority area. The GTANA notes that beyond the immediate need, assessments of growth are based on modelling, and the best information available. There will be a need to monitor and review the plan, as necessary, to take account of up to date evidence.
- 6.25 The Government's Planning Policy for Traveller Sites requires plans to identify specific sites or broad locations, where need will be met within the plan period. The Council considers that significant major developments provide an opportunity to deliver provision to meet longer-term needs. This would allow the delivery of pitches as an integral part of the development, in sustainable locations close to services and facilities. As stated in *The Road Ahead: Final Report of the Independent Task Group on Site Provision and Enforcement for Gypsies and Travellers*, published by the Department for Communities and Local Government in December 2007, the approach of integrating the provision of accommodation for Gypsies and Travellers as part of new development helps to erode misconceptions and distrust.
- 6.26 The local plan has not identified specific sites for pitch provision for Gypsies and Travellers at significant existing major development sites in the city's urban extensions as many of the sites have already established outline

²⁸ Where there is sufficient space for living accommodation and the storage of equipment.

consents and masterplans. The criteria-based policy on pitch provision for Gypsies and Travellers will be used to determine any applications coming forward and to guide the identification of a site through the masterplanning of developments. This would allow design issues and the relationship between land uses to be considered fully at the design stage. The policy provides flexibility with regard to the location of provision, in order that the best location can be identified through the masterplanning and design process. Phasing plans would also need to consider the availability of services and facilities when sites were to be occupied.

Policy 50: Residential space standards

Internal residential space standards

New residential units will be permitted where their gross internal floor areas meet or exceed the residential space standards set out in the table below:

Designed occupancy	Dwelling type	Unit size in sq m
Flats		
1 bedspace	Studio	37
2 bedspaces	1 bed flat	50
3 bedspaces	2 bed flat	61
4 bedspaces	2 bed flat	70
4 bedspaces	3 bed flat	74
5 bedspaces	3 bed flat	86
5 bedspaces	4 bed flat	90
6 bedspaces	4 bed flat	99
2 storey houses		
4 bedspaces	2 bed	83
4 bedspaces	3 bed	87
5 bedspaces	3 bed	96
5 bedspaces	4 bed	100
6 bedspaces	4 bed	107
3 storey houses		
5 bedspaces	3 bed	102
5 bedspaces	4 bed	106
6 bedspaces	4 bed	113
7 bedspaces	4 bed	123

In order to ensure reasonable living conditions, residential development should have reasonable room sizes and convenient and efficient room layouts to meet the changing needs of residents over their lifetimes. Such development will:

- a. have minimum bedroom sizes for single and double bedrooms of 7.5 sq m and 11.5 sq m respectively;
- b. any room designated on plan as a study will need to be of at least the size of a single bedroom; and
- c. rooms will have a minimum headroom of 2.1m in order to allow for reasonable levels of storage and a sense of space. Any floorspace where the ceiling height is less than 2.1m will not count towards the gross internal floor area.

Applicants should state the number of bedspaces/occupiers a home is designed to accommodate rather than simply the number of bedrooms. When designing homes for more than six people/bedspaces, developers should allow approximately 10 sq m per additional bedspace/person.

External residential space standards

All new residential units will be expected to have direct access to an area of private amenity space. The form of amenity space will be dependent on the form of housing and could include a private garden, roof garden, balcony, glazed winter garden or ground-level patio with defensible space from any shared amenity areas. In providing appropriate amenity space, development should:

- d. consider the location and context of the development, including the character of the surrounding area;
- e. take into account the orientation of the amenity space in relation to the sun at different times of year;
- f. address issues of overlooking and enclosure, which may otherwise impact detrimentally on the proposed dwelling and any neighbouring dwellings; and
- g. design the amenity space to be of a shape, size and location to allow effective and practical use of and level access to the space by residents.

Supporting text:

- 6.27 The provision of sufficient space within new homes is an important element of good residential design and new dwellings should provide sufficient space for basic daily activities and needs. It is recognised that many new developments are perceived to provide inadequate amounts of both internal and external amenity space. These standards are applicable for both private and affordable housing in Cambridge as they cover a full range of dwelling types and consider the amount of space needed by residents within their dwellings. New homes created through residential conversions and homes created by changes of use from non-residential land uses should seek to meet or exceed the standards as far as it is practicable to do so.

6.28 The standards are intended to encourage provision of enough space in dwellings to ensure that homes can be used flexibly by a range of residents. The standards also aim to ensure that sufficient storage can be integrated into units. It is also important to consider that these standards are expressed as minimum space standards. Housing that exceeds minimum dwelling sizes will always be encouraged, and in order to achieve certain design configurations, to work within site constraints or to deliver units to a particular segment of the housing market, designers and developers may need to make early allowance to exceed the minimum gross internal area for that dwelling type. Application of residential space standards, both internally and externally, should be shown on all submitted layouts and floorplans and be clearly demonstrated in the design and access statement, which will be used to assess the acceptability of any proposal.

6.29 Private amenity space can make an important contribution in improving the quality of life of the city's residents and supporting and enhancing local biodiversity. The National Planning Policy Framework²⁹ sets out the need to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

6.30 External amenity space should be sufficient to accommodate:

- a table and chairs suitable for the size of dwelling;
- where relevant, provision of a garden shed for general storage (including bicycles where no garage provision or cycle storage to the frontage of the dwelling is possible);
- space for refuse and recycling bins;
- an area to dry washing;
- circulation space; and
- an area for children to play in.

Calculating how much space might be required will be based on bedspaces. External amenity space would not include car parking or turning areas. Suitable arrangements for access to refuse and recycling bins should be made, in order to prevent bins/bags being transported through dwellings.

6.31 One bedroom dwellings would not be expected to provide space for children to play, due to the lower likelihood of children occupying these units. Dwellings with more than one bedroom would need to take space for children to play into account. In addition to private amenity space, developments with flats will need to provide high-quality shared amenity areas on site to meet the needs of residents, including play space for children.

²⁹ Paragraph 17 of the National Planning Policy Framework

Policy 51: Lifetime Homes and Lifetime Neighbourhoods

In order to create Lifetime Homes and Neighbourhoods:

- a. all housing development should be of a size, configuration and internal layout to enable the Lifetime Homes Standard to be met; and
- b. 5 per cent of every housing schemes providing or capable of acceptably providing 20 or more self-contained homes, including conversions and student housing, should either meet Wheelchair Housing Design Standards, or be easily adapted to meet them.

Compliance with the criteria should be demonstrated in the design and access statement submitted with the planning application.

Supporting text:

- 6.32 This plan throughout adopts the principle of inclusive design: “The design of mainstream products and/or services that are accessible to, and usable by, as many people as reasonably possible ... without the need for special adaptation or specialised design” (BSI 2005).³⁰ This principle applied to housing has resulted in the concept of Lifetime Homes and indeed goes wider to the concept of Lifetime Neighbourhoods, which enable an increasingly aging society to get out and about in the areas in which they live – both physically and virtually – and connect with other people and services in the immediate neighbourhood and beyond.
- 6.33 A Lifetime Home³¹ (see Figure 6.1) supports changing needs of residents from raising children through to mobility issues faced in old age or through disability. This essentially allows people to live in their home for as much of their life as possible. Such homes have design features that have been tailored to foster accessible living, helping to accommodate old age, injury, disability, pregnancy and pushchairs or enable future adaptation to accommodate this diversity of use.
- 6.34 The standards for Lifetime Homes and wheelchair accessibility relate primarily to the layout of self-contained homes for permanent occupancy. As occupants of student housing will only stay for a limited period, student housing is not expected to meet Lifetime Homes standards. However, 5 per cent of student flats or study-bedrooms (together with supporting communal spaces) should be built to meet the needs of disabled people. Within the

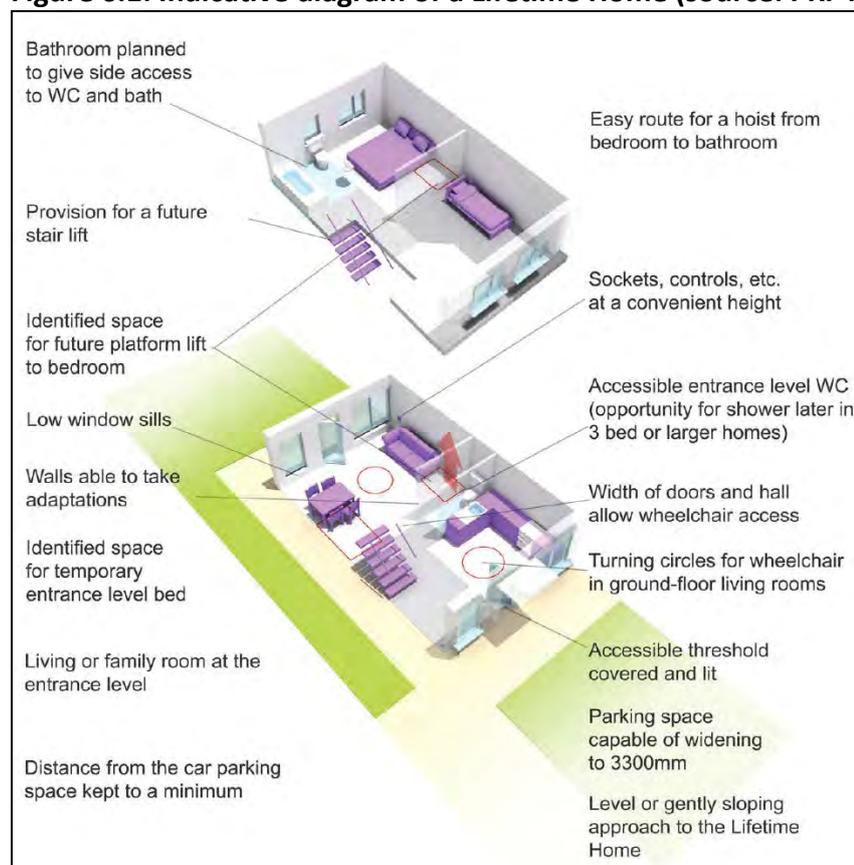
³⁰ BSI (2005), Managing inclusive design.

³¹ The Lifetime Homes concept was pioneered by the Joseph Rowntree Foundation and Habinteg Housing Association. The Government has incorporated much of Lifetime Homes into revisions to Part M of the Building Regulations. A number of studies commissioned by the Government have confirmed the practicality and affordability of the standard being applied in full, providing it is applied pragmatically with regard to high-density and car-free settings.

required percentage, half of the units should be designed and built out for wheelchair users and at least one unit should be delivered in accordance with the guidance in BS 8300³² (2009) concerning access for carers (i.e. adjoining room with a through door). Of the other half, these should show specific adaptation to meet the needs of other disabled people, either with sensory impairments, whether sight, hearing or both, autism, being of certain statures etc.

- 6.35 The Lifetime Homes standard will be applied to all developments of self-contained housing, including flat conversions, where reasonable and practical. It is acknowledged that the design or nature of some existing properties and proposed development sites means that it will not be possible to meet every element of the Lifetime Homes standard, for example in listed buildings or on very constrained urban sites, but it is considered that each scheme should achieve as many features as possible.
- 6.36 Where proposals involve re-use of an existing building (particularly a listed building), the wheelchair percentage will be applied flexibly, taking into account any constraints on the provision of entrances and circulation spaces that are sufficiently level and wide for a wheelchair user.

Figure 6.1: Indicative diagram of a Lifetime Home (source: PRP Architects)



³² BSI (2009) BS 8300: 2009 Design of buildings and their approaches to meet the needs of disabled people

Policy 52: Protecting garden land and the subdivision of existing dwelling plots

Proposals for development on sites that form part of a garden or group of gardens or that subdivide an existing residential plot will only be permitted where:

- a. the form, height and layout of the proposed development is appropriate to the surrounding pattern of development and the character of the area;
- b. sufficient garden space and space around existing dwellings is retained, especially where these spaces and any trees are worthy of retention due to their contribution to the character of the area and their importance for biodiversity;
- c. the amenity and privacy of neighbouring, existing and new properties is protected;
- d. provision is made for adequate amenity space, vehicular access arrangements and parking spaces for the proposed and existing properties; and
- e. there is no detrimental effect on the potential comprehensive development of the wider area.

Supporting text:

6.37 For the avoidance of doubt, proposals that are considered to be appropriate on garden sites in accordance with the criteria set out in this policy will also be assessed against other policies within the local plan, to ensure that they achieve a high standard of development. This policy covers sites where:

- an existing house or houses are retained and new dwellings are erected in the garden or multiple garden areas or curtilage; and/or
- the existing buildings are demolished and the plot(s) subdivided in order to make way for further residential development.

6.38 Gardens are an important environmental resource and are a vital component of Cambridge's character, especially in its more verdant, arcadian quarters. They form part of an area's development pattern, providing a setting for buildings, which in turn informs the prevailing privacy and amenity enjoyed by residents. They provide a semi-natural habitat for local wildlife and corridors for the movement of wildlife through the urban environment. Collectively, they help to mitigate fluvial and surface water flooding in otherwise built-up parts of the city.

- 6.39 As the definition of previously developed land within the National Planning Policy Framework excludes private residential gardens and in the light of the need to consider the environmental impacts of development on garden land, the inappropriate development of garden sites will be resisted. However, some forms of redevelopment and infill development, which are well designed and make efficient use of land, will continue to be a valuable additional source of housing supply and need not be inappropriate.

Policy 53: Flat conversions

Proposals to convert a single family dwelling house or a non-residential building into self-contained flats will be permitted where:

- a. the proposed development (the original building including acceptable extensions and roof conversions) has an internal gross floor area of at least 120 sq m (excluding stairwells, balconies, external open porches, conservatories and areas with a floor to ceiling height of less than 1.5m), and proposed room sizes meet minimum room sizes (see Policy 50);
- b. the ground or lower ground floor includes a family unit (two bedroom plus) with garden access;
- c. the proposal, in terms of the number of units and scale of associated extensions, would not have a negative impact on the amenity or character of the area or on highway safety in streets already experiencing parking stress;
- d. the proposal would result in a good standard of amenity for its occupiers and is designed to avoid cumulative and negative impacts on neighbouring residential properties; and
- e. the proposal includes appropriate refuse, recycling and cycle storage to serve the development.

Supporting text:

- 6.40 The subdivision of predominantly large houses into flats has contributed to the supply of reasonably affordable private rented accommodation in Cambridge over time, meeting a need in the market. However, in some circumstances, residential conversions have proved unsatisfactory, providing poor or inadequate accommodation for tenants and leading to problems and issues for adjoining residents and for wider local areas. As dwelling conversions tend to come forward sporadically, it is often difficult to account for the cumulative impact of the conversions. While an individual scheme may appear to have a relatively minor additional impact on its own, it is important to consider cumulative impact when looking at individual schemes. Increasing the units of accommodation within existing established streetscapes can generate additional car parking requirements. In many cases, it is not possible to provide on-site parking, and this leads to saturation
-

of existing on-street spaces. This not only removes opportunities for other nearby residents to park within the street, but also has an overall negative impact on the quality of the streetscape.

6.41 The detrimental impact of the conversion of existing single dwelling houses or non-residential developments into two or more smaller units of accommodation can include:

- off-street parking within front gardens with an associated reduction in front garden space and vegetation and loss of domestic character;
- disturbance of the building's façade and entrances;
- extension of the building with associated impacts on privacy and quality of life, daylight and the character of the area;
- intensification of the building's use, with potential for impacts on overlooking/privacy and acoustic issues;
- saturation of on-street parking, resulting in car-dominated environments.

6.42 In all flat conversions, it is expected that the resulting development does not cause detriment to the character of the area or the amenity of surrounding properties. In order to ensure that the proposed development provides units of a sufficient size for its occupiers, individual units must provide appropriate minimum internal floor standards and headroom in accordance with the Council's minimum internal floorspace standards set out in Policy 50. Furthermore, the stacking between units should ensure that different rooms are not stacked inappropriately, e.g. the kitchen of one unit over the bedroom of another unit, with resultant noise impacts on the bedroom.

6.43 Notional parking capacity on streets is defined from the maximum number of spaces that can be lawfully parked on. This excludes double parking, corner parking, parking on spaces with yellow line controls, in bus-only lanes and cycle lanes (including outside areas of formal enforcement), and in spaces in controlled parking zones blocking driveways and access for emergency vehicles. In order to ascertain whether streets are experiencing parking stress, a survey should be completed for planning applications for flat conversions. The survey should cover a radius of 200m around the property, including side roads. Parking stress is defined as occurring in those streets where surveys show that there is less than 10 per cent free notional parking capacity. This requirement will be relaxed in controlled parking zones where the scheme is car-capped through the permit system, or where a planning obligation prevents residents applying for parking permits, or the development is defined as a car-free development.

Policy 54: Residential moorings

Proposals for residential moorings will be permitted, where the proposal:

- a. integrates successfully and positively with the surrounding landscape and/or townscape;
- b. is served by adequate pedestrian and vehicular access;
- c. is served by appropriate electricity, sewerage and refuse disposal facilities;
- d. has no significant negative effect on the amenity, visual character, water quality, historic and ecological value of the river or nearby land;
- e. is close to existing services and amenities;
- f. only provides minimal essential lighting, which shall be located so as to minimise glare and/or visual intrusion; and
- g. does not impede navigation and/or the use of the footpath.

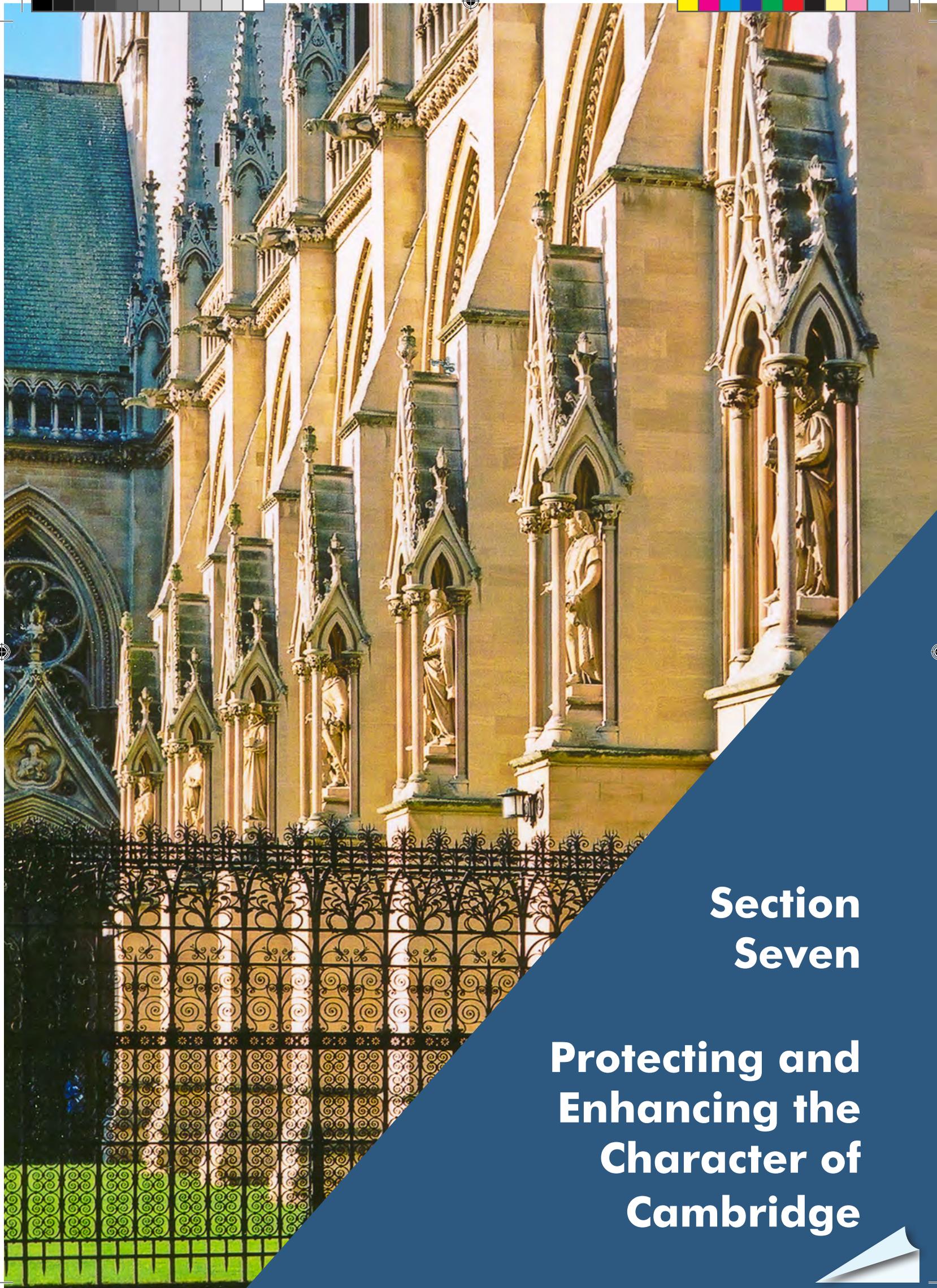
Site RM1 at Fen Road is allocated for off-river residential moorings within the proposals schedule set out in Appendix B and as shown on the policies map.

Supporting text:

- 6.44 The delivery of further residential moorings within off-river basins or marinas will be considered favourably, providing appropriate access arrangements can be made and onshore facilities constructed which comply with other policies of the plan.
- 6.45 Over the last two decades, the city has seen a gradual increase in the number of boat owners wishing to live permanently on the River Cam and the number of visitors spending time on the city's waterways. They may only be suitable for the needs and housing expectations of a small sector of the population, but they contribute both to the diversity of the city and to the supply of different forms of housing.
- 6.46 The Conservators of the River Cam are the statutory navigation authority, responsible for the maintenance of navigation on the River Cam from the Mill Pond, Silver Street, to Bottisham Lock. Working with the Conservators and other stakeholders, the Council is responsible for the management of existing residential and visitor moorings on the River Cam and has set out its approach to this issue through a moorings management policy. A limited number of licences are issued to those wishing to moor boats at specific areas along the River Cam at Midsummer Common, Stourbridge Common and Jesus Green.
- 6.47 Given the extensive use of the river by other river users, including anglers and rowers, and the potential for further moorings on the river itself to have a detrimental effect on navigation, the delivery of further residential moorings within off-river basins or marinas will be considered favourably. If developed together with the adjacent allocation for residential moorings within South Cambridgeshire District Council's administrative boundary, Site RM1 at Fen Road could provide off-river moorings for residential and leisure boating

purposes. The Council will continue to work with the Conservators of the River Cam, boaters, landowners, and other stakeholders to increase the supply of residential moorings in Cambridge.

- 6.48 Where new residential mooring proposals come forward, consideration will need to be given to the quality of life experienced by both the boaters themselves and any neighbouring occupiers. Furthermore, the impact on the natural and historic environment is also paramount, given the richness of the River Cam's wildlife, its cultural and historic significance and its role in flood risk management. Residential car and cycle parking standards will be applied as set out in Policy 82 with consideration given to the impact of car and cycle parking on nearby streets.



Section Seven

Protecting and Enhancing the Character of Cambridge



St John's College



SECTION SEVEN: PROTECTING AND ENHANCING THE CHARACTER OF CAMBRIDGE

- 7.1 An essential aspect of Cambridge’s attractiveness as a place to live, work, study and visit is its character. This character stems from the interplay between its rich architecture and the spaces between buildings. Trees and high quality public realm also play a significant role. The interface between the urban edge and the countryside is a key component of how the city is appreciated in the landscape and contributes to the quality of life and place.
- 7.2 The challenge therefore of any new development is to ensure the city’s character is not adversely affected. This can be achieved with high quality design that maximises opportunities to support the natural environment with new and existing open spaces, among other benefits.

Policy 55: Responding to context

Development will be supported where it is demonstrated that it responds positively to its context and has drawn inspiration from the key characteristics of its surroundings to help create distinctive and high quality places. Development will:

- a. identify and respond positively to existing features of natural, historic or local importance on and close to the proposed development site;
- b. be well connected to, and integrated with, the immediate locality and wider city; and
- c. use appropriate local characteristics to help inform the use, siting, massing, scale, form, materials and landscape design of new development.

Supporting text:

- 7.3 An understanding of and appropriate response to context will ensure that the special character of Cambridge is protected and enhanced. The context of a development describes the setting of a site or area including land uses, open spaces, the built and natural environment and social and physical characteristics. Proposals for new development should create a scale and form that is appropriate to existing buildings, the public realm and open spaces, which complement the local identity of an area.
- 7.4 It is essential that the context of any proposal be considered early on as part of the design process. A development that responds positively to its context is one that will either enhance areas of existing high quality, or will seek to introduce distinctiveness to areas of weaker character. The outcome of this thorough understanding and well considered response should be the

successful integration of new development into the natural, built and historic environment.

Policy 56: Creating successful places

Development that is designed to be attractive, high quality, accessible, inclusive and safe will be supported. Proposals should:

- a. provide a comprehensive design approach that achieves the successful integration of buildings, the routes and spaces between buildings, topography and landscape;
- b. create streets that respond to their levels of uses while not allowing vehicular traffic to dominate;
- c. create attractive and appropriately-scaled built frontages to positively enhance the townscape where development adjoins streets and/or public spaces;
- d. ensure that buildings are orientated to provide natural surveillance;
- e. create active edges on to public space by locating appropriate uses, as well as entrances and windows of habitable rooms next to the street;
- f. create clearly defined public and private amenity spaces that are designed to be inclusive, usable, safe and enjoyable;
- g. be designed to remove the threat or perceived threat of crime and improve community safety;
- h. use materials, finishes and street furniture suitable to the location and context;
- i. create and improve public realm, open space and landscaped areas that respond to their context and development as a whole and are designed as an integral part of the scheme;
- j. embed public art as an integral part of the proposals as identified through the Council's Public Art supplementary planning document; and
- k. ensure that proposals meet the principles of inclusive design, and in particular meet the needs of people with disabilities, the elderly and those with young children.

Supporting text:

7.5 Successful places will create environments that are inclusive and accessible by balancing the needs of all users through high quality design. Such places are well integrated into their surroundings, having identified and responded to the opportunities and constraints of a site and resulting in attractive and enjoyable places available to everyone. The economic success of Cambridge is underpinned by the quality of life and place in the city, demonstrating its importance.

7.6 The structuring principles of movement, land use, density and open space should form the basis for creating appropriate design responses at all scales.

Different elements of place making may be more or less important than others, depending on the nature and complexity of the site and its surroundings. In busier areas with accessible, high quality public transport, a mix of appropriate uses is required.

- 7.7 Well-planned buildings, streets and spaces are fundamental to the creation of high quality development. There should be a holistic approach taken to the design of buildings, streets and landscape to ensure that these elements integrate well with each other. The creation of gated developments that limit social cohesion and integration will not be supported.
- 7.8 Creating a well-used and active public realm helps to foster a sense of community and reduces crime. The way buildings front on to public spaces, through proposed uses, functions and activity and the way open spaces are designed to meet the needs of residents and visitors is crucial to the creation of high quality and enduring places. Other aspects such as the appropriateness of materials and finishes and the ongoing maintenance will determine how attractive, well-used and successful places will be in the future.
- 7.9 Cambridge benefits from a wide range of publicly-sited works of art. Public art makes an important contribution to the character and visual quality of the city. Art is frequently integrated into buildings, because the historic street pattern of older parts of the city offers limited opportunities for free-standing works. The Council is committed to the provision of public art within developments and in the public realm.

Policy 57: Designing new buildings

High quality new buildings will be supported where it can be demonstrated that they:

- a. have a positive impact on their setting in terms of location on the site, height, scale and form, materials and detailing, ground floor activity, wider townscape and landscape impacts and available views;
- b. are convenient, safe and accessible for all users;
- c. are constructed in a sustainable manner and are easily adaptable;
- d. successfully integrate functional needs such as refuse and recycling, bicycles and car parking;
- e. design measures to reduce the environmental impact of the buildings, such as renewable energy systems and other rooftop plant and services, in an architecturally integrated way;
- f. successfully integrate features such as meter boxes in an unobtrusive manner;
- g. position building names and numbers clearly and ensure that secure letter boxes are conveniently located and accessible from the street; and

- h. consider how the building can support biodiversity in the built environment.

Supporting text:

- 7.10 High quality building design is linked to context, in terms of appropriateness, and to place making in terms of how the proposed development will be sited. Without imposing architectural tastes or styles, it is important that a proposed development is considered in terms of site location, height, scale, form and proportions, along with materials and detailing, with the latter two linking directly to the quality and durability of a proposal. Where new buildings are proposed or existing buildings altered or extended, it is important that any heritage assets and their settings are carefully considered. This would include the analysis of the special character of that asset and justification of the approach to the proposed development (this applies equally to Policy 58 on altering and extending buildings).
- 7.11 Materials to be used for new buildings should be suitable for their purpose and setting. The durability of materials and how they weather are important factors. All the necessary environmental services, plant, recycling and refuse storage, bicycle and car parking must be considered early in the design process and be successfully integrated into the development to form part of the overall design and not as an afterthought. Such features must be secure and located conveniently but unobtrusively.

Policy 58: Altering and extending existing buildings

Alterations and extensions to existing buildings will be permitted where they:

- a. do not adversely impact on the setting, character or appearance of listed buildings or the appearance of conservation areas, local heritage assets, open spaces, trees or important wildlife features;
- b. reflect, or successfully contrast with, the existing building form, use of materials and architectural detailing while ensuring that proposals are sympathetic to the existing building and surrounding area;
- c. ensure that proposals for doors and windows, including dormer windows, are of a size and design that respects the character and proportions of the original building and surrounding context;
- d. create altered or new roof profiles that are sympathetic to the existing building and surrounding area and in keeping with the requirements of Appendix E (Roof extensions design guide);
- e. do not unacceptably overlook, overshadow or visually dominate neighbouring properties;
- f. respect the space between buildings where this contributes to the character of an area; and

- g. retain sufficient amenity space, bin storage, vehicle access and cycle and car parking.

Supporting text:

- 7.12 Buildings, both residential and non-residential, often need to be adapted over time to meet the changing needs of occupiers. Finding new uses for redundant buildings or extending to create additional space helps to further the life of buildings and make more efficient use of land. It is vital that any alteration or extension is carefully designed to avoid them destroying the character or integrity of the existing building or negatively impacting on the amenity of neighbouring properties or area.

Policy 59: Designing landscape and the public realm

External spaces, landscape, public realm, and boundary treatments must be designed as an integral part of new development proposals and coordinated with adjacent sites and phases. High quality development will be supported where it is demonstrated that:

- a. the design relates to the character and intended function of the spaces and surrounding buildings;
- b. existing features including trees, natural habitats, boundary treatments and historic street furniture and/or surfaces that positively contribute to the quality and character of an area are retained and protected;
- c. microclimate is factored into design proposals and that public spaces receive adequate sunlight;
- d. materials are of a high quality and respond to the context to help create local distinctiveness;
- e. an integrated approach is taken to surface water management as part of the overall design;
- f. a coordinated approach is taken to the design and siting of street furniture, boundary treatments, lighting, signage and public art;
- g. trees and other planting is incorporated, appropriate to both the scale of buildings and the space available;
- h. species are selected to enhance biodiversity through the use of native planting and/or species capable of adapting to our changing climate; and
- i. the design considers the needs of all users and adopts the principles of inclusive design.

Supporting text:

- 7.13 Buildings and the spaces around them should be thought about holistically, with the landscape and public realm being as important as the building itself. Successful landscape design will integrate development into its surroundings and enhance the function, character and amenity value of spaces and boundaries. Taking account of existing landscape features, such as trees, is crucial in creating high quality and responsive schemes. Existing trees can provide a sense of maturity to new developments and play an important role in softening and integrating development into the wider city. Landscape design extends beyond the curtilage of new buildings to include streets, parks and other open spaces and should help to support an attractive and high quality public realm. This policy does not seek to control the design of individual gardens unless these are a key part of a heritage asset.
- 7.14 Landscape proposals should result in high quality amenity spaces, which receive adequate sunlight (in accordance with best practice guidance) and which work with the buildings to help define thresholds and boundaries and to provide opportunities for private usable amenity space through gardens, roof terraces and balconies.
- 7.15 Areas of hard paving to be adopted by Cambridgeshire County Council, as the highway authority, and other hard surfacing and landscape, including sustainable drainage (SuDs) features to be adopted by Cambridge City Council, must be clearly identified on proposals. Maintenance and management plans must be provided with any proposals and considered early in the design process. Species that enhance biodiversity and cope with climatic changes will also be sought. Where major development is proposed, applicants will be required to submit the Council's biodiversity checklist as part of their proposals.

Policy 60: Tall buildings and the skyline in Cambridge

Any proposals that are considered tall, that is significantly taller than the buildings that surround them and/or exceed 19m within the historic core (see Section Three, on the City Centre) or 13m outside it, will be considered against the following criteria:

- a. location, setting and context – applicants should demonstrate through visual assessment or appraisal with supporting accurate visual representations, how the proposals fit within the existing landscape and townscape;
- b. historical impact – applicants should demonstrate and quantify the impact of proposals on recognised heritage assets or other sensitive receptors (view of, backdrop and setting), assessed on a site-by-site basis but including impact on key landmarks and viewpoints, as well as from the main streets, bridges and open spaces in the city centre and from the main historical approaches, road and river, to the historic core. Where

proposals impact on the historic core they should retain the character of Cambridge as a city of spires and towers emerging above the established tree line;

- c. scale, massing and architectural quality – applicants should demonstrate through the use of drawings, sections, accurate visual representations and models how the proposals will deliver a high quality addition to the Cambridge skyline and clearly demonstrate that there is no adverse impact;
- d. amenity and microclimate – applicants should demonstrate that there is no adverse impact on neighbouring buildings and open spaces in terms of overlooking or overshadowing, and that there is adequate sunlight and daylight within and around the proposals; and
- e. public realm – applicants should show how the space around tall buildings will be detailed, including how a human scale is created at street level.

The maximum heights referred to above assume a flat roof building inclusive of rooftop plant. Further advice on tall buildings and the skyline is set out in Appendix F.

Supporting text:

- 7.16 Cambridge has a varied skyline composed of towers, chimneys and spires, many of which are associated with the historic core. The flat landscape and the relative uniformity of the existing built form, which is mainly three to four storeys in height, means that the few tall buildings, such as King’s College Chapel, are major landmarks. Famous buildings such as King’s College Chapel, St John’s College Chapel, Our Lady of the English Martyrs Church and the University Library are treasured landmarks. The view of King’s College from The Backs presents a world-renowned skyline synonymous with Cambridge. Trees form an important element of the Cambridge skyline, within both the historic core and surrounding suburbs. Elevated views from the rural hinterland and from Castle Mound reveal a city of spires and towers emerging above an established tree line. Buildings therefore work with subtle changes in topography and the tree canopy to create a skyline of ‘incidents’, where important buildings rise above those of a prevailing lower scale.
- 7.17 Cambridge should seek to maintain and where appropriate enhance the overall character and qualities of its skyline as the city continues to grow and develop into the future. Any proposals for new tall buildings will need to demonstrate how they have taken account of the prevailing context and more distant views to enhance the skyline.
- 7.18 The city is generally free from clustered modern towers and bulky buildings with the notable exception of the hospital buildings at Addenbrooke’s and the hangars at Cambridge Airport, which sit in stark contrast to the surrounding, low lying suburbs. While there has been a move to build a

number of taller buildings across the city in recent years, further opportunities to create new taller buildings in the city must be carefully considered and placed in the right locations.

- 7.19 In developing any proposals for tall buildings, reference should be made to Appendix F of the plan, which provides a more detailed explanation of the required approach, methodology and assessment to developing and considering tall buildings in Cambridge.

Policy 61: Conservation and enhancement of Cambridge’s historic environment

To ensure the conservation and enhancement of Cambridge’s historic environment, proposals should:

- a. conserve or enhance the significance of the heritage assets of the city, their setting and the wider townscape, including views into and out of conservation areas;
- b. retain buildings and spaces, loss of which would cause harm to the character of the conservation area;
- c. contribute to the local distinctiveness, built form and scale of heritage assets through the use of appropriate design, materials and workmanship;
- d. demonstrate a clear understanding of the significance of the asset and of the wider context in which the heritage asset sits, alongside assessment of the potential impact of the development on the heritage asset and its context; and
- e. provide clear justification for any works that would lead to harm or substantial harm to a heritage asset yet be of wider public benefit, through detailed analysis of the asset and the proposal.

Supporting text:

- 7.20 Cambridge’s historic and natural environment defines the character and setting of the city, and contributes significantly to Cambridge residents’ quality of life. It is important to maintain and enhance the historic and natural environment against the background of a successful, growing city. The city has a varied architectural heritage, from the internationally recognised grandeur of King’s College Chapel to the more modest vernacular buildings reminiscent of an East Anglian market town. The number of grade I and grade II* listed buildings is high, with an exceptional concentration of collegiate buildings around the arc of the River Cam. Green open spaces such as the commons, greens and The Backs are also key features of the city’s life and layout. In addition, there are a number of registered parks and gardens

of special historic interest, including college grounds, cemeteries and the Cambridge University Botanic Garden.

- 7.21 Archaeological work in Cambridge has discovered remains from early prehistory, with significant settlement known from at least the Iron Age. Development within the city's boundaries has revealed significant archaeological remains, some of which are of national importance, and further discoveries are to be expected.
- 7.22 Viewed simply, Cambridge has an historic centre surrounded by concentric rings of development. This development takes the form of the commercial city core, surrounded by mainly collegiate and university buildings and open spaces. A pre-university urban core existed on Castle Hill, with other remains extending towards the current centre. Beyond the open spaces, which include The Backs, Midsummer Common, Jesus Green and Parker's Piece, the city takes on a predominantly residential character. This comprises different areas of townscape character, including the large Victorian houses to the west of the city centre, railway-related development of the Newtown and Romsey areas, inter-war development to the south and west and the post-war suburbs of King's Hedges, Arbury, and Abbey wards.
- 7.23 The conservation of a designated heritage asset is a material planning consideration. Scheduled monuments/archaeological areas, listed buildings, conservation areas and registered parks and gardens are all designated heritage assets. Listed building descriptions, conservation area appraisals and management plans and suburbs and approaches studies should be referred to as a material consideration in making and determining applications.
- 7.24 It is important to identify and assess the impact of the development on the special character of the heritage asset in the Cambridge context. This could include:
- the effect on views or the setting of buildings and spaces;
 - how the proposals will preserve or enhance the character and appearance of a conservation area; and
 - consideration of how the scale, height, massing, alignment and materials respond to the local context.
- 7.25 Before undertaking any works to a designated heritage asset, the significance of that asset must be clearly understood, as well as the potential impact of the development. Where listed buildings are concerned, it is important to address the full impact of modern building standards concerning aspects such as fire prevention, sound and thermal insulation, energy-efficiency savings and disabled access. Pre-application meetings are strongly recommended to ensure that standards can be accommodated without jeopardising the special interest of the building. Applicants considering works to a listed building are also advised to consult best practice guidance.

- 7.26 Given the high potential for assets of archaeological importance in the urban area, applicants should also obtain archaeological advice. Consideration needs to be given to the potential for harm or substantial harm to such assets, and to their setting.

Policy 62: Local heritage assets

There is a general presumption in favour of the retention of local heritage assets, including buildings, structures, features and gardens of local interest as detailed in the Council's local list and as assessed against the criteria set out in Appendix G of the plan.

Where permission is required, proposals will be permitted where they retain the significance, appearance, character or setting of a local heritage asset.

Supporting text:

- 7.27 Local heritage assets, including buildings, structures, features and gardens of local interest, are an important element of the rich history of the city and reinforce local distinctiveness and sense of place. The National Planning Policy Framework (NPPF) requires local planning authorities to have an up-to-date understanding of the local historic environment and its significance. Although not likely to meet the current criteria for statutory listing, local heritage assets are important to their locality by reason of their cultural, architectural and historical contribution. For example, the council currently has a local list of more than 1,000 buildings of local interest, which are of significant character and distinctiveness and should be protected from inappropriate development. The local list forms part of Appendix G and will be updated in the Council's annual monitoring report.
- 7.28 The retention of local heritage assets may be achieved through appropriate adaptive re-use or change of use. Building Regulations allow a more flexible approach to meeting the required standards when altering buildings of local interest.

Policy 63: Works to a heritage asset to address climate change

Proposals to enhance the environmental performance of heritage assets will be supported where a sensitive and hierarchical approach to design and specification ensures that the significance of the asset is not compromised by inappropriate interventions.

Any works should be undertaken based on a thorough understanding of the building's performance. Applications should be accompanied by an assessment of the building's current fabric and energy performance. For major planning applications, details of post-construction monitoring in the form of a building monitoring and management strategy will be required to be submitted in order to assess the ongoing impact of the implemented measures on the asset's historic fabric. Where monitoring shows that interventions are causing harm to the significance of the asset, appropriate remediation works will be required.

Supporting text:

- 7.29 The Council is committed to tackling climate change and reducing the carbon emissions of Cambridge. At the same time, the Council is committed to conserving the city's historic environment, particularly preserving and enhancing the character and appearance of its heritage assets. The Council's aim, therefore, is to ensure a balanced approach between protecting the heritage assets of Cambridge and ensuring that they contribute to tackling climate change and reducing the carbon emissions of the city.
- 7.30 Due to the nature of construction of historic buildings, it would be difficult to match the performance of modern structures. However, vernacular design and traditional construction have evolved over time and deal with local conditions. Adaptive re-use of a building gives significant carbon savings in terms of embodied energy in the fabric of the building, so the focus will be on enhancing the performance of traditional buildings as much as practicable without damaging their significance. Minimal intervention will be required, along with assurance that the works do not harm the building's integrity or significance.
- 7.31 Planning applications will need to demonstrate a thorough understanding of the building in question via the submission of the following information:
- surveys of existing construction, to include walls, floors, ceilings and roofs;
 - submission of baseline energy consumption data before and after improvements have taken place;
 - measured data of existing environmental performance of the building's fabric;
 - an indication of any national performance standards being targeted as a result of works; and
 - recommendations on the environmental performance measures to be implemented in order to achieve the standard.
- 7.32 When considering ways to reduce a building's carbon footprint, it is important that the energy hierarchy (see Section Four, Figure 4.2) is adopted.

Prior to looking at alternative means of generating energy, it is important to investigate and put into practice all possible means of conserving energy. The Chartered Institution of Building Services Engineers' guidance on building services in historic buildings sets out four principal aims when seeking to enhance the sustainability of heritage assets:

- Aim 1 – preserve historic fabric;
- Aim 2 – extend the beneficial use of older buildings;
- Aim 3 – reduce carbon emissions, using the hierarchical approach; and
- Aim 4 – specify environmentally conscious materials.

Policy 64: Shopfronts, signage and shop security measures

Shopfront design, signage and proposals to improve shopfront security should:

- a. retain existing historic shopfronts and features of architectural and historic interest;
- b. respect the scale, proportions, character and materials of the whole building and, where appropriate, adjoining buildings and the wider streetscene;
- c. incorporate materials appropriate to the age and character of the building; and
- d. have regard to the guidance on shopfronts and signage in Appendix H.

Supporting text:

7.33 High quality design is important to the success of Cambridge as a regional shopping centre and to maintain its thriving district and local centres. Many of the historic buildings in the city centre have traditional shopfronts, which often date from the 18th, 19th or early 20th centuries and many are listed buildings. Elsewhere in the conservation areas and in streets such as Mill Road, old shopfronts usually date from the late Victorian or Edwardian eras. Well-designed shopfronts and associated signage add to the character and quality of the city and play an important part in defining distinctive shopping areas. Shopfronts should be designed to provide active building frontages with display windows, which contributes to the vibrancy of the shopping area and provides visual interest in the streetscene. Signage should be subtle and complement the built environment.

7.34 Where proposals are located within the curtilage of a listed building, or within a conservation area, the design and materials will need to take into account the property or area's character and appearance.

Policy 65: Visual pollution

Proposals for fixed and mobile advertising, street furniture, signage, telecommunications cabinets and other items that could constitute visual pollution within the public realm will only be permitted where it can be demonstrated that:

- a. they do not have an adverse impact on the character and setting of the area and its visual amenity;
- b. they do not impede pedestrian and vehicular movements or impact on public safety;
- c. they have a clearly defined purpose and avoid unnecessary clutter;
- d. they are in keeping with their setting, in terms of size, design, illumination, materials and colour; and
- e. consideration has been given to the cumulative impact of the proposals, with an emphasis on avoiding an accumulation of street clutter.

The Council expects applicants to work collaboratively with Cambridgeshire County Council and infrastructure providers to minimise visual pollution by reducing street clutter and unnecessary signage.

Supporting text:

- 7.35 Visual pollution is the term given to unattractive and man-made visual elements of the built environment. Visual pollution is an aesthetic issue, referring to the impacts of pollution that impair a person's ability to enjoy a public vista or a view and it can have a negative impact on the attractiveness of an area, quality of life and the visitor economy.
- 7.36 Within the historic core of the city, and in its conservation areas particularly, visual pollution can have a significant impact on the character and setting of heritage assets, detracting from the special qualities of the city that make its historic environment of such international renown. Advertising signs, satellite dishes and street furniture are among the things that can contribute to visual pollution. Where planning permission is required, the council will seek to ensure that proposals for advertisements, signage and street furniture are sympathetic to the character and setting of Cambridge and do not add to an accumulation of street and building clutter. A proactive approach will be taken to enforcement by the Council in collaboration with the highway authority.
- 7.37 The Council will be supportive of high quality materials and innovative design solutions and will look for the improvement of existing authorised signs and other items where the opportunity arises. Scope for reducing visual pollution and street clutter will be addressed through the development and

introduction of a city centre public realm strategy supplementary planning document (SPD).

Policy 66: Paving over front gardens

Proposals for the paving over of front gardens will only be permitted where it can be demonstrated that:

- a. there will be no adverse impact on surface water run-off, particularly for those areas of the city with high levels of surface water flooding;
- b. it will not have a negative impact on the character and setting of the immediate area, particularly where applications fall within conservation areas or in the curtilage of a listed building; and
- c. it will not result in a net loss of biodiversity.

Supporting text:

- 7.38 The hard surfacing of front gardens to provide car parking can be harmful to the appearance of streets and the character of conservation areas, giving rise to the loss of walls and other features, which may have contributed positively to the character and appearance of an area. In addition, the replacement of front gardens with hard surfacing can place extra pressure on surface water drainage with the potential of increasing the risk of surface water flooding, can lead to the increased pollution of watercourses and can have a negative impact on biodiversity and the wider ecological networks of the city.
- 7.39 While planning permission is not required if a new or replacement driveway uses permeable (or porous) surfacing, permission is required where the surface to be covered is more than 5 sq m, or where a traditional impermeable driveway that does not provide for water to run to a permeable area is proposed. Where permission is required, proposals will be assessed in terms of their impact on surface water flooding in an area, impact on the character and setting of an area, and whether they would result in a net loss of biodiversity. Information on areas of the city with high risks of surface water flooding can be obtained from the Council. It should be noted that under the Highways Act, it is illegal to drain water from front gardens/drives over the public footpath. The Council's preference would be for permeable materials to be used, and further guidance is available in the Government's guidance document, Guidance on the permeable surfacing of front gardens (2009).

Policy 67: Protection of open space

Development proposals will not be permitted which would harm the character of, or lead to the loss of, open space of environmental and/or recreational importance unless:

- a. the open space uses can be satisfactorily replaced in terms of quality, quantity and access with an equal or better standard than that which is proposed to be lost; and
- b. the re-provision is located within a short walk (400m) of the original site.

In the case of school, college and university grounds, development may be permitted where it meets a demonstrable educational need and does not adversely affect playing fields or other formal sports provision on the site.

Where replacement open space is to be provided in an alternative location, the replacement site/facility must be fully available for use before the area of open space to be lost can be redeveloped.

Supporting text:

- 7.40 Open spaces, regardless of ownership, make a significant contribution to the character of Cambridge. These areas are also valuable in terms of supporting a range of city-wide strategies, such as supporting health and well-being, flood risk mitigation and climate change strategies. It is therefore essential that these spaces be protected while allowing improvements to their recreational capacity and/or environmental value.
- 7.41 Open spaces protected under this policy are:
- areas designated protected open space (POS) on the policies map; and
 - undesignated areas that fulfil at least one of the criteria to assess open space included in the plan (see Appendix I). This has separate criteria for environmental and recreational importance.
- 7.42 The Open Space and Recreation Strategy 2011 (as amended) includes an assessment of sites identified on the policies map. This shows whether each site is important for environmental and/or recreational reasons, according to the assessment criteria listed in Appendix I. It also identifies those wards with deficiencies in open space provision.
- 7.43 Previously unidentified sites/facilities qualify as protected open space if they meet one or more of the criteria. If an application is received which affects a site that may be worthy of protection, an assessment will be made of the site against the assessment criteria listed in Appendix I.
- 7.44 There is a clear presumption against the loss of open space of environmental or recreational importance. However, there may be circumstances where development proposals can enhance the character, use and visual amenity of open space, and provide ancillary recreational facilities, such as changing
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facilities, or materially improve the recreational or biodiversity value of the site. In the case of school, college and university grounds, there might be a legitimate educational need that allows the potential for new educational buildings on parts of the site that are not in playing field or other formal sports use and could not readily be used as such (e.g. small areas of amenity grassland separated from the main playing field). Such proposals will be determined on a case-by-case basis on their merits and how they conform to sustainable development. Only proposals that respect the character of these areas and improve amenity, enhance biodiversity, improve sports facilities or increase public access will be supported. Further guidance is included in the Council's Open Space and Recreation Strategy. Proposals should support relevant strategies, where possible, such as the Cambridgeshire Green Infrastructure Strategy.

- 7.45 Replacement sites/facilities should be no more than a short walk (400m) from the site that is to be replaced unless it can be proved that a more accessible area of open space can be provided. Replacement sites/facilities should not increase any identified deficiencies in open space in the ward where the original site is located. Consideration should also be given to how they link with the wider ecological network and enhance biodiversity.
- 7.46 Indoor sports facilities are protected by Policy 73: Community, sports and leisure facilities.
- 7.47 As part of any planning application involving the loss or replacement of an outdoor sports site/facility, the results of any relevant planning tools provided by the relevant statutory organisation for sport or national sports association should be provided to support the planning proposal.

Policy 68: Open space and recreation provision through new development

All residential development proposals should contribute to the provision of open space and recreation sites/facilities on-site. The successful integration of open space into a proposed development should be considered early in the design process. The precise type of on-site provision required will depend on the size and location of the proposal and the existing open space provision in the area. Where there are deficiencies in certain types of open space provision in the area surrounding a proposed development, the Council will seek variations in the component elements to be provided by the developer in order to overcome them.

Requirements will be calculated using the Open Space and Recreations Standards (see Appendix I) and will have regard to the Council's adopted Open Space and Recreation Strategy.

Alternative provision of open space may be acceptable if the developer has entered into a planning obligation to make a financial or in-kind contribution towards meeting the identified open space needs of a proposal off-site in the following circumstances:

- a. if the proposed development site would be of insufficient size in itself to make the appropriate provision (in accordance with Appendix I) feasible within the site; or,
- b. in exceptional circumstances, if taking into account the accessibility/capacity of existing open space sites/facilities and the circumstances of the surrounding area the open space needs of the proposed residential development can be met more appropriately by providing either new or enhanced provision off-site.

Where appropriate, the Council will seek to enter into a Section 106 agreement with the developer for the future management and maintenance of the open space provision, before granting planning permission.

Supporting text:

- 7.48 Open spaces, regardless of ownership, are a key aspect of high quality urban environments and are fundamental to the character of the city. Attractive, accessible and well-designed open space can support and enhance the appearance of an area, creating more desirable places to live and underpinning economic success. Open spaces and recreation facilities provide people with a place to relax and socialise as well as encouraging healthier lifestyles by providing opportunities for sport, informal play and daily encounters with the natural environment. An essential part of Cambridge's character stems from the relationship between the city's buildings and open spaces, with many of the open spaces following the River Cam and linked together with footpaths and cycle routes, forming an extensive green network, with frequent juxtaposition of public and private spaces of different sizes and functions.
- 7.49 On-site provision in new major developments will be considered the norm. New major developments will need to meet their obligations on open space on-site, as opposed to relying on spare capacity within existing facilities. This recognises the demand for additional sports and recreation facilities to meet the needs of a growing and increasingly active population.
- 7.50 Any new green spaces should be multi-functional. On-site open space provision should be completed before half of the residential dwellings are occupied, to ensure on-site provision is implemented in a timely manner. For large-scale residential developments, the S106 agreement should ensure the delivery of on-site provision is linked to the delivery of new residential units.

- 7.51 In assessing whether any open space that is provided in accordance with policy will be acceptable, the Council will take into account the need to ensure that the proposed site will keep potential nuisance to a minimum and that there is sufficient supervision and surveillance from homes for children's play areas. Any on-site provision should be an integral part of the overall development scheme and therefore should be considered at the earliest stage of design.
- 7.52 Provided that the size, location and site characteristics of open spaces are acceptable, they have been fully laid out in accordance with the Council's requirements and are in a satisfactory condition, the Council will normally be prepared to adopt and maintain them. For adoption purposes, developers will be required to enter into an agreement with the Council, which will include payment by the developer of a commuted sum to cover the costs of future maintenance of the open space site/facility.
- 7.53 Proposals that require the delivery of open space through new development should explain how the proposed on-site provision and off-site contributions comply with the Open Space and Recreation Standards (Appendix I) and the adopted Open Space and Recreation Strategy.
- 7.54 The open space requirements for a specific development proposal will be based on the application of the standards, taking into account the current average household size for Cambridge, the type and size of dwellings proposed in the development and any particular needs identified in neighbourhood or community plans for the area in which the development would take place.
- 7.55 The standards for the different types of open space should be applied in a cumulative way. However, the Council may seek variations in the composition of the open space in order to secure the best outcome for the development and the surrounding area, in particular on smaller, more constrained sites where it is not physically possible to deliver several different types of open spaces on-site.
- 7.56 For developments generating more than one hectare of outdoor sports provision, outdoor facilities should be accompanied by ancillary facilities (e.g. changing rooms and car parking) proportionate to the size and type of outdoor facility provided. Changing rooms should be large enough to accommodate the 'peak period' use of the outdoor facilities concurrently. Outdoor sports and ancillary facilities should also be clustered together to minimise maintenance costs and maximise economies of scale to deliver high quality sports facilities.

Policy 69: Protection of sites of local nature conservation importance

Development will be permitted if it will not have an adverse impact on, or lead to the loss of, part or all of a local nature reserve (LNR), a county wildlife site (CWS), or a city wildlife site (CiWS) identified on the policies map.

Where development is permitted, proposals must include measures:

- a. to minimise harm;
- b. to secure achievable mitigation and/or compensatory measures; and
- c. where possible enhance the nature conservation value of the site affected through habitat creation, linkage and management.

In exceptional circumstances, where the importance of the development outweighs the need to retain the site, adequate replacement habitat must be provided.

Any replacement habitat must be provided before development commences on any proposed area of habitat to be lost.

Supporting text:

- 7.57 Within Cambridge, there are a number of nationally and locally recognised nature conservation sites, which form an important element of the character and setting of the city. These sites include two Sites of Special Scientific Interest (SSSI), which are designated for their national biodiversity or geodiversity value. SSSIs are statutorily protected by their designation under the Wildlife and Countryside Act 1981 and the Natural Environment and Rural Communities Act 2006.
- 7.58 The Council has declared 12 LNRs on land that it owns and manages, including a number of the city's commons. LNRs are statutorily designated by local authorities under Section 21 of the National Parks and Access to the Countryside Act 1949. CWSs and CiWSs also include a number of the city's commons. They do not have statutory protection. They have been selected as sites of substantive nature conservation interest, against published criteria, as a result of surveys undertaken initially by the local Wildlife Trust for the Council and maintained by the Cambridgeshire and Peterborough Environmental Records Centre (CPERC). Other undesignated green spaces also make up the ecological network of sites across the city and would be subject to this policy, if they identified as meeting the criteria for city or county wildlife site status.
- 7.59 The policy will ensure that development would only be supported where it can be adequately demonstrated that proposals will not have an adverse effect on biodiversity; and that, where required, suitable mitigation measures are acceptable and deliverable. In addition, the potential for the enhancement of the site and adjacent habitats should also be explored. Proposals on or adjacent to a site of local conservation importance should

not be refused without proper consideration of the potential to enhance the site's biodiversity through enhanced management, habitat creation or the formation of new linkages with adjacent habitat areas.

- 7.60 Development on locally protected sites that would have a significant adverse impact should only be permitted in exceptional circumstances, and only if it is possible to compensate for the damage caused. Planning proposals for locally designated nature conservation sites must conserve and/or enhance biodiversity. Where development is proposed within, adjoining or which will otherwise affect a locally-designated nature conservation site, comprehensive surveys of the historic and existing biodiversity importance, a professional ecological assessment of the impact of the proposed development and details of measures to protect and enhance the habitat or species identified will be required.
- 7.61 Where full protection cannot be satisfactorily achieved, it is for the developer to demonstrate that there is potential to achieve biodiversity of equal worth through appropriate habitat management, enhancement and creation, and relocating flora and/or fauna. The developer must show where, and specify how, this can be achieved and provide proven case studies and a management plan to demonstrate long-term success.
- 7.62 Emphasis should be placed on local habitat action plans (LHAPs) and local species action plans (LSAPs). Where development is permitted, planning obligations or conditions will be required to ensure damage to the nature conservation value of the site or feature is kept to a minimum and agreed mitigation and compensatory measures are implemented.

Policy 70: Protection of priority species and habitats

Development will be permitted which:

- a. protects priority species and habitats; and
- b. enhances habitats and populations of priority species.

Proposals that harm or disturb populations and habitats should:

- c. minimise any ecological harm; and
- d. secure achievable mitigation and/or compensatory measures, resulting in either no net loss or a net gain of priority habitat and local populations of priority species.

Where development is proposed within or adjoining a site hosting priority species and habitats, or which will otherwise affect a national priority species or a species listed in the national and Cambridgeshire-specific biodiversity action plans (BAPs), an assessment of the following will be required:

- e. current status of the species population;
- f. the species' use of the site and other adjacent habitats;
- g. the impact of the proposed development on legally protected species, national and Cambridgeshire-specific BAP species and their habitats; and
- h. details of measures to fully protect the species and habitats identified.

If significant harm to the population or conservation status of a protected species, priority species or priority habitat resulting from a development cannot be avoided, adequately mitigated, or, as a last resort, compensated for, then planning permission will be refused.

Supporting text:

7.63 The Natural Environment and Rural Communities (NERC) Act, which came into force in 2006, requires the Secretary of State to publish a list of habitats and species which are of principal importance for the conservation of biodiversity in England. Known as the Section 41 list, this should be used to guide decision makers in implementing their duty under Section 40 of the NERC act to have regard to the conservation of biodiversity in England when carrying out their normal functions. Most of the priority species that occur in or have the potential to colonise Cambridge have also been included in the Cambridgeshire Biodiversity Action Plan.

Table 7.1: Priority habitats and species found within Cambridge

Priority habitats
<ul style="list-style-type: none"> • lowland calcareous grassland • lowland meadows • wet woodland • ancient / and species-rich hedgerows; and lowland mixed deciduous woodland • open mosaic habitats (often associated with brownfield sites)
Priority species
<ul style="list-style-type: none"> • great crested newt • water vole • otter • common Pipistrelle, Daubenton's, long-eared and Noctule bats • song thrush • skylark • brown hare

The lists above are not exhaustive.

- 7.64 The following additional habitats found within Cambridge have also been identified as local priorities for action in the Cambridgeshire and Peterborough Biodiversity Action Plan:
- rivers and streams (within Cambridge this would include the River Cam and its tributaries);
 - floodplain grassland (this would include Cambridge's commons);
 - veteran trees, including pollard willow (particularly along the River Cam);
 - scrub; and
 - drainage ditches and ponds.
- 7.65 Cambridge also holds nationally important populations of a few species, including moon carrot, which is found at the Cherry Hinton Pit SSSI.
- 7.66 Proposals that will potentially affect a protected habitat or species or a species or habitat listed in Cambridgeshire's Biodiversity Action Plans will require sufficient up-front information (listed in criteria e–h of Policy 70) to assess the impact on local biodiversity.
- 7.67 The aim of any proposal should be to leave any protected species in situ. If this is not possible the species population may be transferred to an alternative location, as long as it can be demonstrated that no harm will occur to the population being moved or to the species and habitats of the receptor site. A management plan must be provided to show how this will be achieved in the long term. Any relocation of species must be completed before any development commences and secured through appropriate planning conditions.
- 7.68 By preventing or mitigating the effects of developments that will directly or indirectly impact upon rare or vulnerable species or habitats, this option will help to conserve threatened biodiversity. This is likely to contribute to the quality of green and open space city-wide, along with wider potential benefits from ecosystem service provision. New developments should have regard for and maximise opportunities to incorporate features that support biodiversity (see Appendix J).

Policy 71: Trees

Development will be permitted which avoids felling, significant surgery (either now or in the foreseeable future) and potential root damage to trees of amenity or other value, unless there are demonstrable public benefits accruing from the proposal which outweigh the current and future amenity value of the trees.

Development proposals should:

- a. preserve, protect and enhance existing trees and hedges that have amenity value as perceived from the public realm;
- b. provide appropriate replacement planting, where felling is proved necessary; and
- c. provide sufficient space for trees and other vegetation to mature.

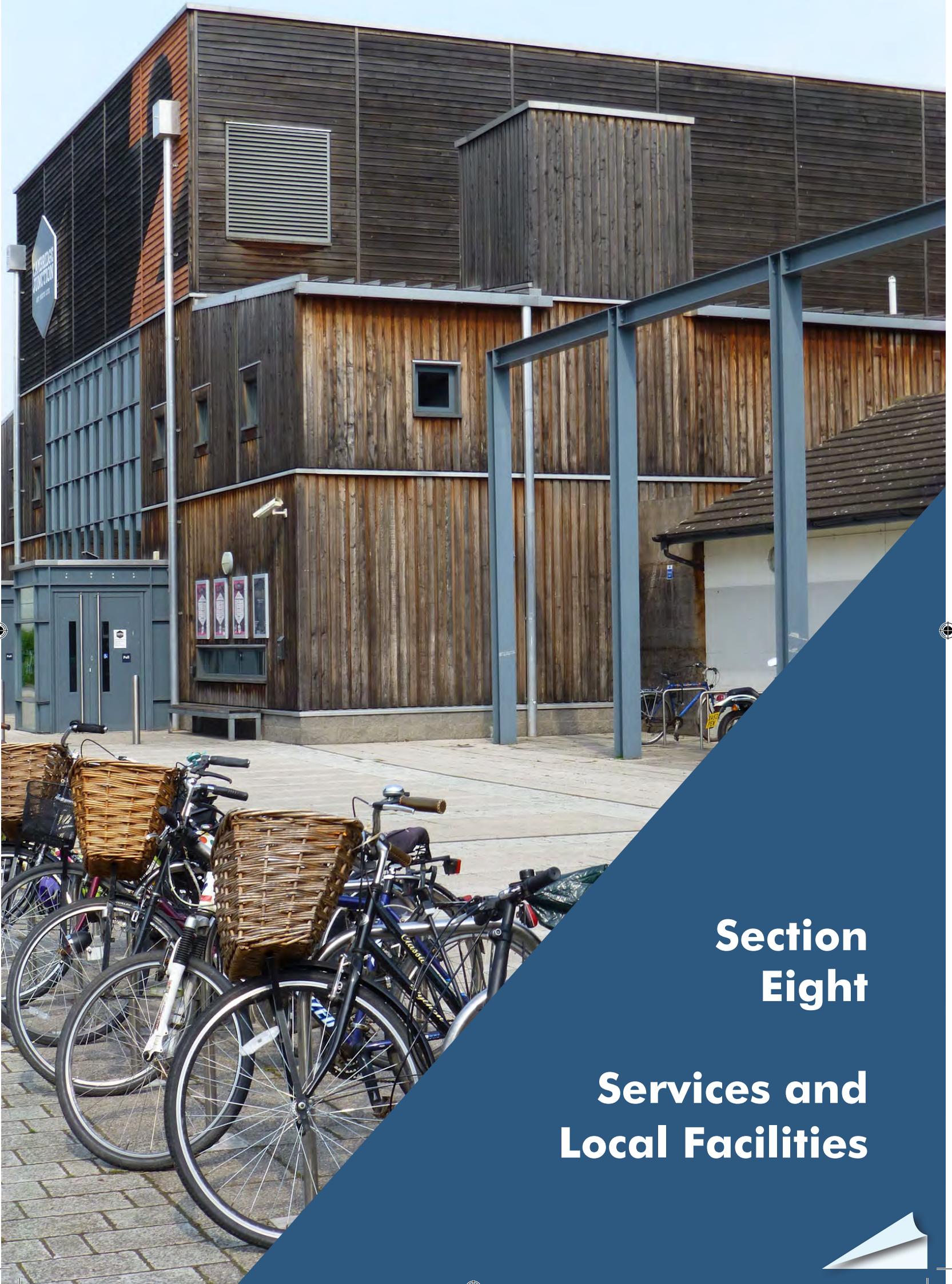
Particular consideration should be given to veteran or ancient trees, as defined by Natural England, in order to preserve their historic, ecological and amenity value.

Supporting text:

- 7.69 Cambridge has a large number of trees in public open spaces, and on private and highway land. To maintain this natural asset, due consideration and protection of existing trees and hedges must be demonstrated.
- 7.70 Trees on or affected by development sites are a material consideration in the determination of applications. They are an important facet of the townscape and landscape and the maintenance of a healthy and species diverse tree cover brings a range of benefits for health, well-being, social and microclimate.
- 7.71 When assessing development close to trees, the health of the trees both in the present and the future should be considered. For example, providing habitable rooms close to maturing trees may result in a need for significant surgery to the trees in the future, which would have been avoided if the building had been located to give the tree room to grow at the outset.
- 7.72 The management of trees requires great care and forethought, therefore a tree management plan should be provided where trees are retained on-site. There are occasions where felling or significant surgery to trees is acceptable. In such cases, the amenity value of the tree, its condition and potential life will be weighted against the safety from its removal, the protection of other important site features or any more general benefits of a new development. When felling is approved, the replanting of an appropriate tree species in the vicinity will normally be required.
- 7.73 The benefit of trees in the urban environment is now well documented and can be summarised as follows:
- for the environment, trees can reduce the urban heat island effect and sequester carbon, provide shade and make streets cooler in the summer, increase biodiversity, reduce the effect of flooding, improve air quality, reduce dust particles and reduce traffic noise;
 - for people, trees provide focal points, landmarks and a sense of place. They also have a positive impact on physical and mental well-being; and

- for the local economy, trees offer benefits through having the potential to increase residential and commercial property value by between 7 per cent and 15 per cent by improving the local environment. The economy also benefits through improvements to the environmental performance of buildings due to cost reduction in heating and cooling.

7.74 Space for existing and replacement trees to thrive and mature should be allowed for within developments. Streets should be designed to have adequate set-backs to buildings to allow for a variation of tree species sizes in proportion to the street and the buildings. Opportunities to plant large species trees should be maximised with the use of adequate building set-backs, efficient and combined utilities routes and root cell systems for rooting volume.



Section Eight

Services and Local Facilities





The Junction, Cambridge



SECTION EIGHT: SERVICES AND LOCAL FACILITIES

- 8.1 Cambridge acts as an important destination for shopping, tourism, cultural, arts and recreational pursuits. Not only is the city one of the most popular destinations in the United Kingdom for tourists, it also serves as a regional destination for retail, arts and other leisure activities. These facilities help provide and maintain a vibrant city to attract and retain students and local people who may want to use them.
- 8.2 At a more local scale, the various district, neighbourhood and local centres distributed around the city provide a range of local services and community facilities that serve the day-to-day needs of residents and visitors.
- 8.3 The broad range of services and facilities available makes an important contribution to the vibrant and diverse character of the city and its charm as a place to inhabit and visit. It is therefore essential that these facilities be given careful consideration with regard to any related development proposal that may affect their provision.

Policy 72: Development and change of use in district, local and neighbourhood centres

Within the boundary of district, local and neighbourhood centres, as defined on the policies map new A1 (shop) uses will be permitted if they are in proportion to the scale and function of the centre.

Proposals for other centre uses, as defined in the table within this policy will be permitted provided:

- a. they complement the retail function and maintain or add to the vitality, viability and diversity of the centre;
- b. provision is made for an active frontage, such as a window display, which is in keeping with the character of the shopping area; and
- c. they would not give rise to a detrimental effect, individually or cumulatively, on the character or amenity of the area through smell, litter, noise or traffic problems.

Changes of use from A1 to another centre use (as set out in the table below) will be permitted where the development would satisfy the above criteria and additionally:

- d. **in district centres** – the number of properties in A1 use would not fall below 55 per cent (measured as a proportion of the total number of units within the 'A' use classes in the district centre); and

- e. **in local and neighbourhood centres** – an appropriate mix and balance of uses is retained which will provide for the day-to-day needs of local people.

The loss of centre uses at ground floor level to non-centre uses will not be permitted, unless it is demonstrated that the use is no longer viable, by evidence of active marketing for at least 12 months, showing that the premises are not reasonably capable of being used or redeveloped for a centre use.

Residential and student accommodation, offices and community facilities are supported on upper floors provided that the use would have a safe and convenient access and would not inhibit the functioning of the ground floor use.

In district centres, small units should not be joined together to make a larger unit unless it can be shown that this would add to the vitality or viability of the centre.

Uses suitable at ground floor level in centres and those not suitable at ground floor level in centres

Centre uses (uses suitable at ground floor level in centres)	Non-centre uses (uses not suitable at ground floor level in centres)
Shops (A1 uses)	Business uses, including offices and research and development (B1)
Financial and professional services (A2 uses)	General industry (B2)
Cafés and restaurants (A3 uses)	Storage and distribution (B8)
Drinking establishments (A4 uses)	Residential institutions (C2 and C2a)
Takeaways (A5 uses)	Residential (C3)
Hotels (C1 uses)	Houses in multiple occupation (C4)
Non-residential institutions such as healthcare, nurseries, schools, libraries and places of worship (D1 uses)	Other 'sui generis' uses
Assembly and leisure (D2 uses)	
Certain 'sui generis' uses typically found in centres, including theatres, nightclubs, amusement arcades, launderettes, tattooists, beauty parlours	

Supporting text:

- 8.4 District centres are important in providing for day-to-day needs close to where people live and work. They are the second tier of the centres hierarchy, and are characterised by the range of shops and facilities they offer that would appeal to a larger catchment than local centres. All of the centres have a supermarket or large convenience store and most include other facilities, such as a community centre, church, doctors' surgery or library. The district centres also include a large range of services, including cafés, restaurants, pubs, takeaways, banks and estate agents.
- 8.5 Although permission may be granted for the change of use of A1 shops to other uses acceptable in a centre, this is provided that the level of shops does not fall below 55 per cent in the district centre. This is in order to maintain a predominant shopping focus in the district centres, while recognising that there should be flexibility in order to take account of market conditions and to maintain vitality and viability. Applicants should provide evidence with their application to show that the development would not result in the proportion of A1 uses in the district centre falling below 55 per cent. The percentage of A1 units is measured as a proportion of the total number of units falling within the 'A' classes (i.e. A1, A2, A3, A4 and A5) within the centre. Change of use to other uses such as residential or other commercial uses such as offices will not be permitted unless there are exceptional circumstances.
- 8.6 In order to encourage a diversity of uses within the district centres and to maintain their character, the plan resists the joining together of small units, which are often occupied by small independent traders, to make a larger unit. Policies in Section Three of the plan relate to other opportunities for improvement to be made to the Mill Road and Mitcham's Corner district centres.
- 8.7 Local and neighbourhood centres are particularly valuable in providing for everyday needs, and need to be protected and enhanced. This network of centres is important in providing shops and facilities that can be accessed by foot and bicycle rather than having to travel by car.
- 8.8 Greater flexibility is provided in relation to new development and change of use in local and neighbourhood centres, to reflect the fact that a mix of uses is important in these smaller centres. Flexibility is also required in order to take account of market conditions and to maintain vitality and viability of the centres.
- 8.9 As centres are often surrounded by residential properties, it is important that the potential effects of food and drink uses (use classes A3, A4 and A5), such as restaurants, pubs and takeaways are considered in relation to local

amenity. In particular, the cumulative effect of the proposed use with existing uses needs to be considered.

Policy 73: Community, sports and leisure facilities

New facilities

New or enhanced community, sports or leisure facilities will be permitted if:

- a. the range, quality and accessibility of facilities are improved;
- b. there is a local need for the facilities; and
- c. the facility is in close proximity to the people it serves.

New city-wide or sub-regional community, sports or leisure facilities should also:

- d. be permitted if they are provided in sustainable locations;
- e. comply with the National Planning Policy Framework's sequential approach³³;
- f. demonstrate the need for the proposal within the catchment area it is expected to serve;
- g. demonstrate that it would not have a negative impact upon the vitality and viability of the City Centre, including its evening economy; and
- h. where possible include in the proposal facilities open to the wider community, to enhance both accessibility and the range of facilities available.

Proposals for new and improved sports and leisure facilities will be supported where they improve the range, quality and access to facilities both within Cambridge and, where appropriate, in the sub-region. This policy is relevant to a wide range of facilities from health clubs that serve parts of the city to leisure and sports provision that serves the city and sub-region, such as a concert hall, community sports stadium and sports complex. In securing a suitable location for city-wide or sub-regional facilities, developers will be expected to demonstrate use of the sequential test in considering sites for development.

Loss of facilities

The loss of a facility or site that was last in use as a community, sports or leisure facility will only be permitted if it is demonstrated that:

- i. the facility/site can be replaced within the new development or relocated to at least its existing scale, range, quality and accessibility for its users. For leisure uses, it should satisfy peak period need; or
- j. the facility/site is no longer needed.

³³ Paragraph 24 of the National Planning Policy Framework

In providing evidence that a facility / site is no longer needed, the guidance in Appendix K of the plan should be adhered to. The redevelopment of school sites for other uses will be permitted only if it can be demonstrated that they are not required in the longer term for continued educational use.

Facilities provided as part of development

Mixed-use development proposals which provide on-site community and/or leisure facilities will be permitted where these are of a type appropriate to the scale of the development and to meeting the needs of future residents, employees and visitors.

In the case of urban extensions and large-scale regeneration schemes, this should be in the form of a new, dedicated community centre and, where necessary, education and childcare facilities. For medium and smaller-scale developments in the city, the facilities required will be at the neighbourhood or local level, usually a community house or room.

Supporting text:

- 8.10 For the definition of community facilities, see Table 8.1. Leisure facilities are defined in Table 8.2, with three broad categories: sports, arts and culture, and entertainment. The policy is applicable to existing facilities and sites last used for community, sports or leisure purposes, in order to avoid situations where these facilities are lost through demolition without any planned replacement facility.
- 8.11 Community, sports and leisure facilities/sites perform an important role by stimulating and supporting social cohesion and interaction. It is therefore important that new and replacement facilities support new and existing communities, respectively. These should also facilitate the growth of the city by providing sufficient capacity to accommodate community need and demand.
- 8.12 New and replacement community facilities should be, as far as reasonable and where possible, multi-functional.
- 8.13 A process will also be developed with South Cambridgeshire to jointly assess appropriate sites in both areas, with the aim of identifying an appropriate and deliverable site for a community stadium within the sub-region.
- 8.14 There is current under-provision of various sports facilities that a properly located and defined community stadium could contribute to, and wider sports and leisure facilities should also be considered in appropriate areas of major change or other locations.

8.15 Proposals for new and replacement facilities will be supported where there is a local need. This need will be demonstrated through a local needs assessment. This is particularly important where existing deficits in community or leisure provision have already been identified. The relocation of facilities that serve the whole city should be retained within the city (this can include areas within the continuous Cambridge urban area, but outside the city boundary). This should minimise the need for existing facility users to have to travel beyond the city to access the new facility, unless it is demonstrated that a site outside the city has high public transport accessibility and will be easily reached by Cambridge's residents. City and sub-regional scale facilities should, at the earliest possible planning stage consider opportunities to include additional community and, or leisure facilities accessible to the public in order to increase the public benefit of such schemes. Flexible buildings such as community centres or halls should be designed to accommodate as many different community or leisure activities as possible. This would enable shared use, for example dual use of school halls and sports facilities.

8.16 The requirement in the policy regarding loss of a facility/site over whether the facility is still needed will be tested by:

- the marketing of the facility/site for a minimum 12 months. Community and sporting, arts/cultural or entertainment leisure facilities/sites should be marketed for a similar category of the facility that will be lost (see Table 8.2); and
- the completion of an independent local needs assessment (funded by the applicant) demonstrating there is no longer a need for the facility/site. This should also include an independent requirements assessment (funded by the applicant) detailing how comparable, alternative facilities/sites of similar accessibility for its users can satisfy the existing need.

8.17 As part of any application involving the loss of a facility/site, developers will be expected to provide adequate evidence regarding:

- the level of demand from other organisations providing a comparable facility/site;
- a lack of local need; and
- accessibility to alternative facilities/sites for users, including the capacity of alternative facilities, in order to justify the loss of a community facility.

The following information will be required:

- details of site marketing attempts made to attract other community uses for which the premises are suitable, including details of all offers received; and
- demonstration of site accessibility to users by all means of transport including foot and cycle; and

- details of current or most recent use of facilities/sites;
 - evidence of spare capacity or agreement to accommodate displaced users at other equivalent community/leisure facilities with similar accessibility for users. For existing leisure facilities, in the absence of a robust district-wide needs assessment/capacity assessment, the applicant will be expected to carry out such an assessment at their own cost; and
 - a local survey to establish the level of interest in and viability of the continued use of the premises as a community facility.
- 8.18 New and replacement city-wide and sub-regional facilities will need to demonstrate:
- a need for the proposal within the catchment area they will serve; and,
 - where facilities are located outside the City Centre, how these facilities will not have an adverse impact on the City Centre.
- 8.19 The conversion of existing community facilities to, or dual use as, performance and other cultural (D2) space, where appropriate, will be supported on their merits on a case-by-case basis.
- 8.20 It is important that when new developments generate the need for community facilities, the need is met by on-site provision, where possible.
- 8.21 Childcare facilities include nurseries, integrated nursery centres, playgroups, crèches and child-minding networks, whether public or private. The provision of such facilities is important to increase economic activity rates, to minimise travel distances, to improve the quality of life of parents and children and to reduce social exclusion.
- 8.22 The provision of any community room or café should be marketed³⁴ for these purposes only (agreed in an applicable planning obligation) with any proposed community enterprise (e.g. a café) linked to the financial support and on-going operation of the community room/space provided. This should provide a flexible means of supporting new small-scale community spaces.
- 8.23 Good quality leisure and sport facilities support and encourage people to lead healthy lifestyles, raising the quality of life for local residents. Similarly, leisure, art, cultural and entertainment facilities provide a vibrant and culturally diverse range of facilities, not only for local people of different age groups, compatible with the city's cultural diversity but also for people who live outside Cambridge. These facilities also help attract people to the city as a place to work, study and live.
- 8.24 New leisure entertainment facilities outside the City Centre should complement and not compete with the City Centre. Therefore, such

³⁴ Any asking price(s) and, or rental charge(s) should be commensurate to the type and size of the community facility.

proposals outside the City Centre will require an independent impact assessment (funded by the developer) that assesses the likely impact of any new proposal on the City Centre. Where sports facilities are provided through educational development, community use should be secured.

- 8.25 As part of any planning application involving the loss or replacement of an indoor sports facility, consideration will be given to outputs from Sport England's strategic planning tools such as the Facilities Planning Model and the Active Places Power website³⁵ in assessing the impact of the proposed loss. Replacement leisure facilities must comply with the relevant sports design guidance and avoid any net reduction in leisure facilities.

Table 8.1: Definition of community facilities

Community facilities include:
<ul style="list-style-type: none"> • Uses in class D1³⁶ (non-residential institutions), except university teaching accommodation. Core class D1 uses include: <ul style="list-style-type: none"> ○ the provision of traditional and complementary medical or health services, except for the use of premises ancillary to the home of the consultant; ○ the provision of education; ○ a crèche, day nursery or playgroup; ○ a place of worship or religious instruction; ○ a community centre, public hall or meeting place; and ○ a public library • A local retail unit or public house (Note: safeguarded public houses are specifically addressed by Policy 76). • The following sub-categories of class C2 (residential institutions): <ul style="list-style-type: none"> ○ hospitals, residential schools, colleges or training centres; and ○ other uses that provide either a community service or a public utility such as facilities for the emergency services, public toilets and court buildings. <p>N.B. The lists of uses are not exhaustive.</p> <p>Categories not included in the definition:</p> <ul style="list-style-type: none"> • Any facility on the Community Asset Register that is beyond the definition of a community facility. The Community Asset Register is a list of assets subject to community 'right-to-bid' rules and is a separate process to the planning process • University teaching accommodation, language schools and tutorial colleges, veterinary surgeries • Leisure sports and entertainment facilities, including arts and cultural facilities such as museums, performance venues and theatres • Outdoor sports and children's play areas are addressed by open spaces

³⁵ www.activeplacespower.com

³⁶ Use Classes Order (as amended)

<p>and recreation policies in Section Seven</p> <ul style="list-style-type: none"> • Specialist housing, including residential care homes and nursing homes are dealt with in Section Six
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Table 8.2: List of community facility and leisure categories

Category of provision	Example uses (not exhaustive). A use may fall into more than one category depending on the area it serves
Local	<ul style="list-style-type: none"> • A community or civic room
Neighbourhood	<ul style="list-style-type: none"> • Community house – typically the size of an average three-bed house – or community hall • Primary school • Day nursery
District	<ul style="list-style-type: none"> • Public library • Primary care facility • Community centre and other shared use/services buildings • Function room • Secondary school • Place of worship
City-wide	<ul style="list-style-type: none"> • Acute health care • Civic and court buildings • Colleges and universities
Leisure category	Example uses (not exhaustive)
Leisure sports	Leisure sport facilities allow for supervised, organised or competitive sports, primarily indoors. Facilities include sports stadia, ice rinks, sports halls, boxing centres, badminton and squash courts, swimming pools (including outdoor), gymnasiums, indoor bowling centres, indoor tennis centres, health and fitness centres
Leisure arts and culture	Arts and cultural uses such as concert halls, performance venues and theatres, cinemas, ten-pin bowling alleys, punting stations, museums and galleries
Leisure entertainment	Nightclubs, snooker/pool halls, bowling alleys

Policy 74: Education facilities

New or enhanced education facilities will be permitted if:

- a. the scale, range, quality and accessibility of education facilities are improved;
- b. they are located in the area they are expected to serve;

- c. they mitigate the impact of any associated residential development; and
- d. they comply with the strategic objectives of the Children's Services Authority.

The Council will work with the Children's Services Authority to provide high quality and convenient local education services in all parts of Cambridge, but particularly in areas of population growth.

Developers should engage with the Children's Services Authority at the earliest opportunity and work cooperatively to ensure the phasing of residential development and appropriate mitigation is identified in a timely manner to ensure appropriate education provision can be secured.

Planning permission will be granted for new education facilities in locations accessible by walking, cycling and public transport, where this will meet an existing deficiency, and support regeneration or new development.

Supporting text:

- 8.26 Education in this section relates to early years, primary, secondary and further education provision for all children and young people, including those with special educational needs and/or disabilities, where residential elements may form part of the provision. Higher education and other types of education such as language schools are not included in this definition of education.
- 8.27 Easy access to good quality educational provision is important for supporting economic growth, developing strong sustainable communities, promoting economic prosperity and sustaining quality of life. It is therefore appropriate for new residential development to contribute towards the cost of education provision, either towards the expansion of existing facilities, or in some cases towards the funding of a new school, through planning obligations and the Community Infrastructure Levy (CIL) as appropriate. Developers of residential sites should engage with Cambridgeshire County Council as the Children's Services Authority at the earliest opportunity, to ensure appropriate education provision is delivered in a timely manner.
- 8.28 Cambridgeshire County Council has the statutory duty, established through the Education Act 1996, to secure sufficient state-funded school places for all children and young people of statutory school age (5-16) who want one. The Childcare Act 2005 and Education Act 2011 introduced the duty to commission early years provision and post-16 provision respectively. The Education Act 2011 also changed the County Council's traditional role of providing school places into a commissioning role with enhanced emphasis on the County Council working in partnership with a wide variety of education providers.

- 8.29 To ensure consistency and equity in school place planning across Cambridgeshire, the County Council has adopted principles to underpin commissioning school places. Although recent legislative and policy changes have resulted in a different approach to education planning, the principles set out below remain appropriate:
- a. New schools should provide high quality education provision;
 - b. there should be minimal disruption to existing communities as a result of changes in provision;
 - c. schools should play a central role in the communities they serve;
 - d. schools should be located, where possible, within the statutory walking distance of the communities they serve;
 - 2 miles for primary school age pupils (4–10 years old); and
 - 3 miles for secondary school age pupils (11–15 years old); and
 - e. Cambridge pupils should be able to attend a school in the city if they so choose.
- 8.30 In terms of primary education, Cambridgeshire County Council has recently expanded a number of existing schools and built two new primary schools, Queen Emma Primary School and the new primary school in East Chesterton (opening in September 2013), to meet demand from both increased birth rates and new developments. Cambridgeshire County Council continues to work with education providers to identify means of securing the additional places needed to address existing and future basic educational requirements across the city.
- 8.31 In terms of secondary provision, Cambridgeshire County Council has identified significant pressure on existing secondary school capacity in the city, as a result of recent housing development and demographic changes. Cambridgeshire County Council is working with Cambridge’s education providers to identify options for increasing capacity in the city up to 2018 with a secondary school in Trumpington scheduled to open in September 2015. From 2018, there is forecast to be further significant pressure on places. Cambridgeshire County Council will, in partnership with existing providers, undertake an extensive review of provision post-2018 to identify appropriate solutions for securing the additional capacity required.
- 8.32 The Council will work with Cambridgeshire County Council, as the local education authority, to ensure that school places are made available to all new residents in appropriate locations and in a timely manner, including regular partnership reviews of where school places will be needed in the future. Educational facilities will be expected, where appropriate and/or possible reflecting Cambridgeshire County Council’s commissioning role, to also include provision for community use, for example through making multi-use facilities accessible to the wider community.

- 8.33 New education facilities should be located in highly accessible locations with good quality footpaths and cycleways to encourage sustainable travel to and from the school by teachers, parents and pupils.

Policy 75: Healthcare facilities

New or enhanced healthcare facilities will be permitted if:

- a. the scale, range, quality and accessibility of healthcare facilities would be improved;
- b. they are located in the area they are expected to serve; and
- c. where possible and appropriate they are co-located with complementary services.

The Council will work with Local Commissioning Groups to provide high quality and convenient local health services in all parts of Cambridge, but particularly in areas of population growth.

Planning permission will be granted for new primary healthcare facilities in locations accessible by road, by walking, by cycling and by public transport, where this will meet an existing deficiency, or support regeneration or new development.

Supporting text:

- 8.34 It is essential that the planning process supports the provision of good local healthcare facilities of the right type and in the right locations. The provision and location of community-based, out-of hospital, health-care should aim to meet the needs of existing and new residents. The impact of household and student growth should not worsen healthcare provision for existing residents. Healthcare facilities, for the purposes of this policy, do not include teaching hospitals, which are covered by Policy 43, on university faculty development.
- 8.35 Clinical Commissioning Groups (CCGs) are statutory bodies representing groups of GPs responsible for designing local health services in England. Every GP practice will need to be a member of a CCG. Local Commissioning Groups (LCGs) are smaller groups of GP practices with a focus on more local issues than the CCG. The Cambridgeshire and Peterborough CCG includes two LCGs responsible for patients in Cambridge and South Cambridgeshire.
- 8.36 Over recent years, there has been considerable change in the way health care services are delivered, with an ongoing shift away from hospital settings into community- based settings, delivering services as close to home as possible. Advancements in medicine and technology have also had

considerable impact on the way services are delivered and what can now be delivered outside of hospitals.

- 8.37 The shift in location and delivery of services also requires more flexibility in planning agreements and the detailed planning and procurement of health facilities. One key principle that should be considered is the co-location of non-NHS community, voluntary sector and commercial spaces alongside primary and community care services if their addition accords with the philosophy of care and can improve affordability/accessibility.
- 8.38 Co-locating services may provide benefits including: a focal point for the community, promotion of healthy lifestyles as part of an integrated health and community care approach, better connectivity with other services and opening up new possibilities for residents, increased building/site usage, the creation of a critical mass of linked services, increased convenience for users, improved funding; and more sustainable transport links. Examples of co-located facilities include those already built in Cambourne and in the planning for Northstowe, Cambridge Southern Fringe and North West Cambridge.

Policy 76: Protection of public houses

The loss of a safeguarded public house including its site (listed in Appendix C) will only be permitted if it can be demonstrated that:

- a. the public house site is no longer needed within the community as a public house or other form of community facility, in line with the guidance set out in Appendix K of the plan. Applicants should provide evidence that the public house has been marketed for 12 months as a public house, free of tie and for alternative local commercial (A class use) or community facility use, at a market price following independent professional valuation (paid for by the developer) and that there has been no interest in either the freehold or leasehold, either as a public house, restaurant or other use falling within the A use classes or as a community facility falling within D1 use class;
- b. that all reasonable efforts have been made to preserve the facility (including all diversification options explored – and evidence has been supplied to illustrate this) but that it has been proven (by an independent assessment paid for by the developer) that it would not be economically viable to retain the building or site for its existing or any other A or D1 class use; and
- c. that it has been otherwise demonstrated that the local community no longer needs the public house and alternative provision is available in the area.

The loss of any part of a public house, or its curtilage will be permitted if it can be demonstrated that:

- d. the viability of the public house use will not be adversely affected, sufficient cellarage, beer garden, parking and dining/kitchen areas will remain to retain a viable public house operation; and
- e. the loss including associated development will not detract from the prevailing character and appearance of the area, including where the building is of merit or has any distinctive architectural features.

Supporting text:

- 8.39 Public houses are an important part of Cambridge's culture and character, fostering social interaction and local community life, often the focal point of a neighbourhood or street. The quality of Cambridge's hostelry is a key part of the city's quality of life. This underlines that pubs are an important part of the Cambridge economy, not just for the direct and indirect jobs they provide in the pub supplies, food and brewing industries, but in supporting the city's main industries and quality of life by attracting and providing a meeting place for students, academics, scientists and entrepreneurs, and in attracting office workers, shoppers and tourists.
- 8.40 The Cambridge Public House Study (2012) identified a relative undersupply of pubs in Cambridge compared with the national average and comparable towns; this is most apparent in the suburbs of the city. Pubs provide facilities/space for recreation and leisure activities, including pub quizzes, darts competitions, pool leagues, political and academic discussion and debate, live music performances, meetings of local interest groups and community events. Pubs are therefore valued and culturally important institutions that should be protected. The Cambridge Public House Study (2012) recommended a minimum public house capacity of 750 working-age adults within a 400m-catchment radius.
- 8.41 The policy adopts a flexible approach, suggested in the 2012 study, allowing pubs to change use to other A class uses, such as shops, professional services and restaurants, and for such uses to change back to pub use where there is a market. This provides flexibility for those pubs struggling to change to alternative business uses, while retaining the vibrancy and use of the site as a local commercial community facility that could be returned to pub use in the future if there were a change in the market.
- 8.42 It is important that public houses are not lost due to deliberate neglect, in particular those of heritage value. In cases where a planning application concerns a heritage asset and there is evidence of deliberate neglect or damage, the deteriorated state of the heritage asset will not be taken into account in any planning decision.

- 8.43 When considering proposals for the development of part of a pub, its car parking areas, dining areas, cellarage or pub gardens, the Council will require supporting evidence explaining how the development proposal will support and not undermine the viability of the pub.
- 8.44 Developers will need to provide an independent professional assessment (funded by the developer) by a professional Royal Institution of Chartered Surveyors (RICS) valuer with expertise in the licensed leisure sector and who is not also engaged to market the property. Any proposals to convert or redevelop a former public house site (listed in Appendix C, designations schedule) subsequently converted to a different class A use to a non-A use, will still be subject to protection.
- 8.45 The list of safeguarded public house sites will be monitored in the Council's annual monitoring report.

Policy 77: Development and expansion of hotels

Proposals for high quality hotels will be supported as part of mixed-use schemes at:

- a. Old Press/Mill Lane;
- b. key sites around Parker's Piece;
- c. land around Cambridge Station and the proposed new Station serving North East Cambridge (see Section Three); and
- d. any large windfall sites that come forward in the City Centre during the plan period.

Proposals for small, high quality hotels will also be supported in other City Centre locations, while larger high quality hotels beyond the City Centre may come forward in North West Cambridge and at Cambridge Biomedical Campus and Addenbrooke's hospital.

Aparthotels or serviced apartments (see glossary) will be treated as residential uses and affordable housing provision will be sought (see Policy 45). They will not be considered under this policy on hotels.

New hotels should be located on the frontages of main roads or areas of mixed-use on bus route corridors with good public transport accessibility.

Supporting text:

- 8.46 A consultancy study has been undertaken, entitled [Cambridge Hotel Futures April 2012](#), to assess the supply of and demand for hotel and short-stay accommodation in Cambridge to 2031.

- 8.47 The study shows that there is very strong and continuing market demand for significant new hotel development in Cambridge, particularly in the City Centre and on the outskirts of the city. Depending on how strongly the economy grows and the extent to which new hotels create additional demand, Cambridge looks likely to need around 1,500 new hotel bedrooms over the next 20 years to widen the accommodation offer of the city, encourage longer stays and to enhance the competitiveness of the city as a visitor destination.
- 8.48 These rooms could be delivered as new hotels, as extensions to existing hotels, or through the re-positioning and redevelopment of existing hotels, or indeed as a mixture of the three approaches.
- 8.49 The Cambridge Hotel Futures Study identifies the aim of achieving a high quality and distinctive hotel offer in Cambridge City Centre in terms of national and international branded 4-star hotels, boutique hotels, good quality 3-star hotels and possibly a 5-star hotel – through the upgrading and expansion of existing hotels and the conversion of suitable properties. Consequently, the policy seeks to ensure that any proposal is for a hotel of suitably high quality specification to meet the needs identified in the study. This can help ensure that any new hotels are towards the upper end of the spectrum of hotels.
- 8.50 A new generation of serviced-accommodation that combines an element of self-catering with some hotel-style service is causing a blurring of the boundaries between uses in planning terms.
- 8.51 These types of premises are generally intended to service extended stay corporate and university markets. They may, however, let units for shorter stays to business and leisure markets.

Policy 78: Redevelopment or loss of hotels

Development will not be permitted which would result in the loss of existing hotels and guesthouses within the City Centre and along bus route corridors with good public transport accessibility unless the use is no longer viable.

Applications for change of use will need to demonstrate that:

- a. all reasonable efforts have been made to preserve the facility but it has been proven that it would not be economically viable to retain the hotel or guesthouse in its current form; and
- b. the property or site has been appropriately marketed for at least 12 months in order to confirm that there is no interest in the property or site for hotel or guesthouse use.

Supporting text:

- 8.52 While some of the requirement for new hotel bedrooms in the City Centre can be met through the repositioning and upgrading of existing City Centre hotels, there is likely to be a requirement for further sites or conversion opportunities to fully satisfy the identified market opportunities.
- 8.53 With limited identifiable sites for new-build hotel development in the City Centre, the conversion of suitable properties looks likely to provide the most realistic way to deliver the required new hotels in the City Centre.
- 8.54 However, where the case can be made that the hotel is not and cannot be made viable with investment, its loss may be acceptable. Evidence would be required, in terms of marketing and viability of existing uses. The preference is for conversion to residential use.

Policy 79: Visitor attractions

Proposals for new visitor attractions within the City Centre will be supported where they:

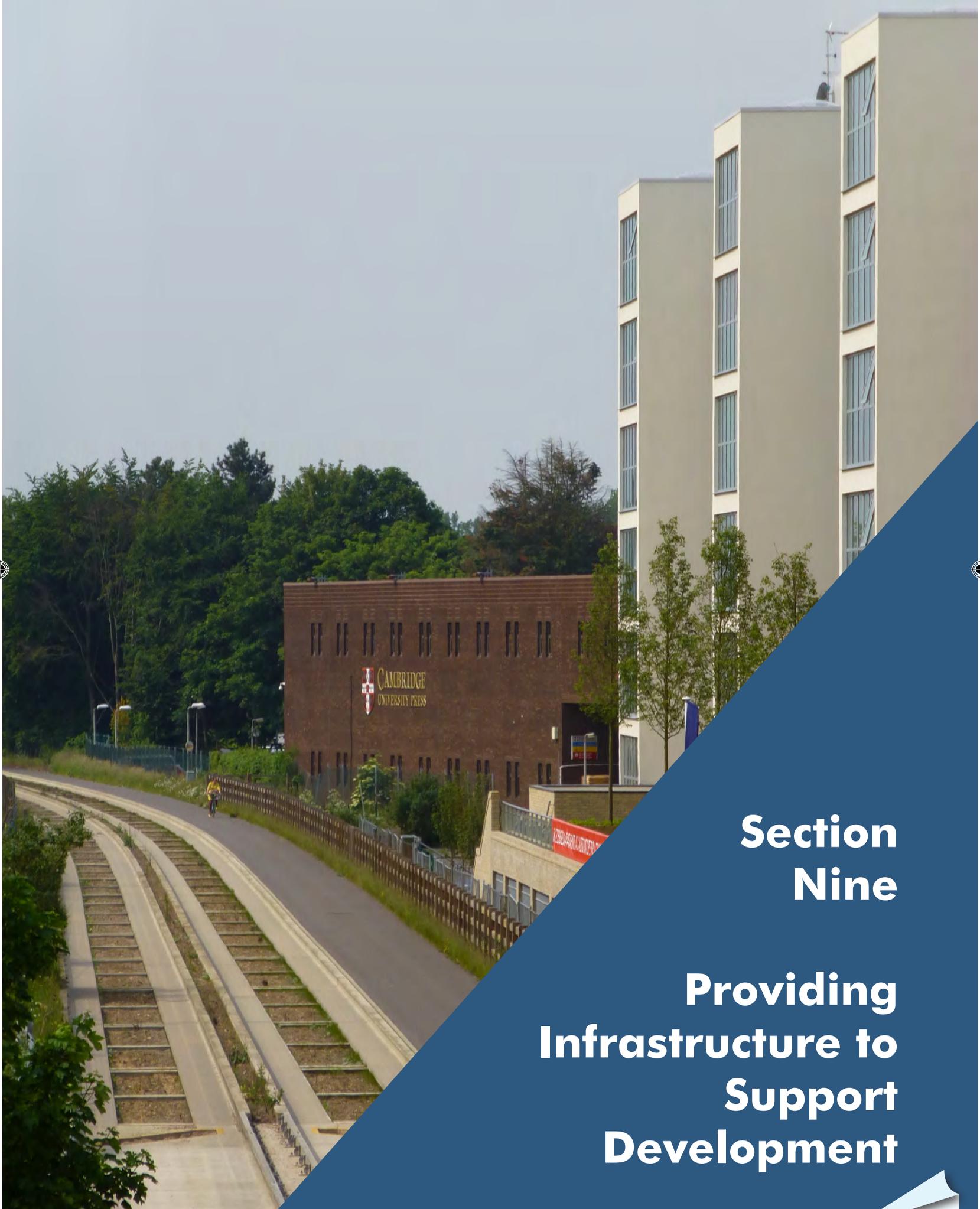
- a. complement the existing cultural heritage of the city;
- b. are limited in scale; and
- c. assist the diversification of the attractions on offer, especially to better support the needs of families.

The locations of any new attractions should have good public transport accessibility.

Supporting text:

- 8.55 Some of the pressures on existing attractions can be eased by the diversification of the attractions on offer where this continues to be related to the cultural heritage and/or interpretation of the city.
- 8.56 The emphasis in tourism is on continued visitor management, and to extend length of visits, rather than major promotion. While the city would benefit from enhanced provision for families, major theme parks and other national profile leisure developments will not be appropriate in Cambridge. There would, however, be potential for enhancing the visitor experience as part of a tourism loop running between King's Parade, Silver Street and along the Backs to the Folk Museum and Kettle's Yard and then back over Magdalene Bridge, Bridge Street and through the City Centre.

- 8.57 Attractions that draw visitors beyond the City Centre attractions and encourage the development of alternative attractions throughout the sub-region are also encouraged.



Section Nine

Providing Infrastructure to Support Development





Cambridgeshire Guided Busway



SECTION NINE: PROVIDING THE INFRASTRUCTURE TO SUPPORT DEVELOPMENT

- 9.1 This section focuses on how the local plan contributes to the achievement of sustainable development in terms of how it addresses the challenge of making new development functional and accessible in terms of transport and infrastructure. These policies will help to build on the culture of cycling and walking within the city and help protect and provide good, efficient and sustainable links to key employment centres and transport interchanges. Provision of the required and appropriate infrastructure for Cambridge will also be supported.
- 9.2 The Council will continue to work closely with Cambridgeshire County Council, as the highways authority, and the local plan has strong links with the County Council's Transport Strategy for Cambridge and South Cambridgeshire and the Cambridgeshire Local Transport Plan.
- 9.3 The local plan strategy, and the joint strategic approach to growth and infrastructure agreed across Cambridgeshire, ensures that development within Cambridge promotes sustainable transport that is safe and accessible for all, while also ensuring that the appropriate infrastructure is in place and the need to travel is reduced. This will ensure that Cambridge remains a compact city with a high quality of life and place.
- 9.4 The growth of Cambridge will create additional demands for physical and social infrastructure, as well as having impacts on the environment. This section of the local plan sets out the policy approach to delivering the infrastructure required to support development. This will include the use of planning obligations and the Community Infrastructure Levy (CIL) to make improvements to existing infrastructure and provide new facilities.

Policy 80: Supporting sustainable access to development

Development will be supported where it demonstrates that prioritisation of access is by walking, cycling and public transport, and is accessible for all. This will be achieved by:

- a. ensuring major developments on the edge of the city and in the urban extensions are supported by high quality public transport linking them to Cambridge's City Centre and major centres of employment. The public transport links should be within walking and cycling travel distance of the development;
- b. supporting public transport, walking and cycling to, from and within a development by:

1. giving priority to these modes where there is conflict with cars;
 2. conveniently linking the development with the surrounding walking, cycling and public transport networks;
 3. prioritising networks of public transport, pedestrian and cycle movement so these are the best and safest means of moving around Cambridge. Areas where public transport, pedestrian and cycle movement is difficult or dangerous will be improved and, where possible, have further capacity for these sustainable modes provided;
 4. ensuring accessibility for those with impaired mobility; and
 5. safeguarding existing and proposed routes for walking, cycling, and public transport, including the Chisholm Trail, from development that would prejudice their continued use and/or development. In addition, funding for high quality physical provision of these routes will be required, both within and adjacent to the proposed developments. The proposed routes are identified in Cambridgeshire County Council's Transport Strategy for Cambridge and South Cambridgeshire and on Figure 9.1 of this plan.
- c. ensuring that any development requiring a new road or road access accords with the following:
6. it is designed to give high priority to the needs of pedestrians and cyclists, including their safety;
 7. it restricts through access for general motor traffic where appropriate;
 8. it discourages speeding;
 9. it discourages inappropriate car-based links within the network, but encourages non-car based links;
 10. it minimises additional car traffic in the surrounding area; and
 11. there is safe and appropriate access to the adjoining road, pedestrian and cycle networks.

Supporting text:

- 9.5 Good, easy access to a high quality and efficient transport network is essential to support new development and ensure that it is sustainable. Cambridge has an existing trend towards sustainable transport, particularly cycling, and the 2011 Census reaffirmed this by highlighting that about 33 per cent of residents in the city cycle to work, the highest proportion in the United Kingdom. Increases in walking and public transport use combined with large decreases in the number of single car trips underpin the long-established policy approach to promote sustainable modes of travel over that of the private car. However, congestion remains a key issue on many of the city's roads and the need to push for further modal shift remains imperative, especially as growth in and around the city continues.

- 9.6 The Council will work closely with partners, particularly with Cambridgeshire County Council as the highways authority, to help promote good access to high quality, sustainable modes of travel at new developments. This is especially key for edge of city developments.

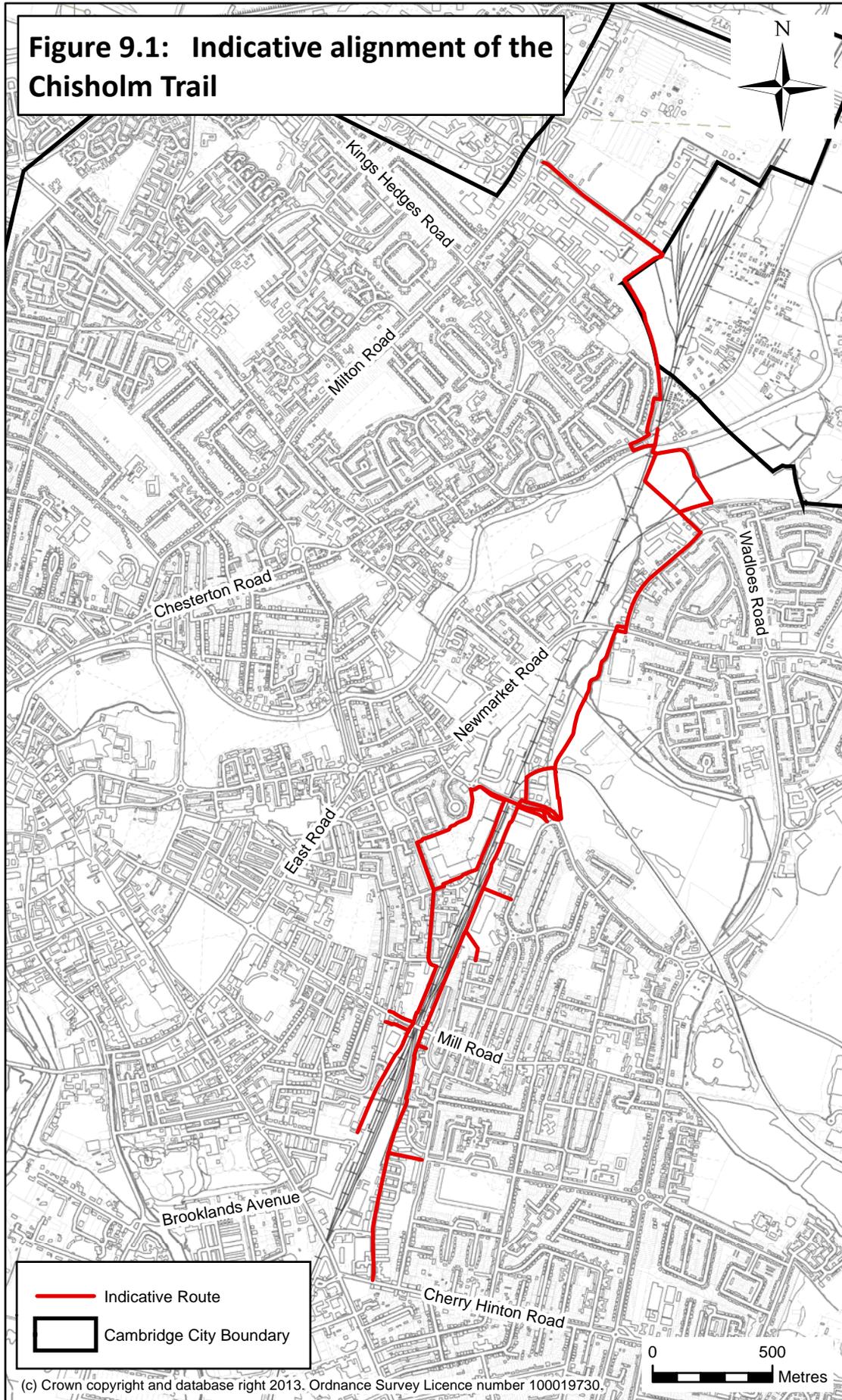
Public transport accessibility

- 9.7 Public transport, and buses in particular, have a crucial role to play in meeting Cambridge's transport needs and embedding sustainable travel patterns from an early stage. This is particularly important for development on the city's edge and in the urban extensions, where key services and employment centres are not often within walking distance of housing.
- 9.8 Developers will be required to ensure the provision of such services from first occupation of the development for a period of up to five years, where this is a viable option for the development in terms of practicality, convenience and cost.
- 9.9 Demand-responsive and community transport provision will also be supported where they can be shown to be an appropriate alternative or addition to public transport.

Walking and cycling

- 9.10 Walking and cycling are a high priority, being healthy, affordable and sustainable modes of travel. One of the best ways to encourage sustainable modes is to fully consider them at the design stage. Priority and convenience for walking and cycling should be ensured through design layout, traffic calming measures, and on-site facilities (see the Department for Transport's Manual for Streets 1 (2007) and 2 (2010)). The needs of all users should be considered as part of a planned approach to inclusive design, with accessibility for pushchairs, wheelchairs and those with mobility or visual impairment, while ensuring that conflict between cyclists and pedestrians is designed out.
- 9.11 The indicative alignment of the Chisholm Trail is shown in Figure 9.1.

Figure 9.1: Indicative alignment of the Chisholm Trail



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Land for public transport

- 9.12 A successful and high quality public transport network needs to be efficient, reliable and attractive. Congestion is a problem in Cambridge, and it is vital for buses to be free from other traffic, where possible, in order for them to deliver on reliability and speed of journey. For this reason, it is important to safeguard land for new public transport infrastructure, such as bus lanes, interchange facilities and junction improvements.

Pedestrian and cycle network

- 9.13 Increases in walking and cycling within Cambridge are strongly influenced by the expansion of a safe and convenient network of routes. Therefore, new routes on land outside the public highway are identified on the policies map.
- 9.14 Developers will be required to fund high-quality paths, both along the identified routes, and any others that may be suitable for accessing the particular development. The design of these paths must accord with the guidance set out in the document Protection and Funding of Routes for the Future Expansion of the City Cycle Network, or its successor documents, and with national guidance as set out in the Department for Transport's Local Transport Notes. The Council will seek provision that is proportionate to the scale of development being undertaken.
- 9.15 All paths should conform to established good practice. They should consider wildlife and landscape factors, so that any adverse impact is minimised. They should also be in place by first occupation of the development, so that sustainable travel patterns can be established at an early stage.

New roads

- 9.16 New roads should make suitable provision for the needs of pedestrians, cyclists and public transport users, as well as cars. This includes measures that make their safety a key priority, including measures to discourage speeding. Any potential negative impact on existing pedestrian and cycle routes must be mitigated.
- 9.17 Roads providing a new vehicular through route will generally not be supported, as these are likely to attract car traffic from more major roads. However, controlled through access for buses and cycles is encouraged. Where any new through-route for all traffic is proposed, it is important that the potential impacts are minimised. The presumption should be that 2m-wide uni-directional cycle lanes – either at the edge of the carriageway or set back from the carriageway (but with priority over side roads) – are provided

on any new through-route. A suitable quantitative assessment of the likely effect of the new road will be essential.

Policy 81: Mitigating the transport impact of development

Developments will only be permitted where they do not have an unacceptable transport impact. Therefore, new development will require:

- a. sufficient information to be supplied with all development proposals that the transport impact can be suitably assessed. This should take the form of transport assessments for schemes above the thresholds set in the latest Cambridgeshire County Council guidance;
- b. a travel plan to accompany all major development proposals; and
- c. reasonable and proportionate financial contributions/mitigation measures where necessary to make the transport impact of the development acceptable. This could include investment in infrastructure, services or behavioral change measures to encourage the use of sustainable modes of transport. Such measures should be provided to meet the first or early occupation of a site in order to influence travel behaviour from the outset.

Supporting text:

- 9.18 New development often brings with it the need for new transport and more pressure on the transport network is a common consequence of this. Any additional strain on the transport network as a result of new development needs to be appropriately assessed and mitigated.
- 9.19 The National Planning Policy Framework (NPPF) states that a transport assessment or transport statement should support all developments that generate significant amounts of movement. This ensures that the full transport impacts of any proposal are assessed and understood, allowing for the appropriate mitigation measures to be implemented.

Transport assessments

- 9.20 Any proposals must include sufficient information to assess the likely impact of development. A detailed transport assessment or a less detailed transport statement may be required in accordance with the thresholds in Cambridgeshire County Council's current transport assessment guidelines.
- 9.21 Where transport assessment of proposed development in Cambridge is required, appropriate prioritised and costed mitigation measures, including delivery plans and timescales, should take effect at agreed points in bringing new development forward. Where an assessment indicates insufficient capacity on the local or strategic road network, the Council and

Cambridgeshire County Council are committed to ensuring that effective and appropriate interventions/investment are secured in order to achieve suitable mitigation of the additional transport impacts of the development.

- 9.22 In areas of the city where traffic congestion and/or pollution from traffic are particularly high, a zero increase or reduction in car traffic through any proposed redevelopment will be sought. This includes the City Centre and Newmarket Road.

Travel plans

- 9.23 It is important that every opportunity is taken to mitigate the negative transport impacts of a development. Therefore, proposals classed as major development, and those shown to generate a significant amount of movement, will be required to provide a travel plan.

Financial contributions and mitigating measures

- 9.24 Financial contributions will be sought towards schemes approved by the City and County Councils for any necessary improvements required as a result of development. The existing conditions on the wider transport network and any increase in demand over and above the existing use's levels will need to be taken into account.
- 9.25 These measures will be secured through planning obligations where essential site-specific measures are required and/or through the Community Infrastructure Levy. The infrastructure resulting from these contributions should be provided in a timely manner, to meet the first occupation of a site in order to influence travel behaviour from the earliest opportunity. For the larger growth area sites, the trigger points may vary according to the development phases.

Policy 82: Parking management

Planning permission will not be granted for developments that would be contrary to the parking standards set out in Appendix L. This includes:

- a. providing no more than the car parking standards for new residential and non-residential development set out in Appendix L, taking into account the accessibility of the site to public transport and the nature of the use. In the City Centre, and on streets with overnight parking stress, on and off street (non disabled bay) car parking levels should be maintained at current levels for shoppers, residents and workers;
- b. providing at least the cycle parking levels in Appendix L; and
- c. providing at least the disabled and inclusive parking requirements in Appendix L.

Car-free and car-capped development is acceptable in the following circumstances:

- d. where there is good, easily walkable and cyclable access to a district centre or the City Centre;
- e. where there is high public transport accessibility; and
- f. where the car-free status of the development can realistically be enforced by planning obligations and/or on-street parking controls.

The Council strongly supports contributions to and provision for car clubs at new developments to help reduce the need for private car parking. Electric vehicle charging points or the infrastructure to ensure their future provision should be provided within a development where reasonable and proportionate.

Developments should also provide adequate provision for servicing and public service vehicles.

On-street parking will be managed in partnership with Cambridgeshire County Council to ensure the safe passage of cyclists and pedestrians, emergency service access and to reduce nuisance to residents from commuter and shopper parking.

Supporting text:

Car parking

- 9.26 New developments will be favoured where they take a holistic, early and design-led approach to the management of parking for motor vehicles and cycles. Car parking standards are an important means of managing traffic levels in and around a development, especially when combined with measures to increase access to transport alternatives to the private car. The Council continues to promote lower levels of private car parking in order to help achieve modal shift, particularly for non-residential developments where good, more sustainable transport alternatives such as walking, cycling and public transport exist. This will be particularly important in the City Centre, where the transport strategy is to increase access without a net increase in overall parking levels (other than disabled parking). In addition, on streets with overnight parking stress, the level of additional parking is capped. In both cases, development will have to be car-free or car-capped (see below).
- 9.27 In accordance with national guidance, the level of car parking provided needs to take into account various local circumstances. This includes its proximity to services accessible by non-car modes, the development type and also the impact the development is likely to have on the surrounding network.

Appendix L lists the matters developers need to consider when planning for the appropriate levels of car parking to be provided, as well as the levels of parking in terms of 'no more than'.

- 9.28 For residential developments, parking should be provided on-plot or, in larger developments, in the form of well-designed parking courts or 'designed in' on-street parking, with a presumption in favour of some non-allocated parking. (See, Car Parking: What Works Where – Homes and Communities Agency, and Manual for Streets 1 and 2). For residential developments where car parking is to be provided in garages, the dimensions of these must accord with the dimensions in Appendix L.
- 9.29 Car-free and car-capped development, where new on-street permits are restricted to existing (not new) residents, is supported by the Council where the development will not impact negatively on the surrounding area by displacing car parking. It is therefore important that where car-free development is proposed, the appropriate on-street parking management is in place, and this will involve strong input from Cambridgeshire County Council, as the Local Highways Authority. Suitable, high-quality alternatives to the private car must also be available in order for any proposal to be acceptable. Access to shops and services close by is required.
- 9.30 The Council also encourages the provision of car club spaces at new developments, as these are shown to reduce car ownership, especially second car ownership. Similarly, where it is viable to do so, the Council may seek low emission vehicle infrastructure at major new developments. This could include, but is not limited to, electric vehicle charging / plug-in points or the infrastructure required to provide this in the future.

Cycle parking

- 9.31 The provision of good, high quality and easily accessible cycle parking is important to encourage cycling and also reduce the theft of bikes. Like car parking, cycle parking should be 'designed in' to developments from an early stage.
- 9.32 The Council's Cycle Parking Guide for New Residential Developments (or any successor document) should be referred to as best practice for providing cycle parking at all new developments. For residential developments where cycle parking is to be provided in garages, the dimensions of these must accord with the dimensions in Appendix L. This appendix also provides information on what is permissible in terms of types of cycle parking at non-residential development.

Policy 83: Aviation development

Aviation development at Cambridge Airport will only be supported where it would not have a significant adverse impact on the environment and on residential amenity.

A health impact assessment will be submitted alongside any planning application to demonstrate that the potential impacts on health have been considered at the planning and design stage.

Supporting text:

- 9.33 Cambridge Airport, operated by Marshall, lies within the administrative boundaries of both Cambridge City Council and South Cambridgeshire District Council. The area within Cambridge comprises part of the runway and a number of hangars, while the terminal building is within South Cambridgeshire. The airport is a base for general aviation as well as aircraft repair.
- 9.34 Consideration needs to be given to airport activity and the approach that would apply to any future aviation development proposals coming forward at Cambridge Airport. This is to ensure that any development would not have a significant adverse effect on the environment and residential amenity. While airports have permitted development rights, which mean that some types of development in connection with the provision of services and facilities do not need planning permission, other proposals do require planning permission. These include the construction or extension of a runway, or a new passenger terminal above 500 sq m or increasing the size of the existing building by 15 per cent or more.
- 9.35 Any further aviation development proposals that fall within the scope of this policy will need to be carefully assessed, particularly in terms of impact on noise, air quality, landscape, nature conservation, transport and public safety. It is likely that any planning applications for major works will require an Environmental Impact Assessment (EIA), to assess the potential significant impacts of the development on the environment.

Policy 84: Telecommunications

Planning permission will be granted for telecommunications development where it can be demonstrated that:

- a. the proposal does not cause significant and irremediable interference with other electrical equipment, air traffic services or instrumentation that is operated in the national interest;
- b. visual impact is minimised through design and location, with equipment sympathetically designed and camouflaged where appropriate;

- c. pre-application consultation has been undertaken, particularly where a mast is to be installed near a school or college, or within a statutory safeguarding zone surrounding an aerodrome or technical site. The relevant highways authority should be consulted where works are in the highway or in close proximity to the Cambridgeshire Guided Busway;
- d. applications for an addition to an existing mast or base station are accompanied by a statement that self-certifies that the cumulative exposure, when operational, will not exceed guidelines set by the International Commission on Non-Ionizing Radiation Protection (ICNIRP); and
- e. applications for a new mast or base station are accompanied by evidence that the applicant has explored the possibility of erecting aerials on an existing building, site, mast or other structure and a statement that self-certifies that, when operational, ICNIRP guidelines will be met.

Supporting text:

9.36 New communications technology is continually developing and it is important that residents and businesses have the best access to new technology, making the most of the resulting lifestyle changes, such as reducing the need to travel. It is important that the Council supports the growth of telecommunications systems while keeping the environmental impact to a minimum. The NPPF supports this approach, noting that sites for telecommunications should be kept to a minimum consistent with the efficient operation of the network. Existing sites should be used where possible and where new sites are required their design should be sympathetic to context.

Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

Permission will only be granted if it can be demonstrated that there is, or will be, sufficient infrastructure capacity to support and meet all the requirements arising from the new development. Where existing infrastructure will be placed under strain due to the impact of new development, improvements to existing infrastructure or compensatory provision should be made so that an appropriate level of infrastructure is maintained.

Infrastructure provision will reflect the Council's priorities for infrastructure set out in the Cambridge and South Cambridgeshire Infrastructure Delivery Study and its successor documents. The Council will work positively with neighbouring authorities and Cambridgeshire County Council on infrastructure issues, including the the Community Infrastructure Levy (CIL), which the Council is committed to introducing in 2014. Until the introduction

of the CIL, and to a lesser degree thereafter, the Council will continue to use planning obligations under Section 106 of the Town and Country Planning Act 1990 to ensure developer contributions towards necessary infrastructure are maximised.

Planning permission for new developments will only be supported/permitted where there are suitable arrangements for the improvement or provision and phasing of infrastructure, services and facilities necessary to make the scheme acceptable in planning terms.

Planning obligations and/or a future CIL could be required for the following:

- a. transport infrastructure
- b. public transport
- c. drainage and flood protection
- d. waste recycling facilities
- e. education
- f. healthcare
- g. leisure and recreation facilities
- h. community and social facilities
- i. cultural facilities, including public art
- j. emergency services
- k. green infrastructure
- l. open space
- m. affordable housing

The above list is not exhaustive and there may be scope for requiring developer contributions towards a wider range of infrastructure measures. Contributions could also be used to secure ongoing maintenance where this is deemed appropriate.

The introduction of CIL in 2014 will be accompanied by a review of the Council's guidance on planning obligations, and will ensure that the range and level of contributions towards local infrastructure needs are kept up to date and maximised in the context of emerging CIL practice and guidance.

Supporting text:

Infrastructure provision

- 9.37 The delivery of new or improved infrastructure and services to support new development in a timely and phased manner will be an important element in ensuring the appropriate and sustainable implementation of new growth in Cambridge and its sub-region. It will be important to ensure that certain infrastructure is provided before development begins, to safeguard against adverse impacts. To facilitate this, it is important that the local planning authority understands the infrastructure needs and costs early on as part of plan making.

- 9.38 Planning for infrastructure provision has been, and continues to be, an ongoing process through the development of Cambridge City Council and South Cambridgeshire District Council Infrastructure Delivery Study (IDS) and partnership working with stakeholders. The IDS has been produced in collaboration with South Cambridgeshire District Council. The IDS examines three infrastructure categories: physical (transport, energy, water and drainage, waste); social (education, health care, leisure and recreation, community and social and emergency services); and green (open space). The IDS includes an infrastructure delivery schedule. The intention is to update the IDS and infrastructure delivery schedule on a regular basis.
- 9.39 The IDS provides an overview of infrastructure required to support new development, an overview of who is responsible for delivery, and a broad indication of phasing, costs and funding mechanisms. It will act as a focus for delivery, but should not be seen as a detailed investment programme.
- 9.40 To aid prioritisation of delivery, the Council has categorised the prioritisation of infrastructure in the IDS as critical, necessary and desirable.

Critical infrastructure

- 9.41 Critical infrastructure and necessary infrastructure are both essential to support development, but the differing factor between them is the timing of their delivery. Critical infrastructure is largely physical and enabling infrastructure, which must be delivered on time to allow proposed development to proceed. Failure to provide critical infrastructure could result in significant delays to the delivery of development.

Necessary infrastructure

- 9.42 This infrastructure is required if development is to be achieved in a timely and sustainable manner. Infrastructure in this category is unlikely to prevent physical development in the short term, however failure to invest could lead to delays in the medium term. The most common type of necessary infrastructure is social and community infrastructure such as schools, health facilities and children's play space. The category has the potential to allow infrastructure prioritisation if funding shortfalls occur.

Desirable infrastructure

- 9.43 This category has been included so that more aspirational schemes to support sustainable development could be included within the IDS.

Funding infrastructure and services

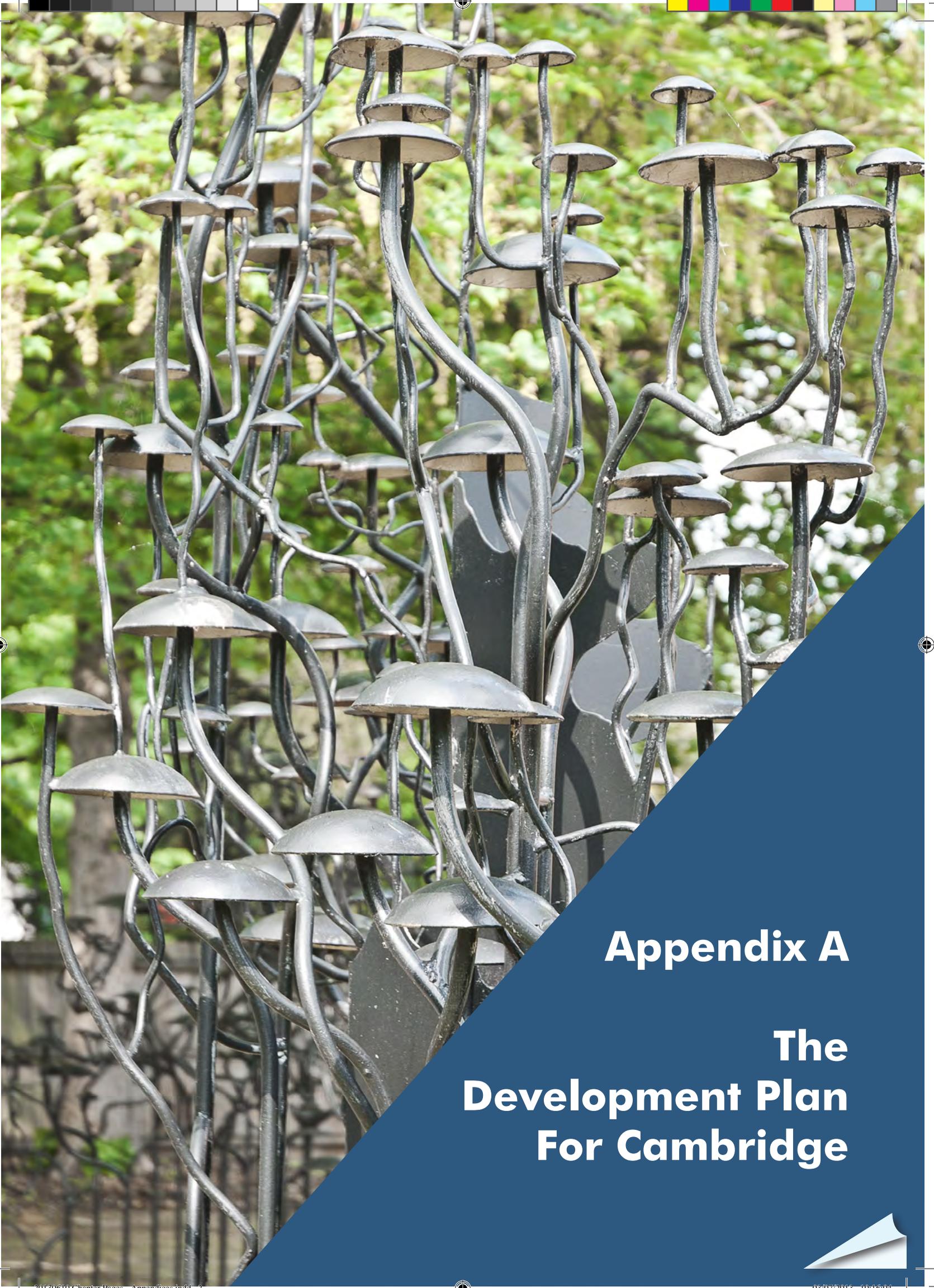
- 9.44 Infrastructure provision will be funded through a number of sources. Mainstream funding, such as the Council's capital programmes, service providers' investment programmes, and government grants, will continue to fund the bulk of infrastructure spending. However, other initiatives such as planning obligations and the CIL can provide a substantial resource for locally-determined priorities.
- 9.45 As part of planning for infrastructure provision, the Council needs to consider the role that developers can play in helping to provide the physical, social and green infrastructure that is required as a result of new growth. When planning permission is granted for new development, the Council can seek contributions from developers towards a range of infrastructure, for example, school places, affordable housing and open spaces.
- 9.46 Infrastructure funded by the development industry will occur either through legal agreements known as 'planning obligations' or the emerging CIL, a tariff-based charge.
- 9.47 Planning obligations (Section 106 Agreements or S106) are voluntary legal obligations attached to planning applications. A local planning authority normally requests a developer to enter into an obligation to mitigate the impacts of the development being proposed. Any S106 planning obligation must be:
- necessary to make the development acceptable in planning terms;
 - directly related to the development; and
 - fairly and reasonably related in scale and kind to the proposed development.
- 9.48 The CIL will replace planning obligations for many forms of infrastructure, although planning obligations can still be used for site-specific mitigation measures and for affordable housing provision. The Government considers that the CIL is a more transparent and simple method of collecting funds for infrastructure to support development than the current system of planning obligations.
- 9.49 The CIL takes the form of a standardised charge applied per square metre of new development. The levy will allow the Council to raise money to support development and it will assist the funding of a wide range of infrastructure projects needed as a result of development. CIL rates will be set out in a charging schedule. The infrastructure to be funded by CIL will be defined alongside the CIL charging schedule in the Regulation 123 list. The Council's infrastructure delivery schedule, which identifies a list of critical, necessary and desirable infrastructure, will form the starting point for the Regulation 123 list.

- 9.50 The Council needs to strike a balance between the desirability of funding infrastructure from the levy and the potential effect of the levy upon the economic viability of development. A viability assessment has been undertaken by the Council, which will inform the charging schedule and ultimately the amount of CIL to be charged. The Council seeks to ensure that a CIL charge is identified that is of a sufficient level to provide the infrastructure required but not so onerous as to make development unviable.
- 9.51 A capped 15 per cent proportion of CIL revenue will need to be spent on locally-determined infrastructure in areas where development takes place. This will rise to 25 per cent for those areas with an adopted neighbourhood plan in place.
- 9.52 The Council will work with South Cambridgeshire District Council and Cambridgeshire County Council to ensure that development is supported by the right infrastructure and that contributions towards infrastructure are collected on an equitable basis.
- 9.53 With the introduction of the CIL, S106 Agreements will only be used in restricted circumstances. A planning obligations supplementary planning document will be prepared about the use of S106 Agreements in the light of CIL approval.



Appendices, Glossary and Bibliography





Appendix A

The Development Plan For Cambridge



Public Art



APPENDIX A: THE DEVELOPMENT PLAN FOR CAMBRIDGE

A.1 On adoption of this new local plan, the official development plan for Cambridge will comprise:

- Cambridge Local Plan 2014;
- Cambridgeshire Minerals and Waste Local Development Framework;
- Cambridge East Area Action Plan (excluding policies CE/3 and CE/35; and
- North West Cambridge Area Action Plan.

The Cambridge Local Plan 2014 will replace all of the existing or 'saved' policies in the Cambridge Local Plan 2006.

A.2 In addition, the following supplementary planning documents (SPDs) remain as material considerations alongside this Local Plan:

- Old Press/Mill Lane;
- Eastern Gate Development Framework;
- Public Art;
- Affordable Housing*;
- Sustainable Design and Construction*;
- Planning Obligations*

The council intends to prepare new SPDs on the subjects above marked with an asterisk*, to be adopted alongside this local plan or shortly thereafter.

A.3 Further SPDs may also come forward to cover site specific proposals or where additional or updated guidance to support either this local plan or national policy is deemed necessary. For example, it is intended that an additional SPD will be prepared to provide a City Centre Public Realm Strategy.

Policies map

A.4 A policies map will be maintained to show strategic allocations and other designated areas. The map will also show allocations that have been adopted as part of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy and Minerals and Waste Site Specific Proposals development plan documents (DPDs).



Appendix B

Proposals Schedule



Kaleidoscope, Clarendon Road



APPENDIX B: PROPOSALS SCHEDULE

Site	Address	Area (ha)	Existing uses	Capacity ¹	Provisional issues identified ²	Planning status ³
Residential						
GB1	Land north of Worts' Causeway	7.84	Agricultural	200 dwellings 45 dph	<ul style="list-style-type: none"> ○ Local heritage asset on site ○ Site includes bat roost and county wildlife site ○ Archaeological investigation required ○ Consider on-site community and service provision, jointly with GB2 ○ Access onto Worts' Causeway⁴ ○ Pedestrian and cycle access to local centre in Wulfstan Way to be investigated 	<ul style="list-style-type: none"> ○ New local plan allocation
GB2	Land south of Worts' Causeway	6.8	Agricultural	230 dwellings 45 dph	<ul style="list-style-type: none"> ○ Archaeological investigation required ○ Consider on-site community and service provision, jointly with GB1 ○ Access onto Worts' Causeway ○ Single access onto Babraham Road ○ Retain existing permissive footpath on west edge of site 	<ul style="list-style-type: none"> ○ New local plan allocation

¹ Approximate number based on initial assessment in Strategic Housing Land Availability Assessment (SHLAA); final number may be greater or smaller depending on detailed assessment and detailed design.

² Policies in the whole plan must be considered in the development of the sites. However, there are a number of items for each new site that an applicant should be particularly aware of and should consider early when preparing detailed planning proposals. It should not be regarded as an exhaustive list; it is purely intended to be helpful in order to highlight known issues.

³ Summary of the status of the site where planning process has progressed, i.e. relationship to 2006 Local Plan, if it has outline planning permission, is under construction or has a pending planning application.

⁴ On all sites access is subject to the scheme being acceptable to Cambridgeshire County Council as the highway authority.

Site	Address	Area (ha)	Existing uses	Capacity ¹	Provisional issues identified ²	Planning status ³
R1	295 Histon Road	0.71	Shop, education centre, squash club, garden	32 dwellings 45 dph	<ul style="list-style-type: none"> ○ Surface water flooding requires mitigation ○ Access onto Histon Road, subject to detailed testing ○ Maintain link to NIAB 	<ul style="list-style-type: none"> ○ New local plan allocation
R2	Willowcroft, 137-143 Histon Road	1.59	Mixed commercial	78 dwellings 49 dph	<ul style="list-style-type: none"> ○ Access onto Histon Road, subject to detailed testing 	<ul style="list-style-type: none"> ○ Includes Cambridge Local Plan 2006 allocation 5.07 and part new local plan allocation (SHLAA site CC312)
R3	City Football Ground, Milton Road	1.71	Football club and parking	138 dwellings 81 dph	<ul style="list-style-type: none"> ○ Abuts the Mitcham's Corner Opportunity Area ○ Capacity analysis of site access junctions will be required 	<ul style="list-style-type: none"> ○ Cambridge Local Plan 2006 allocation 5.05 ○ Planning consent granted subject to S106 agreement
R4	Henry Giles House, 73-79 Chesterton Road	0.78	Offices and parking	48 dwellings 62 dph	<ul style="list-style-type: none"> ○ Surface water flooding requires mitigation ○ Access from Carlyle Road, subject to detailed testing ○ Within the air quality management area 	<ul style="list-style-type: none"> ○ Cambridge Local Plan 2006 allocation 5.15
R5	Camfields Resource Centre and Oil Depot, 137-139 Ditton Walk	0.86	Resource storage building and oil depot	35 dwellings 41 dph	<ul style="list-style-type: none"> ○ Surface water flooding requires mitigation ○ Contamination requires remediation and will limit development to flats/non-family housing without gardens 	<ul style="list-style-type: none"> ○ New local plan allocation

Site	Address	Area (ha)	Existing uses	Capacity ¹	Provisional issues identified ²	Planning status ³
					<ul style="list-style-type: none"> ○ Access onto Ditton Walk, subject to detailed testing 	
R7	The Paddocks, 347 Cherry Hinton Road	2.79	Mixed commercial	123 dwellings 44 dph	<ul style="list-style-type: none"> ○ Surface water flooding requires mitigation ○ Contamination requires remediation ○ Access onto Cherry Hinton Road to be reviewed carefully given the constrained location 	<ul style="list-style-type: none"> ○ Cambridge Local Plan 2006 allocation 5.02
R8	149 Cherry Hinton Road & Telephone Exchange, Coleridge Road	0.76	Commercial laundry and shop telephone exchange	33 dwellings 43 dph	<ul style="list-style-type: none"> ○ Access to Cherry Hinton Road and Coleridge Road, subject to detailed testing 	<ul style="list-style-type: none"> ○ New local plan allocation
R9	Travis Perkins, Devonshire Road	1.23	Builders' merchant	43 dwellings 35 dph	<ul style="list-style-type: none"> ○ Abuts Mill Road Opportunity Area ○ Open space requirements to reflect location in an area of open space deficiency ○ Access on Devonshire Road to be reviewed carefully given the constrained location ○ Provide room for the Chisholm Trail 	<ul style="list-style-type: none"> ○ Cambridge Local Plan 2006 allocation 5.09
R10	Mill Road Depot and adjoining properties, Mill Road	2.7	Council depot and offices, community facilities, language school and garages	167 dwellings 62 dph	<ul style="list-style-type: none"> ○ Abuts Mill Road Opportunity Area ○ Contamination requires remediation ○ Retain listed library building ○ Open space requirements to reflect location in an area of open space deficiency ○ Potential location for district energy 	<ul style="list-style-type: none"> ○ New local plan allocation

Site	Address	Area (ha)	Existing uses	Capacity ¹	Provisional issues identified ²	Planning status ³
					<ul style="list-style-type: none"> ○ centre ○ Site will need careful review of highway access ○ Provide room for the Chisholm Trail 	
R11	Horizon Resource Centre, 285 Coldham's Lane	0.82	Day centre and car parking	40 dwellings 49 dph	<ul style="list-style-type: none"> ○ Site will need careful review of highway access 	<ul style="list-style-type: none"> ○ New local plan allocation
R12	Ridgeons, 75 Cromwell Road	3.27	Builders' merchant and sale of household decorating etc supplies	245 dwellings 75 dph	<ul style="list-style-type: none"> ○ Contamination requires remediation and may limit type of housing ○ Open space requirements to reflect location in an area of open space deficiency ○ Access onto Cromwell Road, subject to detailed testing ○ Within the air quality management area 	<ul style="list-style-type: none"> ○ Part of Cambridge Local Plan 2006 allocation 5.15 ○ Partly new local plan allocation
R14	BT telephone Exchange and car park, Long Road	2.01	Telephone exchange, offices and car park	76 dwellings 38 dph	<ul style="list-style-type: none"> ○ Access to Long Road, subject to detailed testing 	<ul style="list-style-type: none"> ○ Cambridge Local Plan 2006 allocation 5.06 ○ Part new local plan allocation
R16	Cambridge Professional Development Centre, Foster Road	1.49	Training centre, open space and car park	67 dwellings 45 dph	<ul style="list-style-type: none"> ○ Site close to the Southern Fringe Area of Major Change ○ Access into Foster Road, subject to detailed designs ○ Improved pedestrian and cycle links to Clay Farm will be sought 	<ul style="list-style-type: none"> ○ New local plan allocation

Site	Address	Area (ha)	Existing uses	Capacity ¹	Provisional issues identified ²	Planning status ³
R17	Mount Pleasant House, Mount Pleasant	0.57	Offices and car park	50 dwellings 88 dph	<ul style="list-style-type: none"> ○ Surface water flooding requires mitigation ○ Protect the scheduled ancient monument on site (Ashwickstone) ○ Important trees on boundary and frontage ○ Access onto A1134, Mount Pleasant, subject to detailed testing ○ Within the air quality management area 	<ul style="list-style-type: none"> ○ New local plan allocation
M4	Police Station, Parkside	0.50	Police station	50 dwellings 102 dph	<ul style="list-style-type: none"> ○ Access onto Warkworth Street or Parkside, subject to detailed testing ○ Within the air quality management area 	<ul style="list-style-type: none"> ○ Part of Cambridge Local Plan 2006 allocation 5.12
R40	Land north of Teversham Drift	8.79	Agricultural	351 dwellings 40 dph	<ul style="list-style-type: none"> ○ Surface water flooding requires remediation ○ Within the Airport Safeguarding Zone ○ Open space requirements to reflect location in an area of accessible open space deficiency ○ Site will need careful review of highway access 	<ul style="list-style-type: none"> ○ Allocated within the Cambridge East AAP 2008 ○ Local plan re-allocation
R41	Land north of Coldham's Lane	1.26	Agricultural	57 dwellings 45 dph	<ul style="list-style-type: none"> ○ Adjacent to land south of Coldham's Lane Area of Major Change ○ Within the airport's safeguarding zone ○ Access to Coldham's Lane, subject to detailed testing 	<ul style="list-style-type: none"> ○ Allocated within the Cambridge East AAP 2008 ○ Local plan re-allocation

Site	Address	Area (ha)	Existing uses	Capacity ¹	Provisional issues identified ²	Planning status ³
R42a	Clay Farm, south of Long Road	60.69	Agricultural	2,250 dwellings	<ul style="list-style-type: none"> ○ Not applicable 	<ul style="list-style-type: none"> ○ Cambridge Local Plan 2006 allocations 9.05 & 9.06 ○ Approval granted for 2,250 dwellings and supporting community facilities
R42b	Trumpington Meadows	15.50	Agricultural research centre	598 dwellings	<ul style="list-style-type: none"> ○ Not applicable 	<ul style="list-style-type: none"> ○ Cambridge Local Plan 2006 allocation 9.08 ○ Approval granted for 598 dwellings
R42c	Glebe Farm 1	8.79	Agricultural	286 dwellings	<ul style="list-style-type: none"> ○ Not applicable 	<ul style="list-style-type: none"> ○ Cambridge Local Plan 2006 allocation 9.13 ○ Approval granted for 286 dwellings
	Glebe Farm 2	1.00	Agricultural	35 Dwellings 45 dph	<ul style="list-style-type: none"> ○ Site part of the Southern Fringe Area of Major Change ○ Access through current new development 	<ul style="list-style-type: none"> ○ Cambridge Local Plan 2006 allocation 9.13 ○ Local plan re-allocation

Site	Address	Area (ha)	Existing uses	Capacity ¹	Provisional issues identified ²	Planning status ³
R42d	Bell School, Babraham Road	7.61	Agricultural and playing field	347 dwellings, 100 student beds	<ul style="list-style-type: none"> ○ Not applicable 	<ul style="list-style-type: none"> ○ Cambridge Local Plan 2006 allocation 9.12 ○ Approval granted for 347 dwellings and 100-bed student living accommodation
R43	NIAB 1	52.87	Agricultural and research centre	1,780 dwellings	<ul style="list-style-type: none"> ○ Not applicable 	<ul style="list-style-type: none"> ○ Cambridge Local Plan 2006 allocation 9.03 ○ Outline planning consent granted subject to S.106
R44	Betjeman House	1.17	Offices	156 dwellings	<ul style="list-style-type: none"> ○ Not applicable 	<ul style="list-style-type: none"> ○ Cambridge Local Plan 2006 mixed use allocation 7.02
R45	Land north of Newmarket Road	1.27	Agricultural	0	<ul style="list-style-type: none"> ○ Buffer zone for proposed development in South Cambridgeshire at north of Newmarket Road. Part of Cambridge East 	<ul style="list-style-type: none"> ○ Identified within the Cambridge East AAP 2008
Mixed Use						
M1	379-381 Milton Road	2.43	Car showrooms and garages	95 dwellings 50 dph 0.53 ha employment	<ul style="list-style-type: none"> ○ Surface water flooding requires remediation ○ Access onto Milton Road, subject to detailed testing ○ Possible encroachment on Anglian water pumping station 	<ul style="list-style-type: none"> ○ Cambridge Local Plan 2006 allocation 5.04 ○ Local plan re-allocation

Site	Address	Area (ha)	Existing uses	Capacity ¹	Provisional issues identified ²	Planning status ³
M2	Clifton Road Area	9.43	Industrial, office and leisure uses	Maximum capacity of 550 dwellings at a range of densities to reflect residential character 2 ha employment and leisure related uses	<ul style="list-style-type: none"> ○ Site forms the Clifton Road Area of Major Change ○ Surface water flooding requires mitigation ○ Contamination requires remediation ○ Open space requirements to reflect location adjacent to an area of open space deficiency ○ Access onto Cherry Hinton Road subject to capacity analysis and assessment of links into the wider area 	<ul style="list-style-type: none"> ○ New local plan allocation
M3	Michael Young Centre, Purbeck Road	1.3	Office, industrial and warehouse uses	50 dwellings 70 dph 0.5 ha employment	<ul style="list-style-type: none"> ○ Access from Purbeck Road, which is a private road; need for a transport strategy 	<ul style="list-style-type: none"> ○ New local plan allocation
M5	82-88 Hills Road and 57-63 Bateman Street	0.50	Offices and educational	20 dwellings Residential over 0.5 ha employment	<ul style="list-style-type: none"> ○ Site within the Hills Road Corridor Opportunity Area Surface water flooding requires mitigation ○ Access from Bateman Street, subject to detailed testing; need for a transport strategy ○ Within the air quality management area 	<ul style="list-style-type: none"> ○ New local plan allocation

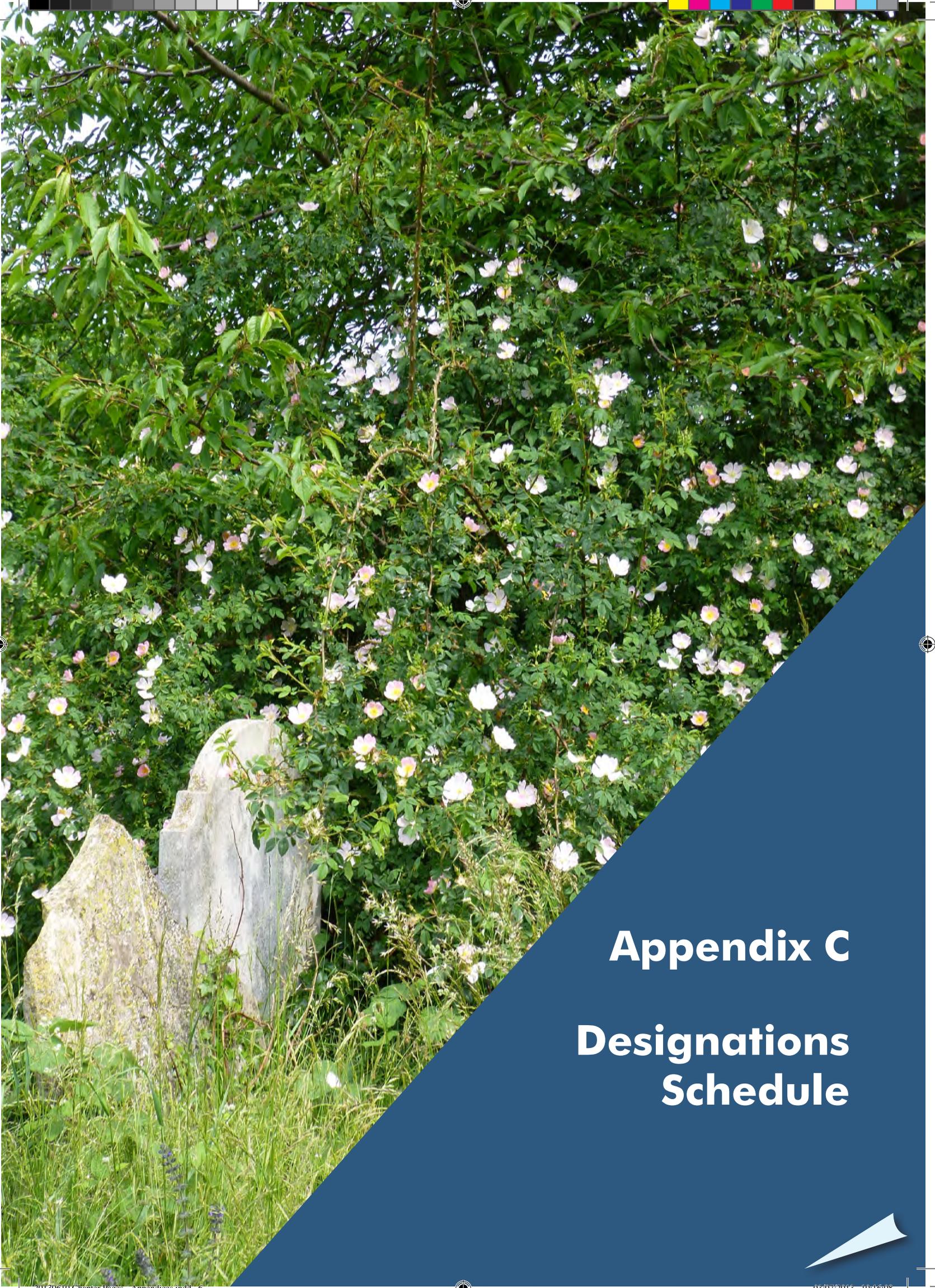
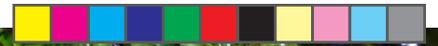
Site	Address	Area (ha)	Existing uses	Capacity ¹	Provisional issues identified ²	Planning status ³
R6	636-656 Newmarket Road, Holy Cross Church Hall, East Barnwell Community Centre and Meadowlands, Newmarket Road	1.01	Community facilities and mixed use buildings	75 dwellings 74 dph	<ul style="list-style-type: none"> ○ Tree preservation orders on site ○ Requires modern replacement of community facilities ○ Access onto Barnwell Road or Peverel Road, subject to detailed testing 	<ul style="list-style-type: none"> ○ New local plan allocation
R21	315-349 Mill Road and Brookfields	2.78	Warehouse and health facilities	128 dwellings 46 dph Up to 1 ha employment floorspace	<ul style="list-style-type: none"> ○ Contamination requires remediation ○ Development sensitive to conservation of adjacent local heritage asset ○ Access onto Mill Road, subject to detailed assessment; other accesses to be reviewed ○ Within the air quality management area 	<ul style="list-style-type: none"> ○ Part Cambridge Local Plan 2006 allocation 7.12 ○ Part new local plan re-allocation

Site	Address	Area (ha)	Existing uses	Capacity ¹	Provisional issues identified ²	Planning status ³
M13	West Cambridge Site	66.90	Agricultural, University and research institutes	Higher education, research, sports, shared facilities	○ Not applicable	<ul style="list-style-type: none"> ○ Cambridge Local Plan 2006 allocations 7.06 ○ Outline approval granted in 1999; masterplan agreed with University of Cambridge for 250,000 sq m of space
M14	Station Road West	8.77	Mixed business and railway uses	Mixed uses including residential, and A and B classes and other amenities	○ Not applicable	<ul style="list-style-type: none"> ○ Cambridge Local Plan 2006 allocation 9.10 ○ Outline approval 2010, number of reserved matters approved, some completions on site
M15	Cambridge Biomedical Campus, including Addenbrooke's Hospital	68.21	Agricultural, medical and research uses	Medical services and biomedical research	○ Not applicable	<ul style="list-style-type: none"> ○ Cambridge Local Plan 2006 allocations 9.02 & 9.09 ○ Current outline approval allows for: <ul style="list-style-type: none"> ● Relocation of Papworth Hospital ● NHS and private clinical development ● Clinical, biomedical and biotechnology R&D within class B1 (b)

Site	Address	Area (ha)	Existing uses	Capacity ¹	Provisional issues identified ²	Planning status ³
						<ul style="list-style-type: none"> • Sui generis medical research institutions • Related support activities ○ Application submitted for energy innovation centre
Employment						
E4	Church End Industrial Estate, Rosemary Lane	5.77	Mixed industrial, office and warehouses	5.77 ha employment uses	<ul style="list-style-type: none"> ○ Access onto Rosemary Lane and Church Lane, subject to detailed testing 	<ul style="list-style-type: none"> ○ New local plan allocation
E5	1 and 7-11 Hills Road	1.40	Offices	1.40 ha employment uses	<ul style="list-style-type: none"> ○ Site within the Hills Road Corridor Opportunity Area ○ Surface water flooding requires mitigation ○ Need to discuss transport strategy and assessment to define access; must have minimal impact on the Ring Road and Hills Road/Lensfield Road junction ○ Within the air quality management area 	<ul style="list-style-type: none"> ○ New local plan allocation
GB3 & GB4	Fulbourn Road, west 1 & 2	3.7	Agricultural	3.7 ha employment uses	<ul style="list-style-type: none"> ○ Sites need to be cut onto the rising ground to reflect the approach at the Peterhouse Technology Park ○ Site GB3 adjacent to Limekiln Close local nature reserve 	<ul style="list-style-type: none"> ○ New local plan allocation

Site	Address	Area (ha)	Existing uses	Capacity ¹	Provisional issues identified ²	Planning status ³
					<ul style="list-style-type: none"> ○ Access to Fulbourn Road through the Technology Park 	
University						
U1	Old Press/Mill Lane	2.00	University of Cambridge academic and administrative faculties	Up to 150 dwellings, up to 6,000 sq m commercial use, up to 75 bedroom hotel and up to 1,000 sq m other uses	<ul style="list-style-type: none"> ○ An opportunity area and within City Centre policy area ○ Surface water flooding requires mitigation ○ Known archaeology in the area, needs detailed assessment ○ Retain and improve listed buildings and local heritage assets ○ Access can be addressed through planning and an appropriate transport strategy <p>Within the air quality management area</p>	<ul style="list-style-type: none"> ○ Cambridge Local Plan 2006 allocation 7.10 ○ Local plan re-allocation ○ Subject of the Old Press/Mill Lane SPD 2010
U2	New Museums, Downing Street	1.97	University of Cambridge museums and faculties	Subject to detailed proposals for university-related uses	<ul style="list-style-type: none"> ○ Within City Centre ○ Known archaeology in the area, needs detailed assessment ○ Retain and improve listed buildings ○ Vehicle access as existing; pedestrian access subject to review ○ Within the air quality management area 	<ul style="list-style-type: none"> ○ Cambridge Local Plan 2006 allocation 7.08 ○ Local plan re-allocation
U3	Grange Farm off Wilberforce Road	1.22	Uncultivated land and a tennis court	120 student units	<ul style="list-style-type: none"> ○ Surface water flood risk would require careful mitigation; ○ Access arrangements would require careful mitigation. 	<ul style="list-style-type: none"> ○ Cambridge Local Plan 2006 allocation 7.09

Site	Address	Area (ha)	Existing uses	Capacity ¹	Provisional issues identified ²	Planning status ³
Residential Moorings						
RM1	Fen Road	0.98	Green space	Residential moorings use Capacity to be assessed	<ul style="list-style-type: none"> ○ Known archaeology in the area, needs detailed assessment ○ Vehicular access to be assessed 	<ul style="list-style-type: none"> ○ Cambridge Local Plan 2006 allocation 3.01 ○ Local plan re-allocation



Appendix C

Designations Schedule



Mill Road Cemetery



APPENDIX C: DESIGNATIONS SCHEDULE

Conservation areas (Policy 61)

ID	Conservation Area	Ward(s)
01	Brooklands	Trumpington
02	Central	Abbey, Arbury, Castle, East Chesterton, Market, Petersfield, Romsey, Trumpington, West Chesterton
03	Chesterton	East Chesterton
04	Conduit Head Road	Castle
05	De Freville	West Chesterton
06	Ferry Lane	East Chesterton
07	Newnham Croft	Newnham
08	Southacre	Trumpington
09	Storey's Way	Castle
10	Trumpington	Trumpington
11	West Cambridge	Castle, Newnham

SSSIs

ID	SSSI	Ward
01	Cherry Hinton Pit	Cherry Hinton
02	Travellers' Rest Pit	Castle

Local nature reserves (Policy 69)

ID	Local Nature Reserve	Ward
01	Barnwell East	Abbey
02	Barnwell West	Abbey
03	Bramblefields	East Chesterton
04	Byron's Pool	Trumpington
05	Coldham's Common	Abbey
06	East Pit	Cherry Hinton
07	Limekiln Close	Cherry Hinton
08	Logan's Meadow	East Chesterton
09	Paradise	Newnham
10	Sheep's Green and Coe Fen	Market, Newnham, Trumpington
11	Stourbridge Common	Abbey
12	West Pit	Cherry Hinton

County wildlife sites (Policy 69)

ID	County Wildlife Site	Ward
01	Barton Road Pool	Newnham
02	Cambridge Botanic Gardens	Trumpington
03	Coe Fen	Market, Trumpington
04	Coldham's Common	Abbey, Romsey

ID	County Wildlife Site	Ward
05	Coton Path Hedgerow	Newnham
06	Hedgerows East of M11	Newnham
07	Lime Kiln Close LNR	Cherry Hinton
08	Lime Kiln Hill Reservoirs	Cherry Hinton
09	Netherhall Farm Meadow	Queen Edith's
10	Paradise LNR	Newnham
11	River Cam	Abbey, Arbury, Castle, East Chesterton, Newnham, Trumpington, West Chesterton
12	Sheep's Green	Newnham
13	Skaters' Meadow Group	Newnham
14	Triangle North of Long Road	Trumpington
15	Worts' Causeway RSV	Cherry Hinton

City wildlife sites (Policy 69)

ID	City Wildlife Site	Ward
01	Adams Road Sanctuary	Newnham
02	Ascension Parish Burial Ground	Castle
03	Barnwell Junction Disused Railway	Abbey
04	Barnwell Junction Pastures	Abbey
05	Barnwell Pit	Abbey
06	Barnwell Road East LNR	Abbey
07	Barnwell Road West LNR	Abbey
08	Bentley Road Paddocks	Trumpington
09	Bin Brook	Castle, Newnham
10	Bird Sanctuary, Conduit Head	Castle
11	Cherry Hinton Brook	Cherry Hinton, Coleridge, Romsey
12	Cherry Hinton Churchyard	Cherry Hinton
13	Cherry Hinton Hall Bird Sanctuary	Cherry Hinton
14	Cherry Hinton Hall Brook	Cherry Hinton
15	Clare Wood	Trumpington
16	Coldham's Brook	Abbey
17	Coldham's Lane Old Landfill Sites	Cherry Hinton
18	CU Officer Training Corps Pit	Romsey
19	Ditton Meadows	Abbey
20	Drain at Garret Hostel Lane	Castle
21	Eight Acre Wood and Seven Acre Wood	Trumpington
22	Grantchester Road Plantations	Trumpington
23	Hedgerow West of Babraham Road	Queen Edith's
24	Hobson's Brook Mid	Trumpington
25	Hobson's Brook South	Trumpington
26	Hobson's Conduit / Vicar's Brook	Trumpington
27	Hobson's Conduit North	Trumpington
28	King's Hedges Hedgerow	King's Hedges
29	Lime Kiln Road Verge and Hedge	Queen Edith's

ID	City Wildlife Site	Ward
30	Little St Mary's Churchyard	Market
31	Logan's Meadow LNR	East Chesterton
32	Long Road Plantation	Trumpington
33	Love Lane Pollards	Cherry Hinton
34	Lower Vicar's Brook, New Bit and Coe Fen Straits	Trumpington
35	Meadow and Ditch Opposite King's College	Newnham
36	Meadows and Drains	Trumpington
37	Midsummer Common	Market
38	Mill Road Cemetery	Petersfield
39	Milton Road Hedgerows	East Chesterton
40	Norman Cement Pits	Coleridge
41	Old Mill Plantation	Trumpington
42	Perse Girls' School Reedbed	Trumpington
43	Red Cross Lane Drain	Queen Edith's
44	Scrub East of M11 Verge	Newnham
45	St Andrew's, Chesterton	East Chesterton
46	Stourbridge Common	Abbey
47	Teversham Drift Hedgerow	Cherry Hinton
48	The Spinney and Hayster Open Space	Cherry Hinton
49	Trinity Meadow	Castle
50	Trumpington Dismantled Railway	Trumpington
51	Trumpington Road Woodland	Trumpington

Neighbourhood, district and local centres (Policies 6 and 72)

ID	Centre Type	Centre Name	Ward
01	District Centre	Arbury Court	King's Hedges
02	District Centre	Cherry Hinton High Street	Cherry Hinton
03	District Centre	Histon Road	Arbury
04	District Centre	Mill Road East	Romsey
05	District Centre	Mill Road West	Petersfield
06	District Centre	Mitcham's Corner	West Chesterton
07	Local Centre	Arbury Road/Milton Road	West Chesterton
08	Local Centre	Barnwell Road	Abbey
09	Local Centre	Cherry Hinton Road East	Coleridge
10	Local Centre	Cherry Hinton Road West	Coleridge
11	Local Centre	Hills Road	Petersfield , Trumpington
12	Local Centre	Hills Road/Cherry Hinton Road	Coleridge
13	Local Centre	Newnham Road	Newnham
14	Local Centre	Trumpington	Trumpington

ID	Centre Type	Centre Name	Ward
15	Local Centre	Station Area (CB1) (centre boundaries to be fixed once development is complete)	Trumpington
16	Local Centre	NIAB 1 (centre boundaries to be fixed once development is complete)	Castle
17	Local Centre	University of Cambridge's North West Cambridge Site (centre boundaries to be fixed once development is complete)	Castle
18	Neighbourhood Centre	Adkins Corner	Coleridge
19	Neighbourhood Centre	Akeman Street	Arbury
20	Neighbourhood Centre	Campkin Road	King's Hedges
21	Neighbourhood Centre	Carlton Way	Arbury
22	Neighbourhood Centre	Chesterton High Street	East Chesterton
23	Neighbourhood Centre	Ditton Lane	Abbey
24	Neighbourhood Centre	Fairfax Road	Romsey
25	Neighbourhood Centre	Grantchester Street (Newnham)	Newnham
26	Neighbourhood Centre	Green End Road	East Chesterton
27	Neighbourhood Centre	Hawthorn Way	West Chesterton
28	Neighbourhood Centre	King's Hedges Road	King's Hedges
29	Neighbourhood Centre	Norfolk Street	Petersfield
30	Neighbourhood Centre	Wulfstan Way	Queen Edith's
31	Neighbourhood Centre	Victoria Road	Arbury, West Chesterton
32	Neighbourhood Centre	Clay Farm (centre boundaries to be fixed once development is complete)	Trumpington

Protected industrial sites (Policy 41)

ID	Protected Industrial Site	Ward
01	King's Hedges Road – Kirkwood Road / Kilmaine Estate	King's Hedges
02	Ditton Walk (North) – Beadle Industrial Estate	Abbey
03	Mercers Row Industrial Estate	Abbey
04	College Business Park, Coldham's Lane	Cherry Hinton
05	Ronald Rolph Court, Wadloes Road	Abbey
06	Barnwell Business Park and Barnwell Drive	Abbey
07	Coldham's Lane Business Park, Coldham's Lane	Cherry Hinton

Protected open space (Policy 67)

ID	Protected Open Space Type	Protected Open Space Name	Ward
A01	Allotments	Auckland Road Allotments	Market
A02	Allotments	Baldock Way Allotments	Queen Edith's
A03	Allotments	Burnside Allotments	Coleridge
A04	Allotments	Dawes Lane Allotments	Cherry Hinton
A05	Allotments	Elfleda Road Allotments	Abbey
A06	Allotments	Fairfax Road Allotments	Romsey
A07	Allotments	Fanshawe Road Allotments	Coleridge
A08	Allotments	Foster Road Allotments	Trumpington
A09	Allotments	Empty Common Allotments	Trumpington
A10	Allotments	Holbrook Road Allotments	Queen Edith's
A11	Allotments	Wenvoe Close Allotments and Paddock	Cherry Hinton
A12	Allotments	Vinery Road Allotments	Romsey
A13	Allotments	New Street Allotments	Abbey
A14	Allotments	Nuffield Road Allotments	East Chesterton
A15	Allotments	Pakenham Close Allotments	East Chesterton
A16	Allotments	Perne Road Allotments	Coleridge
A17	Allotments	Stourbridge Grove Allotments	Romsey
A18	Allotments	Bateson Road Allotments	West Chesterton
A21	Allotments	Maple Close Allotments	East Chesterton
A22	Allotments	Kendal Way Allotments	East Chesterton
A25	Allotments	Hawthorn Way Allotments	West Chesterton
A26	Allotments	Peverel Road Allotments	Abbey
AGS01	Amenity Green Space	Blandford Way Play Area	Arbury
AGS02	Amenity Green Space	Brooks Road Play Area	Romsey

ID	Protected Open Space Type	Protected Open Space Name	Ward
AGS04	Amenity Green Space	Ditton Fields Recreation Ground	Abbey
AGS05	Amenity Green Space	Donkey Common	Petersfield
AGS06	Amenity Green Space	Dudley Road Recreation Ground	Abbey
AGS07	Amenity Green Space	Thorpe Way Play Area	Abbey
AGS08	Amenity Green Space	Green End Road Recreation Ground	East Chesterton
AGS09	Amenity Green Space	Montreal Square	Romsey
AGS11	Amenity Green Space	Scotland Road Recreation Ground	East Chesterton
AGS12	Amenity Green Space	Peter's Field	Petersfield
AGS13	Amenity Green Space	Nuttings Road Amenity Green Space	Romsey
AGS14	Amenity Green Space	Ravensworth Gardens	Petersfield
AGS15	Amenity Green Space	Brownsfield Recreation Ground	East Chesterton
AGS16	Amenity Green Space	Campkin Road/St. Kilda Avenue	King's Hedges
AGS18	Amenity Green Space	Land at End of Moyne Close	King's Hedges
AGS19	Amenity Green Space	Land West of 43 Ashvale	King's Hedges
AGS20	Amenity Green Space	Minerva Way Amenity Green Space	King's Hedges
AGS21	Amenity Green Space	Walker Court Amenity Green Space	King's Hedges
AGS22	Amenity Green Space	College Fields Amenity Green Spaces	West Chesterton
AGS23	Amenity Green Space	Southacre Amenity Green Space	Trumpington
AGS25	Amenity Green Space	Cripps Court, Selwyn College	Newnham
AGS26	Amenity Green Space	Gonville And Caius (Finella)	Newnham
AGS27	Amenity Green Space	Ferrars Way Amenity Green Space	Arbury
AGS28	Amenity Green Space	Harris Road Amenity Green Space	Arbury

ID	Protected Open Space Type	Protected Open Space Name	Ward
AGS29	Amenity Green Space	Anstey Way Amenity Green Space	Trumpington
AGS30	Amenity Green Space	Northampton Street Amenity Green Space	Castle
AGS31	Amenity Green Space	Davy Road Amenity Green Space	Coleridge
AGS32	Amenity Green Space	Fanshawe Road Amenity Green Space	Coleridge
AGS33	Amenity Green Space	Silverwood Close Amenity Green Space	Abbey
AGS34	Amenity Green Space	Staffordshire Gardens Amenity Green Space	Petersfield
AGS35	Amenity Green Space	Fulbourn Road Amenity Green Space	Cherry Hinton
AGS36	Amenity Green Space	Amenity Green Space Outside 73-87 Peverel Road	Abbey
AGS37	Amenity Green Space	Amenity Green Space Outside 33-47 Peverel Road	Abbey
AGS38	Amenity Green Space	Rawlyn Road Amenity Green Space	Abbey
AGS39	Amenity Green Space	Jack Warren Green Large Amenity Open Space	Abbey
AGS40	Amenity Green Space	Jack Warren Green Small Amenity Green Space	Abbey
AGS41	Amenity Green Space	Queens Meadow Amenity Green Space	Cherry Hinton
AGS42	Amenity Green Space	Brooklands Court Amenity Green Space	Trumpington
AGS44	Amenity Green Space	Mill Road Amenity Green Space	Romsey
AGS45	Amenity Green Space	Harvey Goodwin Gardens	Arbury
AGS46	Amenity Green Space	Redfern Close Amenity Green Space	Arbury
AGS47	Amenity Green Space	Rustat Avenue Amenity Green Space	Coleridge
AGS48	Amenity Green Space	St Matthew's Gardens	Petersfield
AGS49	Amenity Green Space	Mulberry Close Amenity Green Space	West Chesterton
AGS50	Amenity Green Space	The Beeches Amenity Green Space	West Chesterton
AGS51	Amenity Green Space	Victoria Almshouses Allotments and Amenity	West Chesterton

ID	Protected Open Space Type	Protected Open Space Name	Ward
		Green Space	
AGS52	Amenity Green Space	Victoria Park	West Chesterton
AGS53	Amenity Green Space	Fazeley House Amenity Green Space	West Chesterton
AGS54	Amenity Green Space	Pearl Close Large Amenity Green Space	Petersfield
AGS55	Amenity Green Space	Faculty of Education	East Chesterton
AGS56	Amenity Green Space	Ditton Lane Amenity Green Space	Abbey
AGS57	Amenity Green Space	Accordia Amenity Green Space	Trumpington
AGS58	Amenity Green Space	Sherlock Close Amenity Green Space 2	Castle
AGS59	Amenity Green Space	Sherlock Close Amenity Green Space 1	Castle
AGS60	Amenity Green Space	Westminster College	Castle
AGS61	Amenity Green Space	Pye Meadow	East Chesterton
AGS62	Amenity Green Space	The Pightle and Principal's Lodge	Newnham
AGS63	Amenity Green Space	Fison Road Amenity Green Space	Abbey
AGS64	Amenity Green Space	St Mary's Amenity Green Space	Trumpington
AGS65	Amenity Green Space	Hanson Court Amenity Green Space	King's Hedges
AGS66	Amenity Green Space	Hughes Hall Amenity Green Space	Petersfield
AGS67	Amenity Green Space	Pinehurst	Newnham
AGS68	Amenity Green Space	Borrowdale Amenity Green Space	Arbury
AGS70	Amenity Green Space	Carisbrooke Road Amenity Green Space	Castle
AGS71	Amenity Green Space	Peverel Road Small Amenity Green Space	Abbey
AGS72	Amenity Green Space	Barnwell Road Amenity Green Space	Abbey
AGS73	Amenity Green Space	Wadloes Road Amenity Green Space	Abbey
AGS74	Amenity Green	Hampden Gardens	Romsey

ID	Protected Open Space Type	Protected Open Space Name	Ward
	Space		
AGS75	Amenity Green Space	Whitehill Close Amenity Green Space	Abbey
AGS76	Amenity Green Space	Tiverton Estate Amenity Green Spaces	Abbey
AGS77	Amenity Green Space	St Thomas's Square Amenity Green Spaces	Coleridge
AGS78	Amenity Green Space	Corrie Road Cut Through	Coleridge
AGS79	Amenity Green Space	Abbey House	Coleridge
AGS80	Amenity Green Space	Brother's Place Amenity Green Space	Coleridge
AGS81	Amenity Green Space	Derwent Close Amenity Green Space	Coleridge
AGS82	Amenity Green Space	Greystoke Road Amenity Green Space	Cherry Hinton
AGS83	Amenity Green Space	Kelsey Crescent Amenity Green Space	Cherry Hinton
AGS84	Amenity Green Space	Ditton Fields Amenity Green Space	Abbey
AGS85	Amenity Green Space	Centre for Mathematical Sciences	Newnham
AGS86	Amenity Green Space	Cannons Green	Petersfield
AGS87	Amenity Green Space	Northfield Avenue	King's Hedges
AGS88	Amenity Green Space	Mill Road Cemetery Lane	Petersfield
AGS89	Amenity Green Space	Wulfstan Way	Queen Edith's
AGS90	Amenity Green Space	Nightingale Avenue	Queen Edith's
AGS91	Amenity Green Space	Alex Wood Road	Arbury
AGS92	Amenity Green Space	Rutland Close	Arbury
AGS93	Amenity Green Space	Petworth Street	Petersfield
AGS94	Amenity Green Space	Verulam Way	Arbury
AGS95	Amenity Green Space	Warren Close	Trumpington
AGS96	Amenity Green	Leys School entrance	Trumpington

ID	Protected Open Space Type	Protected Open Space Name	Ward
	Space		
AGS97	Amenity Green Space	Sedgwick Site	Newnham
AGS98	Amenity Green Space	Kingsway	Arbury
AGS99	Amenity Green Space	Grasmere Gardens	West Chesterton
AGS100	Amenity Green Space	Grantchester Road	Trumpington
AGS101	Amenity Green Space	Topham Way	Arbury
AGS102	Amenity Green Space	Fallowfields	East Chesterton
AGS103	Amenity Green Space	Chesterton Road	East Chesterton
AGS104	Amenity Green Space	Wycliffe Road	Romsey
CEM01	Cemeteries and Churchyards	Trumpington Church Extension Churchyard	Trumpington
CEM02	Cemeteries and Churchyards	Trumpington Church Cemetery (St Mary & St Michael's Church)	Trumpington
CEM03	Cemeteries and Churchyards	Newmarket Road Cemetery	Abbey
CEM04	Cemeteries and Churchyards	Church End Cemetery (St Andrew's Church)	Cherry Hinton
CEM05	Cemeteries and Churchyards	Histon Road Cemetery	Arbury
CEM06	Cemeteries and Churchyards	Mill Road Cemetery	Petersfield
CEM07	Cemeteries and Churchyards	St Andrew's Church Cemetery	East Chesterton
CEM08	Cemeteries and Churchyards	All Souls Lane (Ascension) Cemetery	Castle
CEM09	Cemeteries and Churchyards	St Mary the Less Churchyard	Market
CEM10	Cemeteries and Churchyards	St Giles' Churchyard	Arbury
CEM11	Cemeteries and Churchyards	St Peter's Churchyard	Castle
CEM12	Cemeteries and Churchyards	St Luke's Churchyard	Arbury
CEM13	Cemeteries and Churchyards	Abbey Church (St Andrew-the-less or Barnwell Priory)	Abbey

ID	Protected Open Space Type	Protected Open Space Name	Ward
CEM14	Cemeteries and Churchyards	St Clement's Church	Market
CEM15	Cemeteries and Churchyards	Church of JC Latter-Day Saints	Cherry Hinton
CIV01	Civic Spaces	War Memorial Square	Abbey
CIV02	Civic Spaces	Fisher Square	Market
CIV03	Civic Spaces	Market Place	Market
CIV04	Civic Spaces	Cambridge Leisure Park	Coleridge
CIV05	Civic Spaces	Station Road War Memorial	Trumpington
CYP01	Spaces for Children and Young People	Cameron Road Play Area	King's Hedges
CYP02	Spaces for Children and Young People	Beales Way Play Area	King's Hedges
CYP03	Spaces for Children and Young People	Ramsden Square Play Area	King's Hedges
CYP04	Spaces for Children and Young People	Penarth Place Play Area	Newnham
CYP05	Spaces for Children and Young People	Play Area Behind 70-78 Hazelwood Close	Arbury
CYP06	Spaces for Children and Young People	Ainsworth Street Play Area	Petersfield
CYP07	Spaces for Children and Young People	Ravensworth Gardens Toddler Play Area	Petersfield
CYP08	Spaces for Children and Young People	Flower Street Play Area	Petersfield
CYP09	Spaces for Children and Young People	Shenstone Play area	Petersfield
CYP10	Spaces for Children and Young People	St Thomas' Road Play Area	Coleridge
CYP11	Spaces for Children and Young People	Gunhild Way Play Area	Queen Edith's
CYP12	Spaces for Children and Young People	Peverel Road Play Area	Abbey
CYP13	Spaces for Children and Young People	Reilly Way Play Area	Cherry Hinton
CYP14	Spaces for Children and Young People	Velos Walk Play Area	Abbey
CYP15	Spaces for Children and Young People	Albion Yard Children's Play Area	Castle
CYP16	Spaces for Children and Young People	Arbury Local Centre Play Area	King's Hedges
CYP17	Spaces for Children and Young People	Bateson Road Play Area	West Chesterton
CYP18	Spaces for Children	Hazelwood Close Toddler	Arbury

ID	Protected Open Space Type	Protected Open Space Name	Ward
	and Young People	Play Area	
CYP19	Spaces for Children and Young People	Pearl Close Toddler Play Area	East Chesterton
CYP20	Spaces for Children and Young People	Hawkins Road Children's Play Area	King's Hedges
CYP21	Spaces for Children and Young People	St Matthew's Primary School	Petersfield
CYP22	Spaces for Children and Young People	Chestnut Grove Recreation Ground	West Chesterton
CYP23	Spaces for Children and Young People	Ainsdale Children's Play Area	Cherry Hinton
CYP24	Spaces for Children and Young People	Holbrook Road Children's Play Space	Queen Edith's
CYP25	Spaces for Children and Young People	Discovery Way Children's Play Space	East Chesterton
CYP26	Spaces for Children and Young People	Castle School Playground	West Chesterton
CYP27	Spaces for Children and Young People	Kathleen Elliot Way Children's Play Space	Cherry Hinton
CYP28	Spaces for Children and Young People	River Lane Play Area	Abbey
CYP29	Spaces for Children and Young People	Humphreys Road	Arbury
NAT01	Natural and Semi-natural Green Spaces	Bramblefields Local Nature Reserve	East Chesterton
NAT02	Natural and Semi-natural Green Spaces	Byron's Pool Local Nature Reserve	Trumpington
NAT03	Natural and Semi-natural Green Spaces	Limekiln Close Local Nature Reserve	Cherry Hinton
NAT04	Natural and Semi-natural Green Spaces	Logans Meadow Local Nature Reserve	East Chesterton
NAT05	Natural and Semi-natural Green Spaces	Paradise Nature Reserve	Newnham
NAT06	Natural and Semi-natural Green Spaces	Sheep's Green & Coe Fen	Newnham
NAT07	Natural and Semi-natural Green Spaces	Stourbridge Common	Abbey

ID	Protected Open Space Type	Protected Open Space Name	Ward
NAT08	Natural and Semi-natural Green Spaces	Barnwell Pit (Lake)	Abbey
NAT09	Natural and Semi-natural Green Spaces	Barnwell Junction Pasture and Disused Railway	Abbey
NAT10	Natural and Semi-natural Green Spaces	Ditton Meadows	Abbey
NAT11	Natural and Semi-natural Green Spaces	Spinney – Blue Circle	Coleridge
NAT12	Natural and Semi-natural Green Spaces	Wetland Area (Perse School Playing Fields)	Trumpington
NAT13	Natural and Semi-natural Green Spaces	Lynfield Lane	East Chesterton
NAT14	Natural and Semi-natural Green Spaces	West Pit SSSI (Limekiln Caravan Club)	Cherry Hinton
NAT15	Natural and Semi-natural Green Spaces	East Pit (south of Limekiln Close LNR)	Cherry Hinton
NAT16	Natural and Semi-natural Green Spaces	Limekiln Hill Reservoirs	Cherry Hinton
NAT17	Natural and Semi-natural Green Spaces	Madingley Rise Meadow	Castle
NAT18	Natural and Semi-natural Green Spaces	Barton Road Lake	Newnham
NAT19	Natural and Semi-natural Green Spaces	Meadow Triangle near Wilberforce Road and Cycle Way	Newnham
NAT20	Natural and Semi-natural Green Spaces	Conduit Head Road Lake	Castle
NAT22	Natural and Semi-natural Green Spaces	Adams Road Sanctuary (Lake)	Newnham
NAT23	Natural and Semi-natural Green	M11 Verge and Scrub East of M11	Newnham

ID	Protected Open Space Type	Protected Open Space Name	Ward
	Spaces		
NAT24	Natural and Semi-natural Green Spaces	Traveller's Rest Pit (SSSI)	Castle
NAT25	Natural and Semi-natural Green Spaces	Netherhall Farm Meadow	Queen Edith's
NAT26	Natural and Semi-natural Green Spaces	Meadow & Small Wood (Peterhouse) – South of Hayster Drive	Cherry Hinton
NAT28	Natural and Semi-natural Green Spaces	Lakes Adjacent to Cherry Hinton Brook	Coleridge
NAT29	Natural and Semi-natural Green Spaces	Emmanuel College Gardens	Market
NAT30	Natural and Semi-natural Green Spaces	Barnwell East Local Nature Reserve	Abbey
NAT31	Natural and Semi-natural Green Spaces	Barnwell West Local Nature Reserve	Abbey
NAT32	Natural and Semi-natural Green Spaces	Hayster Drive Open Space	Cherry Hinton
NAT33	Natural and Semi-natural Green Spaces	Empty Common (Copses and Pastures)	Trumpington
NAT34	Natural and Semi-natural Green Spaces	Brookside	Trumpington
NAT35	Natural and Semi-natural Green Spaces	The Grove	Newnham
NAT36	Natural and Semi-natural Green Spaces	Giant's Grave	Cherry Hinton
NAT37	Natural and Semi-natural Green Spaces	Former Landfill Site West of Norman Way	Cherry Hinton
NAT38	Natural and Semi-natural Green Spaces	Former Landfill Site East of Norman Way	Cherry Hinton
NAT39	Natural and Semi-	River Cam Residential	East Chesterton

ID	Protected Open Space Type	Protected Open Space Name	Ward
	natural Green Spaces	Gardens	
NAT40	Natural and Semi-natural Green Spaces	Disused Railway Line North of Ronald Rolph Court	Abbey
NAT41	Natural and Semi-natural Green Spaces	Cobbetts Corner	Newnham
NAT42	Natural and Semi-natural Green Spaces	Land Between River And 7 To 11 Capstan Close	East Chesterton
NAT43	Natural and Semi-natural Green Spaces	Land opposite Paradise Nature Reserve	Trumpington
P&G01	Parks and Gardens	Alexandra Gardens	Arbury
P&G02	Parks and Gardens	Arbury Town Park	King's Hedges
P&G03	Parks and Gardens	Cherry Hinton Hall	Cherry Hinton
P&G04	Parks and Gardens	Cherry Hinton Recreation Ground	Cherry Hinton
P&G05	Parks and Gardens	Chesterton Recreation Ground	East Chesterton
P&G06	Parks and Gardens	Christ's Pieces	Market
P&G07	Parks and Gardens	Coleridge Recreation Ground	Coleridge
P&G08	Parks and Gardens	Histon Road Recreation Ground	Castle
P&G09	Parks and Gardens	Jesus Green	Market
P&G10	Parks and Gardens	King's Hedges Recreation Ground	King's Hedges
P&G11	Parks and Gardens	Lammas Land	Newnham
P&G12	Parks and Gardens	Midsummer Common	Market
P&G13	Parks and Gardens	New Square	Market
P&G14	Parks and Gardens	Nightingale Avenue Recreation Ground	Queen Edith's
P&G15	Parks and Gardens	Nun's Way Recreation Ground	King's Hedges
P&G16	Parks and Gardens	Parker's Piece	Market
P&G17	Parks and Gardens	Bell School of Language	Queen Edith's
P&G18	Parks and Gardens	Romsey Recreation Ground	Romsey
P&G19	Parks and Gardens	St. Albans Road Recreation Ground	Arbury
P&G20	Parks and Gardens	St. Matthew's Piece	Petersfield
P&G21	Parks and Gardens	Trumpington Recreation Ground (King George V	Trumpington

ID	Protected Open Space Type	Protected Open Space Name	Ward
		Memorial Playing Field)	
P&G22	Parks and Gardens	Coldham's Common	Abbey
P&G23	Parks and Gardens	St John's College Gardens	Castle
P&G24	Parks and Gardens	Cambridge University Observatory	Castle
P&G25	Parks and Gardens	Edgecombe Flats Green	King's Hedges
P&G26	Parks and Gardens	Church End Green Space	Cherry Hinton
P&G27	Parks and Gardens	Cambridge University Botanic Garden	Trumpington
P&G28	Parks and Gardens	Jubilee Gardens	Arbury
P&G29	Parks and Gardens	Magdalene College Grounds	Castle
P&G30	Parks and Gardens	Causeway Park	East Chesterton
P&G31	Parks and Gardens	Queens' College	Newnham
P&G32	Parks and Gardens	Trinity College Gardens	Castle
P&G33	Parks and Gardens	Christ's College Gardens	Market
P&G34	Parks and Gardens	Peterhouse Gardens	Market
P&G35	Parks and Gardens	King's College	Newnham
P&G36	Parks and Gardens	Pembroke College Gardens	Market
P&G37	Parks and Gardens	Ridley Hall Grounds	Newnham
P&G38	Parks and Gardens	Gonville and Caius Fellows Garden	Newnham
P&G39	Parks and Gardens	Selwyn College Gardens	Newnham
P&G40	Parks and Gardens	Newnham College Gardens	Newnham
P&G41	Parks and Gardens	Wychfield	Castle
P&G42	Parks and Gardens	Lucy Cavendish College	Castle
P&G43	Parks and Gardens	Fitzwilliam College Gardens	Castle
P&G44	Parks and Gardens	Murray Edwards College Gardens	Castle
P&G45	Parks and Gardens	Castle Mound	Castle
P&G46	Parks and Gardens	Homerton College Grounds	Queen Edith's
P&G47	Parks and Gardens	St Edmund's College Gardens	Castle
P&G48	Parks and Gardens	Trinity Hall Gardens	Castle
P&G49	Parks and Gardens	Gonville and Caius College Gardens	Castle
P&G50	Parks and Gardens	Clare College Gardens	Newnham
P&G51	Parks and Gardens	Anstey Hall	Trumpington
P&G52	Parks and Gardens	Sidney Sussex College Gardens	Market
P&G53	Parks and Gardens	Robinson College Gardens	Newnham
P&G54	Parks and Gardens	Trinity College Fellows Garden	Castle

ID	Protected Open Space Type	Protected Open Space Name	Ward
P&G55	Parks and Gardens	Trinity College - Burrell's Field	Castle
P&G56	Parks and Gardens	Corpus Christi	Market
P&G57	Parks and Gardens	Clare Hall Scholars Garden	Newnham
SPO01	Outdoor Sports Facilities	Barnwell Road Recreation Ground	Abbey
SPO02	Outdoor Sports Facilities	Cambridge City Football Club	West Chesterton
SPO03	Outdoor Sports Facilities	Cambridge Football Stadium	Trumpington
SPO04	Outdoor Sports Facilities	Arbury County Primary School	West Chesterton
SPO05	Outdoor Sports Facilities	Cambridge Rugby Football Club	Newnham
SPO06	Outdoor Sports Facilities	Cambridge Tennis & Hockey Club	Newnham
SPO07	Outdoor Sports Facilities	Cambridge United FC	Abbey
SPO08	Outdoor Sports Facilities	Chesterton Community College	West Chesterton
SPO10	Outdoor Sports Facilities	Churchill College Grounds	Castle
SPO11	Outdoor Sports Facilities	Clare College Playing Fields	Trumpington
SPO12	Outdoor Sports Facilities	Coleridge Community College Playing Fields	Coleridge
SPO13	Outdoor Sports Facilities	Colville County Primary School	Cherry Hinton
SPO14	Outdoor Sports Facilities	Corpus Christi Playing Fields	Newnham
SPO15	Outdoor Sports Facilities	Cambridge University Press Playing Fields	Trumpington
SPO16	Outdoor Sports Facilities	Emmanuel College Playing Field	Newnham
SPO17	Outdoor Sports Facilities	Fawcett Primary School	Trumpington
SPO18	Outdoor Sports Facilities	Fenners Cricket Ground	Petersfield
SPO19	Outdoor Sports Facilities	Fitzwilliam College Playing Fields	Castle
SPO20	Outdoor Sports Facilities	Gonville and Caius College Playing Fields	Newnham
SPO21	Outdoor Sports Facilities	Grove Primary School	King's Hedges

ID	Protected Open Space Type	Protected Open Space Name	Ward
SPO22	Outdoor Sports Facilities	Hills Road Sport Centre (Tennis Courts)	Queen Edith's
SPO24	Outdoor Sports Facilities	Jesus College	Market
SPO25	Outdoor Sports Facilities	King's Hedges County Primary School	King's Hedges
SPO26	Outdoor Sports Facilities	King's College School	Newnham
SPO27	Outdoor Sports Facilities	Leys School Playing Field	Trumpington
SPO28	Outdoor Sports Facilities	Leys and St Faiths Schools Playing Field	Trumpington
SPO29	Outdoor Sports Facilities	Long Road Sixth Form College	Queen Edith's
SPO30	Outdoor Sports Facilities	Manor Community College Playing Fields	King's Hedges
SPO31	Outdoor Sports Facilities	Netherhall School (South)	Queen Edith's
SPO32	Outdoor Sports Facilities	Queen Emma Primary School	Queen Edith's
SPO33	Outdoor Sports Facilities	Newnham College Playing Field	Newnham
SPO34	Outdoor Sports Facilities	Newnham Croft Primary School	Newnham
SPO35	Outdoor Sports Facilities	Pembroke, Peterhouse, Downing, St. Catherine's and Christ's Colleges	Newnham
SPO36	Outdoor Sports Facilities	Perse Preparatory School (Peterhouse College)	Trumpington
SPO37	Outdoor Sports Facilities	Perse School For Boys Playing Field	Queen Edith's
SPO38	Outdoor Sports Facilities	Perse School For Girls Playing Field	Trumpington
SPO39	Outdoor Sports Facilities	Abbey Meadows Primary School	Abbey
SPO40	Outdoor Sports Facilities	Queen Edith Primary School	Queen Edith's
SPO41	Outdoor Sports Facilities	University Croquet & Tennis Club (Cocks & Hens Lawn Tennis Club)	Newnham
SPO42	Outdoor Sports Facilities	Spinney County Primary School	Cherry Hinton
SPO43	Outdoor Sports Facilities	St. Andrews Primary School	East Chesterton

ID	Protected Open Space Type	Protected Open Space Name	Ward
SPO44	Outdoor Sports Facilities	St Bede's School	Coleridge
SPO45	Outdoor Sports Facilities	St Faith's Playing Field	Trumpington
SPO46	Outdoor Sports Facilities	St John's and Magdalene Colleges Playing Field	Castle
SPO47	Outdoor Sports Facilities	St Lawrence Catholic Primary School	King's Hedges
SPO48	Outdoor Sports Facilities	St Luke's Primary School	Arbury
SPO49	Outdoor Sports Facilities	St Mary's School Playing Field	Trumpington
SPO50	Outdoor Sports Facilities	Trinity College Playing Field	Newnham
SPO51	Outdoor Sports Facilities	Trinity Hall Ground	Castle
SPO52	Outdoor Sports Facilities	University Athletics Track	Newnham
SPO53	Outdoor Sports Facilities	University Rugby Club	Newnham
SPO54	Outdoor Sports Facilities	University Rugby Club Practice Ground	Newnham
SPO55	Outdoor Sports Facilities	Chesterton Community College Playing Field	West Chesterton
SPO56	Outdoor Sports Facilities	Milton Road Primary School	West Chesterton
SPO58	Outdoor Sports Facilities	Mayfield Primary School	Castle
SPO59	Outdoor Sports Facilities	Cantabrigian Rugby Football Grounds	Queen Edith's
SPO60	Outdoor Sports Facilities	Cambridge Lakes Golf Course	Trumpington
SPO61	Outdoor Sports Facilities	Cambridge and County Bowling Club	Trumpington
SPO62	Outdoor Sports Facilities	Perse Preparatory School	Trumpington
SPO63	Outdoor Sports Facilities	Downing College	Market
SPO65	Outdoor Sports Facilities	Chesterton Bowls Club	East Chesterton
SPO66	Outdoor Sports Facilities	Trinity College Hockey Field	Newnham
SPO67	Outdoor Sports Facilities	Cherry Hinton Infants School	Cherry Hinton

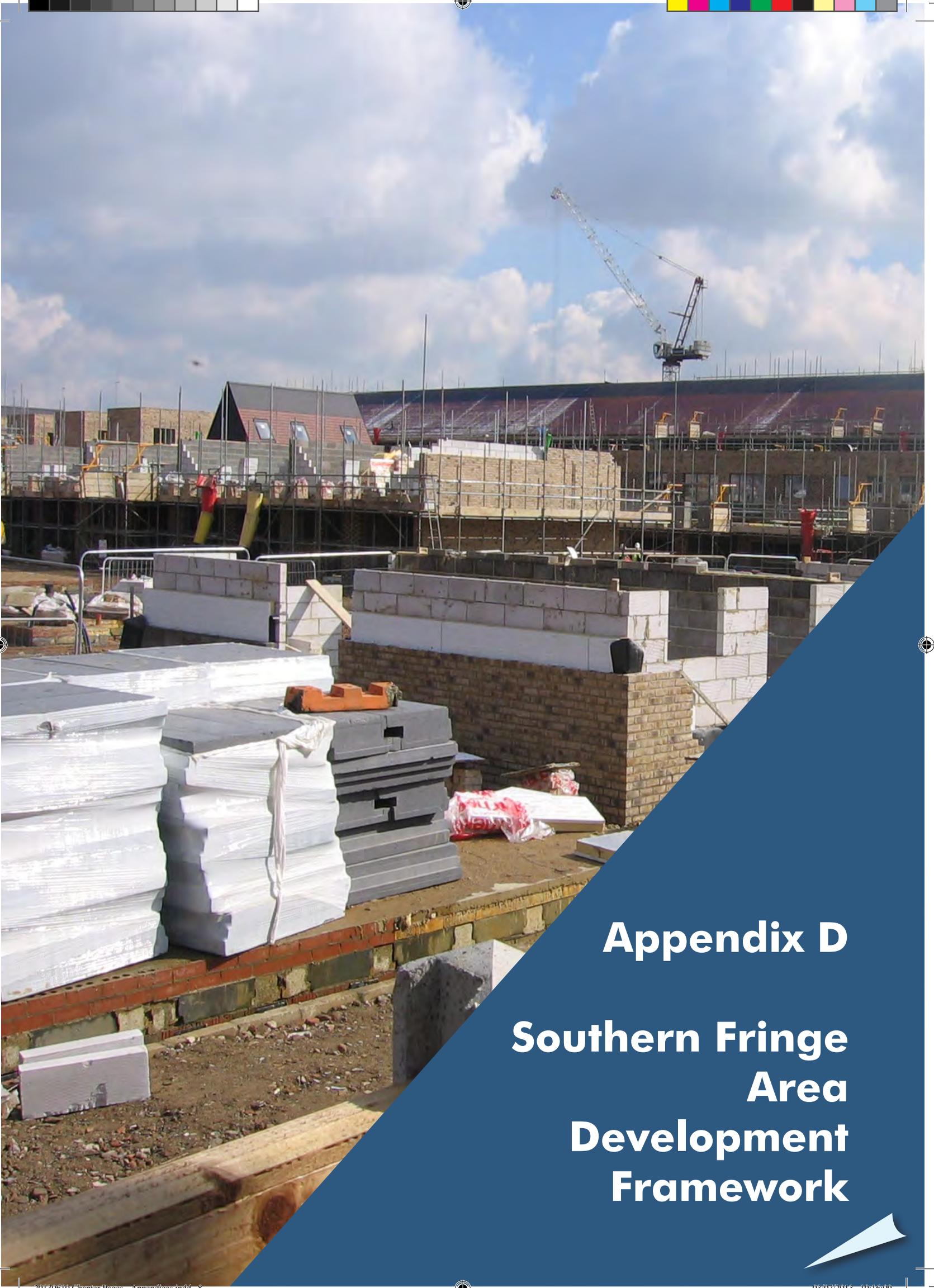
List of protected public houses (Policy 76)

While the other sites listed in this appendix are shown on the policies map, the following list of protected public houses are not shown on the policies map.

ID	Pub Site	Address	Ward
PH001	The Corner House	231 Newmarket Road	Abbey
PH002	Five Bells	126-128 Newmarket Road	Abbey
PH003	The Seven Stars	249 Newmarket Road	Abbey
PH004	The Wrestlers	337 Newmarket Road	Abbey
PH005	(former Blackamoors Head)	205 Victoria Road	Arbury
PH006	The Carlton Arms	Carlton Way	Arbury
PH007	The Carpenters Arms	182-186 Victoria Road	Arbury
PH008	The Grapes	19 Histon Road	Arbury
PH009	The Ranch	100 Histon Road	Arbury
PH010	Castle Inn	36-38 Castle Street	Castle
PH011	The County Arms	43 Castle Street	Castle
PH012	The Pickerel Inn	30 Magdalene Street	Castle
PH013	The Punter	3 Pound Hill	Castle
PH014	Sir Isaac Newton	84 Castle Street	Castle
PH015	St Johns Chop House	21-24 Northampton Street	Castle
PH016	Travellers Rest	Huntingdon Road	Castle
PH017	Red Lion	20 Mill End Road	Cherry Hinton
PH018	Robin Hood	1 Fulbourn Road	Cherry Hinton
PH019	The Rosemary Branch	503 Coldham's Lane	Cherry Hinton
PH020	The Unicorn	15 High Street	Cherry Hinton
PH021	The Med	Perne Road	Coleridge
PH022	The Rock	200 Cherry Hinton Road	Coleridge
PH023	Green Dragon	5 Water Street	East Chesterton
PH024	The Haymakers	54 High Street	East Chesterton
PH025	Penny Ferry	110 Water Street	East Chesterton
PH026	The Golden Hind	355 Milton Road	King's Hedges
PH027	The Jenny Wren	80 Campkin Road	King's Hedges
PH028	The Ship	Northfield Avenue	King's Hedges
PH029	All Bar One	36 St Andrews Street	Market
PH030	The Anchor	Silver Street	Market
PH031	(former Ancient Druids)	Napier Street	Market
PH032	The Avery	69-73 Regent Street	Market
PH033	The Bakers	176 East Road	Market

ID	Pub Site	Address	Ward
PH034	Baron Of Beef	19 Bridge Street	Market
PH035	Baroosh	8 Market Passage	Market
PH036	The Bath House	3 Bene't Street	Market
PH037	The Bird in Hand	73 Newmarket Road	Market
PH038	The Burleigh Arms	9-11 Newmarket Road	Market
PH039	The Cambridge Brew House	1 King Street	Market
PH040	The Castle	37 St Andrews Street	Market
PH041	Champion Of The Thames	68 King Street	Market
PH042	Clarendon Arms	35-36 Clarendon Street	Market
PH043	The Cow	Corn Exchange Street	Market
PH044	d'Arrys Cookhouse	4 King Street	Market
PH045	The Eagle	Bene't Street	Market
PH046	The Elm Tree	Orchard Street	Market
PH047	The First and Last	18 Melbourne Place	Market
PH048	Fort St George	Midsummer Common,	Market
PH049	The Fountain Inn	12 Regent Street	Market
PH050	The Free Press	7 Prospect Row	Market
PH051	The Hopbine	11-12 Fair Street	Market
PH052	King Street Run	86-88 King Street	Market
PH053	Las Iguanas	Quayside	Market
PH054	The Maypole	20a Portugal Place	Market
PH055	The Mill	14 Mill Lane	Market
PH056	The Mitre	17-18 Bridge Street	Market
PH057	(former Old Orleans)	Miller's Yard, Mill Lane	Market
PH058	Prince Regent	91 Regent Street	Market
PH059	Quinns Pub	20 Downing Street	Market
PH060	The Regal	38-39 St Andrews Street	Market
PH061	Revolution	3-8 Downing Street	Market
PH062	(former Slug & Lettuce)	34-35 Green Street	Market
PH063	The Snug	170 East Road	Market
PH064	St Radegund	129 King Street	Market
PH065	The Tram Depot	2-5 Dover Street	Market
PH066	The Zebra	80 Maids Causeway	Market
PH067	The Granta	14 Newnham Terrace	Newnham
PH068	The Red Bull	11 Barton Road	Newnham
PH069	The Alexandra Arms	22-24 Gwydir Street	Petersfield
PH070	The Cambridge Blue	85-87 Gwydir Street	Petersfield
PH071	Devonshire Arms	1 Devonshire Road	Petersfield
PH072	The Dobbler's Inn	184 Sturton Street	Petersfield

ID	Pub Site	Address	Ward
PH073	The Emperor	21 Hills Road	Petersfield
PH074	The Geldart	1 Ainsworth Street	Petersfield
PH075	The Great Northern	1-3 Station Road	Petersfield
PH076	Kingston Arms	33 Kingston Street	Petersfield
PH077	Live And Let Live	40 Mawson Road	Petersfield
PH078	(former Locomotive)	44 Mill Road	Petersfield
PH079	Man on the Moon	2 Norfolk Street	Petersfield
PH080	The Salisbury Arms	76 Tenison Road	Petersfield
PH081	Six Bells	11 Covent Garden	Petersfield
PH082	The White Swan	109 Mill Road	Petersfield
PH083	Queen Edith	Wulfstan Way	Queen Edith's
PH084	Earl Of Beaconsfield	133 Mill Road	Romsey
PH085	The Brook	25 Brookfields	Romsey
PH086	The Empress	72 Thoday Street	Romsey
PH087	The Royal Standard	292 Mill Road	Romsey
PH088	The Alma	26 Russell Court	Trumpington
PH089	(former Cross Keys)	9 Saxon Street	Trumpington
PH090	Earl Of Derby	129 Hills Road	Trumpington
PH091	The Flying Pig	106 Hills Road	Trumpington
PH092	The Green Man	55 High Street	Trumpington
PH093	The Oak Bistro	6 Lensfield Road	Trumpington
PH094	Panton Arms	43 Panton Street	Trumpington
PH095	The Snug	67 Lensfield Road	Trumpington
PH096	The Tally Ho	77 High Street	Trumpington
PH097	The Unicorn	22 Church Lane	Trumpington
PH098	(former Volunteer)	60 Trumpington Road	Trumpington
PH099	The Boathouse	14 Chesterton Road	West Chesterton
PH100	The Milton Arms	205 Milton Road	West Chesterton
PH101	The Old Spring	1 Ferry Path	West Chesterton
PH102	The Portland Arms	129 Chesterton Road	West Chesterton
PH103	The Tivoli	16 Chesterton Road	West Chesterton
PH104	The Waterman	32 Chesterton Road	West Chesterton



Appendix D

Southern Fringe Area Development Framework





From Rear of Shelford Road



APPENDIX D: SOUTHERN FRINGE AREA DEVELOPMENT FRAMEWORK

Introduction and purpose

D.1 This appendix is based on the Southern Fringe Area Development Framework (ADF) document produced by Cambridge City Council in 2006. This appendix will help direct the preparation of future planning applications and the planning of services and infrastructure. The vision for this area is:

‘The vision for the Southern Fringe is to create a distinctive new urban extension to the city to meet a range of needs for the Cambridge area, including additional housing close to an existing employment area, new employment opportunities, the expansion of clinical facilities and biomedical and biotechnology activities, related higher education and research institutes, and improved access to the countryside. The extension will incorporate open space to serve the residents of the new development, Cambridge City and South Cambridgeshire and opportunities will be taken to enhance amenity, biodiversity and access to the Green Belt.’

D.2 The document is the culmination of extensive consultation, which occurred between October 2003 and November 2005. This consultation involved local residents, stakeholders, developers and other interested parties.

D.3 South Cambridgeshire District Council has prepared an area action plan (AAP) for the Southern Fringe in respect of land within South Cambridgeshire. It is important that this appendix is read in conjunction with the AAP, which provides more detailed policy in respect of Trumpington Meadows for the land with South Cambridgeshire.

D.4 This appendix supports Policy 17 and sets out:

- locations for supportive land uses such as community facilities;
- a transport and movement network that builds on the broader existing and planning transport routes as well as the key routes proposed as part of the emerging individual masterplans;
- an urban design strategy, which will provide the broader guidance to the preferred massing, building height, density, streetscape and other details relevant to the Southern Fringe as a whole and to individual sites in particular;
- requirements for creating a sustainable community; and
- a strategy for planning obligations.

Figure D.1: Cambridge Southern Fringe’s major development sites



PRINCIPAL JUNCTIONS, ADDENBROOKE’S ROAD AND PARKING MANAGEMENT

D.5 The development of a transport and movement strategy for the Cambridge Southern Fringe relies on the interrelationship of several key components. It is important that these components work together, and place sustainability at the heart of the strategy. The components considered in this section include: principal road junctions, the Addenbrooke’s Road, public transport, and cycle, pedestrian and countryside access.

Principal road junctions

D.6 Principal road junctions within the Southern Fringe will include the following:

- Hauxton Road and Addenbrooke’s Road;
- Addenbrooke’s Road and Shelford Road;
- the intersection of the Addenbrooke’s Road within the Showground site;
- the ‘break point’ (public transport/taxi through movement only) within the Clay Farm site; and
- Long Road and the principal route into Clay Farm.

D.7 Each of the above intersections requires detailed consideration in terms of the orientation and setback of buildings, landscape, signage and pedestrian/cycle crossing points. Cambridgeshire County Council is the authority charged with the preparation and/or approval of the detailed road

designs, and the Council will be working cooperatively with Cambridgeshire County Council to secure a high quality junction for each of the above locations.

Addenbrooke's Road

- D.8 The construction of Addenbrooke's Road was a major factor in permitting improved access to the existing and future facilities on the Addenbrooke's and Cambridge Biomedical Campus. It acts as a primary arterial route connecting the various sites of the Southern Fringe. The road carries high volumes of traffic, which in design terms restricts the number of intersections to relatively few locations, which have been demonstrated through detailed traffic study to be able to accommodate the anticipated traffic. It is important to note that the route does not provide a through route from the west through Addenbrooke's to Babraham Road.
- D.9 In respect of building/development frontage, the road passes through three separate sections: Hauxton to Shelford Road, Shelford Road to Hobson's Conduit, and Hobson's Conduit to Addenbrooke's Hospital. In the section between Shelford Road and Hobson's Conduit, the road passes through the Showground site.

Addenbrooke's site traffic and parking management

- D.10 Car parking provision for the Addenbrooke's site will need to be determined through a transport strategy and by negotiation. In the light of the high level of public transport accessibility to the site, the Council will seek to generally minimise the amount of non-essential car parking for all uses within the campus, in order to limit impact as a result of increased traffic. Disabled parking provision will need to be provided close to building entrances. Car parking standards for the Addenbrooke's site will need to comply with standards set out in the local plan.

Public transport networks

- D.11 Any strategies for public transport must be led by Cambridgeshire County Council, in partnership with the local authorities, bus companies and developers. The Council has prepared this appendix to act as a basis for further discussion, negotiation and detailed route planning. The proposed public transport strategy for the Southern Fringe aims to build upon the existing network and to extend and enhance coverage to include the development sites.
- D.12 The strategy uses the two transport interchanges at Trumpington Park and Ride and Addenbrooke's Hospital. Opportunities to include more bus stops or to review existing provision will be explored to create an efficient and logical

network. Trumpington Local Centre should also provide a destination for bus routes, as should proposed 'nodes' in the new development areas.

- D.13 The aim will be to ensure that there is a series of well-connected and high quality pedestrian and cycle routes connecting to the public transport network to help make such modes more attractive than private car trips. This will be realised through ensuring that the majority of development is not more than a five-minute or 400m walk to stops.

Cycling and pedestrian networks

- D.14 Each development site within the Southern Fringe will need to have both an individual walking and cycling route plan within the site, as well as a plan demonstrating well-connected routes to other sites and existing development, especially to Trumpington. Opportunities exist to complement existing routes and further enhance this provision and create better connections with the countryside. It is expected that key roads within each development site will be designed to include a separate, or on-road, cycle route.
- D.15 All the development sites should be as permeable to cyclists and pedestrians as possible. Cyclists can generally be accommodated without any special provision on roads that have been designed to achieve a target speed limit of 20mph. In addition to the road network, separate pedestrian/cycle routes will be necessary to link areas of housing to each other and to community facilities. This may be where no direct road route exists or to provide a safer alternative to a busy road. Off-road links can generally be shared by cycles/pedestrians if they are at least 3.5m wide.
- D.16 However, where the flows are likely to be high, such as main links to schools /shops or other community facilities, segregation by level should be considered. Cycle links that are perceived as being 'pedestrian surfaces' should be avoided.
- D.17 The National Cycle Route 11 from Shelford needs to link to the Addenbrooke's Road, allowing cyclists to travel both to Addenbrooke's and towards the Showground site and beyond. Cyclists also need to be able to cross the railway line and link to the proposed cycleway along the proposed Cambridgeshire Busway route, possibly across the green corridor. This may require a 'loop' for cyclists and pedestrians.
- D.18 A route through to Grantchester Road/Church Lane could provide a useful route to the City Centre for cyclists. A section of shared use path on the south side of Grantchester Road to a point where visibility is sufficient for a signalised crossing may be required. A route to Hauxton should be provided using the existing bridge over the M11, which could link through the site to a cycleway on the disused railway route, Addenbrooke's Road, Church End and

Grantchester. As well as an internal route, an off-road link at the edge of the site could be considered. A 'leisure' route could be provided to run parallel to the road to link the development with the path to Byron's Pool local nature reserve.

- D.19 In regards to the Bell School site, the most attractive access point for non-car users will be Greenlands, which links through to Addenbrooke's, including the bus interchange. A link through the site to the National Cycle Network Route 11 from Great Shelford must be provided, to link with Robinson Way.
- D.20 In regards to Addenbrooke's Hospital, Robinson Way will be an important link for cyclists to access Long Road and the rest of the site. Cycle lanes (of at least 1.5m) may be necessary unless vehicle speeds will be kept to 20mph by traffic calming, and on-road parking must be prohibited on future adopted public roads constructed as part of the Addenbrooke's 2020 development. The link between Robinson Way and Red Cross Lane will require improvements for on-road cyclists to turn right on the sharp bend.

Countryside access

- D.21 Development of the Cambridge Southern Fringe should contribute toward the regional network of public rights of way for vulnerable traffic (walkers, cyclists, horse riders and carriage drivers). This will enable better access to the countryside, encourage healthier lifestyles and more sustainable choices of travel between settlements and sites of interest, and ultimately help strengthen the rural economy.
- D.22 The upgrading of existing rights of way may be necessary in order to improve access for the wider community. Negotiations with landowners and detailed analyses will be necessary to determine exact alignments of future rights of way.

COMMUNITY FACILITIES

- D.23 The village of Trumpington will undergo considerable change in the coming years with the addition of approximately 3,500 homes on land within Cambridge's administrative boundary. There will also be considerable growth due to the development at Addenbrooke's Hospital. New and existing residents will need services and facilities to support and complement their lives. How services and facilities are arranged and located will play an important role in determining the sort of place that Trumpington becomes in the coming years and also how the character of the existing village is preserved. It is important to plan for the future and to set up a structure that allows the village to evolve while maintaining its the positive characteristics.
- D.24 The Southern Fringe represents a real opportunity to create an example of best practice in sustainable development and consolidate local shopping and

services in the centre of Trumpington by introducing new and complementary uses to those that exist already. The consolidation of the centre seeks to maintain the vitality and viability of existing shops and services and to help ensure the success of new facilities.

- D.25 Cambridgeshire County Council guidance indicates a preference for community facilities in central locations to best serve existing and new residents and to use good pedestrian and cycle links. The general presumption is that community facilities should be provided within the existing area of Trumpington. If this is not possible, land will need to be allocated to enable provision in new areas.
- D.26 It is recognised that shops and other related services will form an important component of providing for the needs of existing as well as new residents. Local and neighbourhood centres will be provided within the new development areas for the day-to-day service needs of residents, such as newsagents. They will not replace the existing services in the centre of the village. Details of the local centres will be determined through the detailed masterplanning of the development areas.

Guiding principles for delivering community facilities in the Southern Fringe

- D.27 The following principles will help to inform the rationale for community facility locations in Trumpington:
- a place that promotes walking and cycling and is near to or on public transport routes;
 - development that makes efficient use of land; and
 - services that support and complement each other.
- D.28 In terms of creating a more sustainable form of development and minimising car trips, it is essential that walking and cycling are seen as viable alternatives to the car. It must however be accepted that car trips will make up a significant proportion of journeys, particularly to the primary health care centre, so vehicle access will be a major requirement.
- D.31 There are obvious benefits to locating services and facilities in the centre of Trumpington. Such locations are well connected to existing public transport routes and can be reached on foot within a ten-minute walk from most of the village. This links back to the creation of 'walkable neighbourhoods', which aim to minimise car-based trips by making services and facilities accessible to users via attractive walking and cycling routes.
- D.32 Opportunities for co-location of facilities should also be explored in order to make more efficient use of available land and to minimise land take. For instance, car parking associated with one facility could also be used by another. Similarly, where facilities are combined in one building, construction

and running costs can be reduced. Consideration should also be given to two or three storey buildings to allow for smaller building footprints and reduced land take.

Community facilities required in the Southern Fringe

- D.33 The following facilities have been identified as being needed for Trumpington to meet the needs of existing as well as proposed development. Feeding into this, the Trumpington Residents' Association (TRA) produced a document in September 2004, Trumpington – Future development of a historically important parish, which articulates their vision for the redevelopment of the Southern Fringe, including details on the types of community facilities required in Trumpington. Required facilities include:
- community centre – with meeting rooms, a kitchen and a youth wing;
 - primary health care centre – the Primary Care Trust set out a requirement for a 1,000m sq m surgery with a community pharmacy, dentist and other complementary health services. This should ideally be located in a new building near the existing centre of Trumpington;
 - library/lifelong learning centre – 350 sq m housed in a standalone building or space shared with other community uses; and
 - the police require a 300 sq m space to meet the needs of the Southern Fringe. It is considered that this would be best located as part of the community centre, where co-location would provide benefits in terms of cost, social interaction and accessibility.
- D.34 A survey into the adequacy of provision for faith in Trumpington will be carried out by the developers as a whole to the satisfaction of the Council. Where need is identified that cannot be satisfied by existing places of worship, the developers should make reasonable provision to meet that need commensurate to the extent that the need is generated by the new development. This may take the form of 'serviced land' which can only be developed for faith provision or contributions towards the provision of places of worship on such land.
- D.35 The preferred option for the location of the community centre and primary health care centre in the Southern Fringe has been informed through considerable consultation throughout 2005. Ideally, a location on or near the High Street would be best for any of the required community facilities in Trumpington. Such a location would be well related to public transport routes, existing shops and services, and would help to achieve a more sustainable location of uses for the future expansion of Trumpington. However, finding locations for these facilities in the centre of the village is problematic. Few sites exist in the centre of Trumpington capable of

accommodating the scale of facilities required, e.g. meeting space, hall and recreation uses.

- D.36 Cambridgeshire County Council considered two options: the first near the shops on Anstey Way/High Street junction, and the second near to the Waitrose store and the Park and Ride site. The preferred location would be somewhere on Trumpington High Street. The King George V Playing Fields were discounted after considerable local opposition to partial redevelopment of the playing field. The draft area development framework (ADF) of October 2005 asked for feedback on the two options, the Cambridge Professional Development Centre site (Option 1) and land to the rear of Paget Close (Option 2). Further work led to the community facilities to serve the Southern Fringe as a whole being located within the Clay Farm Local Centre.

Timing and delivery of community facilities

- D.37 The Council's aim is to provide community facilities as early on in the development of the Southern Fringe as possible. The planning obligations section of this document provides further details on the mechanisms for the delivery of the required community facilities.
- D.38 The timing of the delivery of the community centre and the primary health care centre will also be affected by the need to provide road access to the preferred site. Further work will be needed to determine the feasibility of providing access to the site in the short term and also once the 'spine' road, to be constructed as part of the Clay Farm and Showground developments, has been completed.
- D.39 The delivery of a community centre and primary health care centre is not just a geographical concern. Residents' views have been equally important in creating a sense of ownership and securing support for any proposed scheme.

Household recycling centre

- D.40 The construction and management of the household recycling centre (HRC) is the responsibility of Cambridgeshire County Council. An HRC deals with a variety of household waste not normally collected as part of the usual kerbside pick up. Cambridgeshire County Council has not yet identified a suitable location for an HRC and is still in the process of undertaking a detailed site selection review. Cambridge City Council will work with Cambridgeshire County Council to deliver an HRC serving the south of the city. However, sites within the Southern Fringe itself are not generally supported by the Council for this use.

PRINCIPAL URBAN DESIGN OBJECTIVES AND STRATEGIES

D.41 The Southern Fringe developments must be integral to, not separate from, the ongoing land use and traffic planning processes. Urban design is important for a host of reasons, but the principal reasons include the need to:

- articulate a vision of what is proposed;
- ensure new development has a distinct identity and character;
- translate written planning policy into a workable spatial strategy; and
- provide a proactive, not reactive, approach to the submission of outline and detailed planning applications.

D.42 The following represent the key objectives for urban design in the Southern Fringe:

- an appreciation of the context, particularly the existing urban grain in Trumpington, the existing landscapes into the green corridor and further south, Hobson's Conduit, and the overall low-density, suburban nature of the area;
- the need to support the existing and build a new sense of community. In particular, the location and arrangement of community facilities, e.g. schools, recreational uses, community centre;
- ensuring character and identity. Individual design strategies should make clear what type of place will be created and what it will look like, such that it is both inviting and attractive, and at the same time legible in its own way and distinct from existing development;
- ease of movement. Not all the proposed development sites are easily and readily connected to one another and to existing development, and it will be critical to ensure legible, functional and pedestrian/cycle friendly routes throughout the Southern Fringe;
- attractive streetscapes. This will be achieved through attention to detail, e.g. street furniture, lighting, and by creating a sense of enclosure to the streets, e.g. minimising building setbacks and varying building height and materials to create variety and interest;
- a high quality public realm. Any space where people congregate, move through and recreate should be both inviting and functional. This will require high quality finishes, places for sitting or being active, safe and permeable spaces, and a long-term budget for maintenance and replacement/renewal;
- development proposals should seek to retain existing mature trees and vegetation wherever possible and be sensitive to listed buildings and their setting;
- development should provide noise attenuation and measures to minimise light spill where necessary; and
- innovative housing design will be sought.

D.43 The following key development principles for each site are intended to provide more details to help implement the urban design objectives and should be used as the basis for completing the masterplans and reviewing planning applications for the respective sites.

Key development principles – Trumpington Meadows

- Create an attractive and robust edge to the urban area. This should enhance the countryside setting and all local to long-distance views of Cambridge. Buildings should front on to the Green Belt, allowing for wide soft-landscaped openings into the Country Park;
- provide a distinctive entrance to South Cambridge. This should be attractive and striking, while at the same time demonstrating sensitivity to the prevailing character of Trumpington for which the proposed development will also act as a new gateway. Substantial tree planting will be required to mitigate the impact of the Hauxton Road/Addenbrooke's Road junction from which the site gains vehicular access. A landmark building and/or public art feature may also be appropriate in this area;
- strengthen the route along the key pedestrian desire line from Trumpington High Street to the Park and Ride site. Extend this route into the Country Park, by converting the M11 farm access bridge for cycle/pedestrian use;
- the spine road/principal route should be well defined, be limited to 20mph and allow for safe routes to school (off-road cycle paths). Opportunities should be taken to vary the street experience and promote activity by providing a mix of uses, including a central node or 'square', a school, playing fields, parkland and frequent entrances and intersecting routes;
- create a strong central vista focusing on the spire of St Mary and St Michael Parish Church to the north;
- create an attractive edge around the Park and Ride site, providing some sense of enclosure, overlooking windows/balconies and frequent entry points for paths into the development. Landscaping around the Park and Ride should be generous, varied and well-integrated with that of the rest of the development. Planting should provide an optimum level of screening so that residents' privacy is protected;
- site entrances should be well-articulated through the built form, with good access for pedestrians' safety, comfort and convenience of crossing. Development should also seek to improve the existing site entrance (adjacent to supermarket) for pedestrian access;
- maximise opportunities for views of Anstey Hall and garden from the public realm, while protecting and enhancing its setting;
- building heights will be restricted where they are in proximity to existing development. two storeys will be the maximum along the western edge and four storeys along the southern edge facing the M11;
- Flexible uses and easily adaptable buildings will be sought in the north-eastern quarter of the site, to encourage a mix of uses.

Key development principles – Glebe Farm Site

- Contribute positively to the setting of Cambridge, through attractive and imaginative architectural and landscaping design of the new built edge. Buildings should front on to the Addenbrooke's Road corridor as far as possible;
- create a green buffer strip on the north side of Addenbrooke's Road. Include generous landscaping and planting to mitigate against visual intrusion. Integrate sustainable drainage systems within this green edge;
- create 'zones of integration' (see concept diagram) by incorporating existing properties' frontages into the design of the new development where possible – green spaces offer an effective means of integrating new with existing. Care must be taken, however, to allow for an acceptable level of seclusion in and around existing dwellings;
- create a clear east–west route facilitating movement between the Southern Fringe sites either side of Trumpington;
- create pedestrian and cycle links along existing track from Bishop's Road, continuing to Hauxton Road and either on or alongside the private road from Exeter Close;
- provide noise attenuation through a combination of building form and layout, landscaping, speed restrictions and road surfacing along Addenbrooke's Road;
- Reinforce the built edge at the Hauxton Road/Addenbrooke's Road junction with a maximum building height on this corner of five storeys (set back to allow for tree planting);
- the scale and massing of development should be sensitive to existing residential areas;
- consideration should be given to the potential building composition on the west side of Hauxton Road within Trumpington Meadows. Developers are encouraged to collaborate to achieve an attractive entrance to Cambridge; and
- gardens should back on to existing gardens to help create secure private spaces.

Key development principles – Clay Farm and the Showground

- Development proposals need to be sensitive to the key views into the site from high ground to the south-east and towards the village, particularly the tower of St Mary and St Michael Parish Church on Grantchester Road;
- where the sites meet the Hobson's Brook corridor, development should be sensitively designed in terms of scale and massing to prevent adverse impact on it and the green corridor beyond. A generous landscape buffer should be provided in this respect of varying depth of 20m–40m from the building edge;

- the road network should be designed so that no direct route is created from Shelford Road up to Long Road (possibly using a rising bollard system);
- the proposed local centre must be well connected into the development areas and form a focus for both the sites to tie them together and contain a mix of uses required to support local needs;
- the potential of the existing pedestrian and cycle links should be maximised to create good connections around and across the sites and into the green corridor and the rights of way network and then on into the countryside beyond;
- development along Addenbrooke's Road should front on to this road creating an urban street;
- development should be orientated to address the Cambridgeshire Busway and in particular to offer good surveillance of the proposed Cambridgeshire Busway stop;
- development proposals should be well connected into the village to help integrate new development with that which exists already;
- the scale and massing of development should be sensitive to existing residential areas;
- buildings and associated landscaping should be designed to reinforce and articulate key entrances, nodes and routes through the development areas;
- overall building heights should not exceed three storeys within the site although it may be acceptable to create some four or five storey buildings in places to meet the aspiration of the design principle above;
- the road network should be designed to achieve reduced vehicle speeds in residential areas;
- the Council will be investigating the potential for a sustainable housing scheme on city-owned land at Clay Farm. Such a scheme would be seeking to provide an exemplar of best practice with regards to sustainable construction and living.

Key development principles – Addenbrooke's 2020 Vision

- Development must not exceed five commercial storeys (plus associated plant) along the western and southern boundaries in order to minimise the impact on the adjoining countryside. Elsewhere on the site it may be acceptable to go up to six commercial storeys (plus associated plant) subject to detailed masterplanning. These heights represent maximum overall building heights and will only be acceptable providing they do not cause an unacceptable visual impact on the green corridor and the countryside beyond;
- development should be orientated to create 'active frontages' which define streets and spaces;
- through traffic passing along the Addenbrooke's Road should not be allowed to exit on to Hills Road/Babraham Road to the east. A means of enforcing this control will need to be provided;

- buildings proposed for the northern part of the site should be organised to form a clear central hub for the development;
- the Cambridgeshire Busway will enter the site from the western boundary and a stop should be provided in the central hub as well as at other agreed locations through the Addenbrooke's site. The aim should be to make public transport an attractive and viable alternative to the private car;
- land to the south is safeguarded until after 2016 for future clinical development and research uses;
- connections across the green corridor for all modes of transport to Trumpington should be maximised; and
- proposals should seek to integrate new and old development through a comprehensive design approach.

Key development principles – Bell Language School Site

D.44 Encompassing an area of approximately 7.61 ha, the development site lies immediately south of Addenbrooke's Hospital and west of Babraham Road (A1307). Existing residential properties of Greenlands and Babraham Road are located on the northern and south-eastern boundaries. Additional adjacent land uses include the grounds of the Bell Language School to the northeast and open countryside beyond the southern and western boundaries. The site consists of essentially one large field, which is almost entirely enclosed by mature perimeter vegetation. The southern and western boundaries are designated as city wildlife sites in which a permissive footpath also follows these boundaries. Owing largely to the mature vegetation, views within the site are almost entirely enclosed, except to the south, where White Hill, Clarke's Hill and the Gog Magog Hills can be seen on the horizon. Adjacent land uses are in the most part screened, however the University Laboratories (Forvie Site) and Addenbrooke's Hospital largely dominate views north.

Existing site constraints / challenges:

- existing residential properties to the south-east (Babraham Road) and north (Greenlands) constrain the scale and massing of any proposed new development;
- the southern and western boundaries are designated as city wildlife sites;
- the need for an emergency vehicle access only route through Greenlands;
- vehicle access to the site is constrained to one entrance point only; and
- the morphology of the site presents challenges in terms of built form.

Opportunities:

- create an attractive edge to the southern part of the city, which is sensitive to the adjacent rural landscape and existing residential properties;
- contribute to the wider nature conservation and biodiversity of the Southern Fringe;

- provide access and facilitate links to the proposed cycle/ pedestrian route and open countryside beyond; and
- provide northern pedestrian and cycle routes to create links with Addenbrooke's Hospital and the City Centre.

Key development principles:

- A network of convenient and safe routes should be provided throughout the site and to adjacent areas, facilitating links with Addenbrooke's, public transport nodes, the City Centre and the wider countryside;
- provision of two direct pedestrian/cycle routes north of the site, through Greenlands (subject to legal access) and at the north-west corner through to Addenbrooke's;
- access to the proposed national cycle route should be provided at the western part of the site and be fully connected to routes throughout the development;
- provision of an emergency vehicle only access through Greenlands (subject to legal access);
- vehicle speeds throughout the development should be kept to a minimum and the exploration of vehicle calming methods through high quality design is encouraged;
- a series of green spaces should be created throughout the development that are well overlooked and fully integrated with pedestrian/cycle networks;
- a green buffer area should be provided adjacent to Greenlands to encourage integration and help mitigate the impact of development;
- retention and enhancement of the existing mature parameter vegetation to be encouraged where practicable, in particular development must be sensitive to the southern and western boundaries of the site, which are designated city wildlife sites;
- balancing ponds need to be provided within the site and the design of these should be explored to maximise nature conservation and biodiversity.
- buildings should be orientated to define edges and streets;
- development proposals will be expected to respond to the existing development that bounds the site;
- development located at the south-eastern part of the site will be typically two to three storeys in height;
- a taller building height of typically two and a half to four storeys could be accommodated at the western part of the site;
- development must be sympathetic to the rural edge, with a maximum building height of two and a half storeys along the southern boundary; and
- key views exist south from the Greenlands towards White Hill, Clark's Hill and the Gog Magog Hills. Design should seek to respond positively to this key view and developers are encouraged to explore how this can be retained.

Figure D.2 Composite plan illustrating key development principles



Planning obligations

- D.45 The process for evolving a detailed strategy for planning obligation requirements is complex, entailing the involvement of key stakeholders, including Cambridgeshire County Council, South Cambridgeshire District Council, other infrastructure/service providers such as primary and secondary healthcare providers, as well as various council departments, and work is continuing on this. As requirements are clarified in more detail and locations are finalised, the schedule of planning obligation requirements will be updated further. In some cases, it may take considerable time, with individual planning proposals having to be worked up in more detail or further technical investigations having to be carried out before the precise requirements can be fully detailed and costed. For this reason, the planning obligations in the revised schedule have been divided into two sections, for known and unknown requirements.
- D.46 An initial assessment has been carried out in relation to general costings and apportionment of the planning obligations requirements between the different components of the Southern Fringe developments.
- D.47 It must be emphasised that the schedule of requirements is not comprehensive and not final. Further detailed site-specific planning obligation requirements may be identified at a later stage, during the process of negotiation on individual worked-up proposals.

Phasing strategy

- D.48 An overall phasing strategy will need to be developed in partnership with developers, Cambridgeshire County Council and South Cambridgeshire District Council. The Southern Fringe will be developed over many years and so infrastructure, road capacities, delivery of facilities and financing will need to inform the timing of delivery.

Schedule of Planning Obligation Requirements

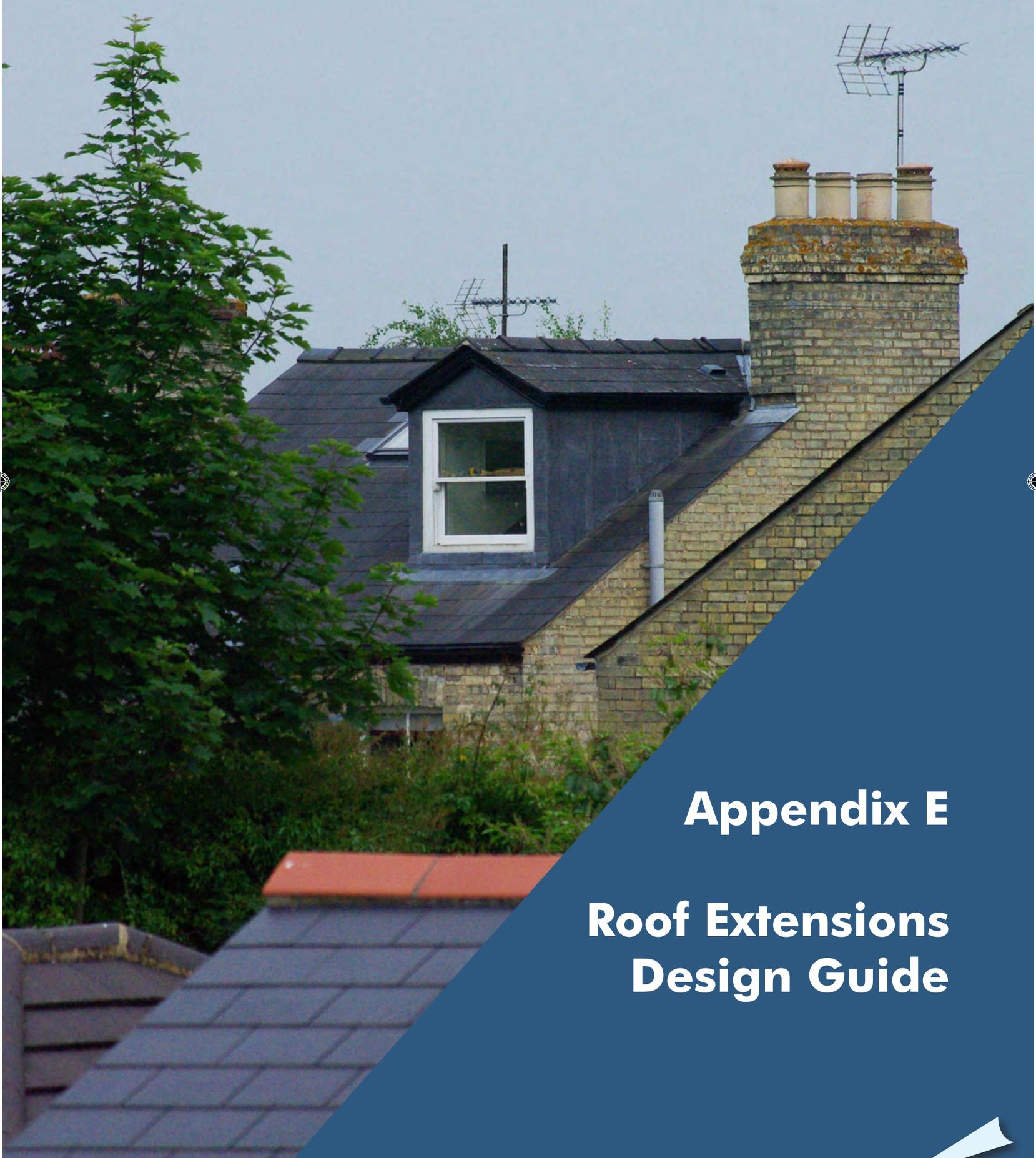
Known	Legal agreement/ Conditions	Unknown	Legal agreement/ Conditions
1. Extension to existing Fawcett Primary School in the form of financial contributions	Legal agreement	21. Land, capital and revenue support contributions towards provision of Guided Bus services.	Legal agreement
2. Land for and financial contributions towards provision of primary school on Trumpington Meadows (1FE) (1.5 hectares)	Legal agreement	22. Financial contributions towards provision of conventional bus services	Legal agreement
3. Land for and financial contributions towards provision of primary school and possibly a 'children's centre' on Showground site (2FE) (2.3 hectares)	Legal agreement	23. Financial contributions towards Southern Corridor Area Transport Plan strategic schemes	Legal agreement
4. Land for and financial contributions towards provision of secondary school. Approximately half of total costs to be sought for this	Legal agreement	24. Site specific transport/highways improvement schemes (details of precise requirements will evolve during the negotiation process on individual, worked-up proposals)	Legal agreement and/or conditions
5. Sixth form provision – in the form of financial contributions (the facilities will be provided elsewhere)	Legal agreement	25. Green travel plans – details of requirements to be confirmed as individual proposals evolve	Legal agreement or condition
6. Land for (350 sq m) and financial contributions towards provision of library/lifelong learning centre with community facilities	Legal agreement	26. Cycling/pedestrian/equestrian route improvements/linkages, including financial contributions towards these where applicable.	Legal agreement and/or conditions
7. Financial contributions towards provision of a children's centre (to be linked to a primary school) – further details yet to be confirmed	Legal agreement	27. Incorporation of SuDS – specific requirements to be confirmed at a later date	Legal agreement or conditions
8. Financial contributions for provision of Addenbrooke's Road	Legal agreement	28. Ecological survey and monitoring, including tree survey – requirements will vary from site to site and may include financial contributions towards specific projects	Legal agreement and/or conditions
9. Financial contributions towards provision of Cambridgeshire Busway	Legal agreement	29. Biodiversity strategy – requirements will vary from site to site and may include financial contributions towards specific projects	Legal agreement and/or conditions
10. Land for and financial contributions towards provision of household waste recycling centre (1 hectare) – location yet to be confirmed	Legal agreement	30. Renewable energy strategy – further details yet to be confirmed	Legal agreement and/or conditions
11. Land for and financial contributions towards bulking up/waste transfer facility (1 hectare) – location and further details yet to be confirmed	Legal agreement	31. Sustainability strategy – further details yet to be confirmed	Conditions

Schedule of Planning Obligation Requirements (continued)

Known	Legal agreement/ Conditions	Unknown	Legal agreement/ Conditions
12. Affordable Housing	Legal agreement	32. Landscape strategy – requirements will vary from site to site	Conditions
13. 1 x 40 place extra care home development -location and further details of requirements yet to be confirmed	Legal agreement	33. Provision of or financial contributions towards public realm improvements – requirements will vary from site to site	Legal agreement
14. Land and/or financial contributions towards provision of strategic open space (48.8 hectares)	Legal agreement	34. Archaeology – requirements will vary from site to site but may include surveys and investigations, watching briefs	Conditions
15. Financial contributions towards provision of countryside access/rights of way	Legal agreement	35. Design and conservation –design guides and provision of conservation enhancements –requirements will vary from site to site	Conditions
16. Land and/or financial contributions as appropriate towards provision of formal (7.8 hectares minimum) and informal open space (15.8 hectares minimum), playspace (2.64 hectares minimum, including toddler, local and neighbourhood facilities), allotments (3.5 hectares) sports and leisure facilities, including: a. an artificial turf football pitch, b. 4 grass football pitches, c. improvements to existing rugby facilities, d. shared use kick-about space, e. tennis courts/multi-use games areas (3 groups of three), f. improvements to existing bowling green on King George V playing fields or provision of new facility g. hockey facilities	Legal agreement and conditions	36. Public art –the Council’s normal requirement is public art to the value of 1% of the capital construction costs - specific requirements will vary from site to site. Further details of requirements yet to be confirmed	Legal agreement/and/or conditions

Schedule of Planning Obligation Requirements (continued)

Known	Legal agreement/ Conditions	Unknown	Legal agreement/ Conditions
h. new sports hall, improvements to existing swimming facilities or contributions towards a new city-wide facility –locations and further details yet to be confirmed and contributions are subject to final agreed housing figures which are also subject to change			
17. Land and/or financial contributions towards provision of community facilities to include: <ul style="list-style-type: none"> a. health care centre incorporating doctors surgery, pharmacy and dentist b. health care facilities within schools c. new community centre d. improvement to existing community facilities in Trumpington e. youth facilities f. locations and any other additional requirements yet to be confirmed such as faith provision. 	Legal agreement and conditions	37. Construction strategy	Conditions
18. Land for police station (300sq m	Legal agreement		
19. Utilities – delivery programme for strategic utilities and land for provision of new electricity sub-station	Conditions		
20. Sprinkler systems in residential units	Conditions		



Appendix E

**Roof Extensions
Design Guide**





Roof Extension



APPENDIX E: ROOF EXTENSIONS DESIGN GUIDE

Context

- E.1 In Cambridge the supply of housing is limited and house prices are high. Increasingly, people are trying to meet their need for additional accommodation by extending their existing houses, rather than moving elsewhere. Roof extensions are a popular way of providing more accommodation.
- E.2 Roof extensions, however, can pose a considerable design challenge, both architecturally and structurally. In the past, Cambridge has seen many of its rooflines spoilt by inappropriate development, some of which has been carried out without the need for planning permission. This guidance aims to strike the right balance between the needs of the individual householder and the importance of maintaining and improving Cambridge's unique built environment – in particular its 'roofscape'.
- E.3 The Council encourages householders, designers and architects to seek to extend houses so as to create attractive and interesting solutions, which will enhance the domestic architecture of the city.

Design principles

- E.4 This appendix aims to provide general design principles for the design of the most common forms of roof extension. It seeks to promote good quality design appropriate to its setting and context. It adopts a flexible approach, encouraging innovation and creativity by designers. The guidance is relevant for roof developments in all parts of the city, whether in a conservation area or outside.

Massing and proportion

- E.5 Roof extensions should relate well to the proportions, roof form and massing of the existing house and neighbouring properties. They must be appropriate in size, scale and proportion to the existing house and adjoining properties and must not be so large as to dominate the existing roof or to overwhelm their immediate setting. New roof extensions will be expected to relate well to existing local roof forms – but this does not necessarily mean copying existing forms, as innovative design of high quality is to be welcomed.
- E.6 Proposals for roof extensions are unlikely to be acceptable where they:
- perpetuate forms of existing, but poorly designed roof extensions in particular; or

- are insensitively designed large 'box type' roof extensions which show little respect for the existing roofline or for the scale, design and proportions of the existing property and its neighbours.

Materials and detailing

- E.7 The choice of materials should reflect or complement the character of the existing roof, the rest of the property and the immediate area. Materials that are appropriate for the age and style of the existing property will usually be the most appropriate. However, there may be circumstances in which complementary and contrasting materials may be acceptable, particularly where a more innovative or unconventional design approach is being taken. Whatever the approach, materials must be of high quality.
- E.8 Where appropriate, the designer should use details reflecting those of the main house to add character to the roof extension. Features of the existing building, such as chimneys and parapet walls, should not be removed or hidden by the new extension where these are a key part of the architecture and their removal would be to the detriment of the overall design. Rain water goods and soil and vent pipes should be properly integrated and not disfigure the building.

Windows

- E.9 The style of windows to be used in the roof extension should be influenced by the design, proportion and arrangement of existing windows in the building. The alignment and arrangement of new windows should also be considered and their relationship with the existing windows treated carefully. A less regulated approach to window design may be acceptable for more innovative or unconventional extensions, provided that they maintain or enhance the character of the existing building and the surrounding area. The visual impact of rooflights can often be reduced by using types that lie flush with the roof slope. Building Regulations requirements are also an important consideration, as windows and rooflights are often used as means of escape.

Impact on the roof

- E.10 The ridge line, especially of terraced properties or groups of similar buildings, is an important part of the character of houses and streets. Roof extensions that raise the height of the ridge will normally not be supported unless the street already lacks uniform roof heights or the ridge of the roof is not visible from the street. In exceptional cases it may be appropriate to project above the ridge, when it can be demonstrated that this would create a feature that enhances the streetscene.

Overlooking and loss of privacy

- E.11 Roof extensions that give rise to significant additional overlooking of neighbouring property will not be supported. In assessing the degree of overlooking, factors such as the size, scale and orientation of the existing house, extent of existing outbuildings and garden curtilage will be taken into account.
- E.12 Roof extensions that incorporate high-level roof terraces or other areas capable of being used for sitting out will normally not be supported unless they are designed to mitigate the potential for overlooking.

Environmental impact and energy saving

- E.13 The Council is keen to support development that minimises environmental impact. The use of sustainable materials which are appropriate to their context and designs and which take advantage of passive or active solar energy is therefore encouraged.

Common forms of roof extension

- E.14 The following section offers general advice in relation to a number of common scenarios.

Front roof slope

- E.15 Roof extensions on front roof slopes facing roads always require planning permission. The plan contains policies that not only address the impact of development on the specific site and its surroundings but also consider the impact on townscape.
- E.16 The design principles contained in this guidance are particularly important in relation to roof extensions in such prominent locations. A key consideration will be the nature of the form and appearance of the existing roofscape.
- E.17 New roof extensions on highly visible and unaltered roof planes will generally be resisted. Front roof extensions may be acceptable where front roof planes have already been altered sensitively, or where the rhythm of the existing roof planes is less regular.

Rear roof slope – visible in public realm

- E.18 The degree of visibility of the rear roof slope varies considerably; however, it is common for rear elevations of houses to be visible from areas of public open space, public roads and car parks. As a general rule, the more visible a roof is from public areas, the more important it will be for it to be well

designed. The degree of public visibility will influence the assessment of impact in each case.

- E.19 Rear roof extensions that are not highly visible from public areas will be assessed on the basis of their impact on the house and its immediate surroundings.

Rear roof slope – only visible from other gardens

- E.20 Rear roof slopes that are only visible from surrounding gardens still matter, as these have an impact on the amenity of the neighbouring houses. It is just as important for such roof extensions to relate well to the proportions, roof forms and massing of the existing house and its neighbours as elsewhere. However, in these circumstances a more flexible approach may be acceptable, depending on the individual circumstances. There may be situations in which extensions to the rear roof slope of a less conventional style are appropriate.

Side roof slope

- E.21 Dormer windows to the side elevations of hipped-roofed, semi-detached houses are common and often combined with rear roof extensions. Roof extensions of this type are usually visible from the public highway and therefore have the capacity to affect the townscape. There is a potential for this type of roof extension to upset the balanced appearance of semi-detached houses. Therefore, if there is an opportunity to carry out a joint scheme with your neighbour, it should be taken. In order to minimise this impact, it is recommended that side dormers should be of minimum size and should be designed to retain the eaves line so as not to compromise the ridge line of the hipped roof.



Appendix F

Tall Buildings and The Skyline





Cambridge Fire Station



APPENDIX F: TALL BUILDINGS AND THE SKYLINE

Introduction

- F.1 Cambridge has a distinctive skyline that combines towers, turrets, chimneys and spires with large trees. Famous buildings, such as King's College Chapel, and St John's College Chapel are treasured landmarks, with the view of King's College from The Backs forming perhaps the best known view of Cambridge.
- F.2 Cambridge's modest scale and relatively flat topography limit the number of vantage points offering city-wide panoramas. However, there are a number of long-distance views from the south-east, south-west, and west, as well as from other parts of the city's Green Belt. The overall character of the city's skyline is one of relatively few taller buildings that emerge as 'incidents' above the prevailing lower buildings and trees. In addition to the more discrete 'incidents', there are the clusters of large-scale buildings at Addenbrooke's Hospital and Cambridge Airport that are juxtaposed against the suburbs and rural edge of the city.
- F.3 Two publications on the subject of tall buildings in Cambridge reveal that concerns about the overall scale of new buildings in the city are not a recent phenomenon. Cambridge Planning Proposals: A report to Cambridgeshire County Council, by William Holford and Myles Wright (1950), suggested that building height limits be imposed near the centre of Cambridge with a maximum height limit of 55 feet (approximately 17m). Dreaming Spires and Teeming Towers: The Character of Cambridge, by Thomas Sharp (1963), was a report examining the character and scale of the centre of Cambridge with the objective of serving as a guide for developers and the council at the time. The author advocated restraint and caution in dealing with any proposals for tall buildings within the centre of the city.
- F.4 Cambridge has not experienced pressure for exceptionally tall structures as in larger cities such as London, Birmingham and Manchester. However, it does face pressure for buildings that are taller than the prevailing built form across the city at between five and ten residential storeys. Given the relatively modest scale of buildings in Cambridge, this increased height has the potential to impact on both the immediate and wider skyline.
- F.5 This guidance is intended to provide clarity over the interpretation of Policy 60, Tall buildings and the skyline in Cambridge. It provides a robust set of criteria to assist in assessing the likely impact of a tall building (or buildings). Overall, this guidance has the purpose of ensuring that the overall character and qualities of

the Cambridge skyline should be maintained and where appropriate enhanced as the city continues to grow and develop into the future.

Aims and objectives

F.6 The overall aims are to:

- maintain the character and quality of the Cambridge skyline;
- ensure that tall buildings, as defined in this guidance, which break the established skyline are well considered and appropriate to their context;
- support only new buildings which are appropriate to their context and contribute positively to both near and distant views; and
- provide clarity to the public and the development industry about the expectations of the Council when considering tall buildings.

F.7 Based on this vision and with these overall aims in mind, the specific objectives of the guidance in this appendix will be to:

- provide a definition of 'tall buildings' for Cambridge;
- set out the existing baseline situation in relation to the landscape and townscape character of Cambridge;
- identify key views from around and within the city;
- provide assessment criteria to articulate Policy 60 and explain terminology; and
- provide the basis for positive engagement of members, stakeholders and the public to achieve support for the guidance.

Definition of tall buildings and skyline

F.8 The Guidance on Tall Buildings note published in 2007 by English Heritage and CABE states:

“It is not considered useful or necessary to define rigorously what is and what is not a tall building. It is clearly the case that a ten storey building in a mainly two storey neighbourhood will be thought of as a tall building by those affected, whereas in the centre of a large city it may not.”

F.9 In the Cambridge context, a tall building shall be defined as:

“Any structure that breaks the existing skyline and/or is significantly taller than the surrounding built form.”

When will these guidelines be applied?

- F.10 Within the historic core, building of six storeys or more (assuming a flat roof with no rooftop plant and a height of 19m above ground level) would automatically trigger the need to address the criteria set out within the guidance. However, dependent on the exact location within the historic core, buildings of four to six storeys may also need to be evaluated against the assessment criteria herein, due to proximity to heritage assets and potential impacts on key views. Within the suburbs, buildings of four storeys and above (assuming a flat roof with no rooftop plant and a height of 13m above ground level) will automatically trigger the need to address the criteria set out within the guidance.

The characteristics of the Cambridge skyline

- F.11 The existing characteristics of the Cambridge skyline need to be understood if the essential qualities of the city are going to be maintained into the future. Skylines of cities evolve and change over time in response to increasing urban expansion and renewal. The Cambridge skyline has undergone just such a process incrementally and over a comparatively long time period.
- F.12 Trees form an important element in the modern Cambridge skyline, within both the historic core and the suburbs. Many of the elevated views of the city from the rural hinterland and from Castle Mound show a city of trees with scattered spires and towers emerging above an established tree line.
- F.13 Within the historic core, there is a great variety of rooflines, articulated by spires, cupolas, chimneys and towers. The predominantly narrow plot widths help give the historic core variety, notably along King's Parade, where five storey buildings are juxtaposed against three storey buildings. Above the roofline of 'town' buildings, emerge the taller, ecclesiastical college and university buildings. The level of enclosure created by relatively tall buildings and narrow streets does mean that some of the taller buildings have remained visually discrete. Figure F.1 identifies existing landmark buildings in Cambridge.
- F.14 Beyond the historic core, the prevailing height of residential buildings is generally two storeys with some more substantial three storey Victorian and Edwardian buildings on the main approach roads. Chimneys and subtle variations in roof heights create variety. Elsewhere, the low-density residential areas to the west of the historic core generally lack any prominent, focal buildings with trees, rather than the built form, generally defining the skyline. There are some exceptions within this part of the city including prominent university buildings, most notably the tall tower of the university library.

- F.15 Large areas of the outer post-war suburbs, notably the eastern (east of the railway line) and southern sections of the city, contain buildings that are predominantly two storeys. The notable exceptions to this are the Addenbrooke's Hospital and the hangars at Cambridge Airport, which feature very prominently in local and distant views from the south and east.

Topography and geology

- F.16 One of the most important characteristics of Cambridge is the relationship between the rural setting of the city within a partial 'bowl' of generally low-lying landscape with higher ground to the south-east, south and west and low-lying fen and clay lands to the north and east.
- F.17 The built environment of the city occupies a level area of land generally between 5m and 15m AOD (Above Ordnance Datum). Discrete areas of land above 20m AOD lie around Castle Hill, to the north of the River Cam and at the West Cambridge site. Castle Mound, a man-made structure which forms part of Castle Hill, rises up to approximately 32m AOD, and affords the only significant panoramic view within the city not taken from a building. To the south-east lies a chalk ridge including the high point of the Gog Magog Hills, rising to 74m AOD.

Open spaces in the city and the River Cam

- F.18 The setting of the city has been preserved by the surrounding Green Belt, including the many 'green fingers' that extend into the city. The historic core has also been preserved by the substantial areas of open space which encircle it following the River Cam, including The Backs, Midsummer Common, Jesus Green, Sheep's Green and Coe Fen, and Parker's Piece. In addition to the linear green spaces, a number of other key open spaces which encircle the city's historic core such as Parker's Piece, Christ's Pieces and the Cambridge University Botanic Garden.

Viewpoint analysis – overview

- F.19 The generally level topography of the city and its environs results in limited vantage points to enable views of the whole city skyline. However, there are still some good vantage points around the city. The Cambridge Landscape Character Assessment (2003) notes the importance of distant views from the south, south-west and west. Figure F.2 shows both the topography of Cambridge and the surrounding area and identifies key strategic viewpoints.

Long to medium distance views towards Cambridge

F.20 Views from the rural hinterland of Cambridge from both elevated and level views of the spires and towers in the historic core are limited and generally distant.

a. Views from the south-east:

- From the south-east of the city, panoramic views are afforded from the following locations around the Gog Magog Hills and Magog Down (associated with Wandlebury Country Park) and elevated land to the south-east of Cherry Hinton. The view from the junction of Shelford Road/Worts' Causeway and the Harcamlow Way is one of the few viewpoints where a panorama is afforded that takes in both Addenbrooke's Hospital, the City Centre and the hangars at Cambridge Airport;
- Little Trees Hill, Magog Down;
- junction of Shelford Road and Harcamlow Way; and
- Limekiln Road lay-by.

b. Views from the east:

- south of Teversham from Airport Way

c. Views from the north-east and north:

- Stourbridge Common;
- Ditton Meadows south of Fen Ditton;
- River Cam towpath south of Baits Bite Lock; and
- view from the junction of the A10 and A14.

d. Views from the west:

- Madingley Road (intermittently);
- Red Meadow Hill – open panoramic views of the city are afforded from Red Meadow Hill within Coton Countryside Reserve; and
- Barton Road, east of the junction 12 of the M11.

e. Views from the south-west and south:

- Grantchester Road;
- Grantchester Meadows; and
- Hauxton Road, north of junction 11 of the M11.

Local or short distance views

F.21 While it is relatively simple to create a list of a limited number of distant/long range views of the city, being able to fix a list of local views within the city is clearly dependent on the location and scale of a proposed tall building. Local views must be considered on a case-by-case basis as part of the pre-application process. In and around the city core, key local views from and across the following open spaces are likely to be important:

- Parker's Piece;
- Jesus Green;
- Midsummer Common;
- Coe Fen;
- Sheep's Green;
- Lammas Land;
- College grounds within the Backs;
- Stourbridge Common;
- Coldham's Common.

F.22 The following elevated city views may also need to be assessed dependent on site location and the scale of proposals:

- Hills Road railway bridge looking towards town;
- Coldham's Lane railway bridge;
- Carter cycle bridge;
- Mill Road railway bridge;
- Elizabeth Way bridge;
- Long Road bridge;
- Grand Arcade car park;
- Grafton East car park;
- Queen Anne Terrace car park;
- Park Street car park;
- Castle Mound;
- Church of St Mary the Great.

F.23 Applications for tall buildings should carefully consider other local views on key approach roads. Applications for tall buildings also need to assess relevant key views from footpaths along the river corridor within the city which do not fall within the commons or The Backs, such as areas around Riverside.

F.24 It is possible to attach a degree of weight to those views that relate to the buildings, landscapes and settings, and particularly listed buildings and their settings, conservation areas, etc. Views of the historic core and the key buildings

within the core are therefore particularly important to protect. In this case, distant views of the historic core from Red Meadow Hill, Lime Kiln Hill, and the Gogs are especially important, as are more localised views of the historic core from Castle Mound, The Backs, and open spaces within and around the historic core. The views from open spaces within the city to the historic core are very important and arguably the most important views by the very nature of their inherent openness. Other views of particular note include those experienced from the south-west of the city.

Assessment criteria – overview

- F.25 The assessment criteria outlined on the following pages are intended to help provide a framework for informing a detailed, evidence-based process to help address the policy requirements in Policy 60. The criteria are widely used in similar guidance, policies and strategies across the country and should, if properly understood and applied, provide an objective, factual and realistic portrayal of proposals for tall buildings.
- F.26 Applicants need to work through the assessment criteria as they consider proposals for buildings that can be considered ‘tall’ and which are likely to impact on the Cambridge skyline. Ultimately, applicants need to submit a document that addresses all of the assessment criteria as part of the design and access statement or heritage impact assessment. As part of any planning application for a new tall building, applicants will be expected to provide a clear justification for building tall within the design and access statement accompanying the application.
- F.27 Submissions for planning applications involving tall buildings will need to include written and illustrative material which provides the evidence-base and policy justification for the proposed building(s). Planning applications for alterations to existing tall buildings which result in major changes to their external appearance will also need to use the assessment criteria identified in this guidance.
- F.28 Planning applications for tall buildings, as defined in this guidance, need to take consideration of, and make reference to, where appropriate, other policy, guidance and documents that are also relevant to the preparation and assessment of an application.

Criterion 1: Location, setting and context

- F.29 The relationship of the proposed building, or buildings, to the surrounding context needs to be carefully examined. A townscape, landscape and urban design appraisal needs to be prepared which analyses features such as:
- topography;
 - townscape and landscape types and character areas;
 - site history (see Criterion 2);
 - movement and access patterns;
 - scale, height and massing of surrounding buildings and set backs of buildings;
 - urban grain – noting typical plot sizes and the rhythm of the street;
 - prevailing architectural language;
 - land use;
 - areas of open space;
 - listed buildings and conservation areas (see Criterion 2);
 - city gateways and nodes;
 - local and long distance views and vistas and local landmarks; and
 - opportunities and constraints.
- F.30 Preliminary site and context appraisal work needs to be used to inform pre-application discussions with the Council and to inform the final proposals.
- F.31 Tall buildings have the potential to act as positive landmarks that aid legibility and make it easier for people to orientate themselves around the city. Appropriate ‘conditions’ for a tall building could, for example, include local nodes, key city street junctions, the ends of important vistas, and in and around principal transport junctions.
- F.32 Policy 37 of the plan identifies the Cambridge Airport Public Safety Zone and Airport Safeguarding Zone restrictions. Developers of tall buildings should contact Cambridge Airport at pre-application stage to discuss the effect safeguarding restrictions may have on the maximum height of the buildings.
- F.33 In summary, applicants must demonstrate, by means of a visual assessment or appraisal with supporting visualisations and illustrations, how the proposal will sit within the existing landscape and townscape and describe the impact the development will have within the local and wider context. The exact methodology will be dependent on the scale and location of the application.

Criterion 2: Historical impact

- F.34 Applicants need to refer to the Cambridge Historic Core Appraisal, the various current conservation area appraisals and suburbs and approaches studies for Cambridge. These documents provide detailed assessments of the parts of the city in respect of history, urban form, character, key buildings and views, among others. Any application that results in impacts on heritage assets needs to be accompanied by a separate heritage statement or address such issues within the design and access statement, dependent on the scale of the impact.
- F.35 In summary, tall building proposals which have the potential to impact on heritage assets will need to demonstrate and quantify the impact on the heritage asset, be it a listed building, scheduled monument, conservation area, registered historic park and garden and non-designated heritage assets, including but not limited to buildings of local interest.

Criterion 3: Scale, massing and architectural quality

- F.36 The appropriate scale and massing of buildings is an important consideration in achieving the good integration of new buildings within established urban areas and the wider landscape. An understanding of the surrounding context, as required in Policy 55 of the Cambridge Local Plan, is an important step in achieving appropriately scaled buildings.
- F.37 Tall buildings are frequently constructed to serve as memorable, landmark features and the silhouette of such buildings is therefore of critical importance. As noted already, the Cambridge skyline is typified by slender ‘incidents’, such as church spires punctuating the skyline. Consideration needs to be given to the articulation of the building and the creation of shadow lines to provide interest and relief to facades.
- F.38 In addition to the overall massing of a building, the quality of a scheme can be significantly affected by how roof top plant and telecommunications facilities are integrated.
- F.39 New tall buildings need to make reference to their surroundings through their details and materials. Tall buildings and their materials need to be of the highest quality and sensitive to site context. Building materials should be similar or sympathetic to the surroundings or provide contrast through thoughtful juxtaposition of materials. Particular attention should be given to roofing materials and plant.

- F.40 In summary, applicants will need to demonstrate through drawings, sections, models, computer-generated images (CGIs) etc., the design rationale of the building and how the form, materials and silhouette of the building will deliver a high quality addition to the city which will respond positively to the local context and skyline. A clear building massing strategy will need to be prepared as part of the design process and be included within the applicant's design and access statement.

Criterion 4: Amenity and microclimate

- F.41 Tall buildings should be good neighbours. Careful consideration must be given to the design of any new tall building to ensure neighbouring properties are not adversely affected due to the loss of aspect, outlook or privacy (overlooking), loss of daylight and sunlight to adjacent properties, overshadowing of gardens, noise, or any other relevant amenity.
- F.42 Tall buildings have the potential to adversely impact on the microclimate of the surrounding public realm through the diversion of wind and the effects of overshadowing and loss of daylight and sunlight. In many cases, these impacts can be successfully mitigated through both careful positioning of the building(s) and detailed building form and design.
- F.43 Critical to an understanding of potential impacts from a tall building are detailed and accurate wind and shadow studies. Shadow studies need to be prepared that assess the impacts of overshadowing of buildings at different times of day and throughout the seasons. Initial shadow studies can be undertaken using SketchUp™ models as part of pre-application discussions. Some schemes may require a formal daylight and sunlight study; this requirement will be considered on a case-by-case basis. Public and private open spaces and amenity areas shall not be in shadow for significant amounts of time of the day/year. For reasons of environmental health, wind studies may also be required in order to assess potential impacts of localised increases in wind speed and/or channelling of wind.
- F.44 In summary, proposals for buildings defined as 'tall' in this guidance will need to demonstrate the impacts of the proposal on neighbouring properties and open space and be designed to minimise any potential negative impacts. Key matters to address will include overshadowing, loss of daylight/ sunlight, overlooking, wind, and resulting heat islands or glare. The exact methodology of assessment will be agreed as part of the pre-application process and be proportionate and reasonable, driven by the scheme's relative scale and its location.

Criterion 5: Public realm

- F.45 The design of space around buildings is crucial in the creation of a good public realm. Tall buildings need to be sensitively located so that they relate well to the space around them. The edges of the public realm need to be well defined by active uses with open or glazed ground floor façades that create activity throughout the day and help to ‘animate’ the public realm. Mixing uses within larger buildings can help to generate activity throughout the day and into the evening and provide activity and surveillance of the public realm.
- F.46 The public realm around tall buildings needs to be proportionate to the building, attractive, safe, appropriately landscaped, well lit and comfortable to sit in or pass through, and needs to link to surrounding public realm in a seamless manner.
- F.47 In summary, applicants will need to provide sufficient information through the use of detailed illustrations and drawings of the proposed public realm around a tall building showing both the detail pertaining to the application site but also how the new public realm on the site relates to the wider streetscape/wider public realm and ensures a sense of human scale at street level.

Process and technical requirements

- F.48 The following sets out the likely process for agreeing key views and assessment of impact for tall buildings that are identified as having the potential to impact on the skyline of Cambridge.
- A preliminary contextual appraisal of the area shall be undertaken. This needs to identify the characteristics of the area, including building heights, building materials and details, key views, land use, building typologies, landmarks, movement patterns and nodal spaces, etc. The extent of these studies should be proportionate to the scale of the scheme and the relative sensitivity of its location.
 - Presentation by applicant of details in respect of scale and massing and overall design strategy. Depending on the nature of the proposal, this stage may trigger consideration of the need for an environmental impact assessment (EIA).
 - Initial assessment of proposals by the Council with initial response and opportunity to review preliminary key viewpoints put forward by the applicant.

- Applicant to prepare a formal list of key views based on advice in this guidance and identify on a base map. The list of key views will be checked and agreed with the Council.
- Applicant to prepare digital modelling (at a draft stage) to show possible impact on key views. This should take the form of a basic massing model in SketchUp (or similar) and should be set within a digital terrain model.

Digital visualisation techniques

- F.49 The use of 3D digital modelling and visualisation by applicants for tall buildings is strongly encouraged at pre-application discussions with applicants. As part of the planning process, developers may produce 3D computer models of their scheme to illustrate the scale and massing of proposed development.
- F.50 Where 3D computer models are made available to the council, these need to be produced in a format compatible with SketchUp or AutoCAD (.dwg or .dxf). Models need to be at the correct scale (1:1), location, elevation and orientation according to Ordnance Survey data, including a reference point of existing nearby buildings. At the pre-application stage, 3D models need to show the basic form of the building with proposed roof forms and any stepped/staggered elevations, and overhangs or defining architectural elements.

Assessing visual impact

- F.51 Where buildings of a particularly large scale and massing are proposed or where schemes are proposed within a particularly sensitive location, a full landscape and visual impact assessment as part of an EIA will be required (subject to the appropriate screening process as laid out in EU legislation). The landscape and visual impact assessment needs to be prepared in accordance with the following guidelines:
- Guidelines for Landscape and Visual Impact Assessment (Third Edition) published by the Landscape Institute and the Institute of Environmental Management and Assessment (2013)
 - Landscape Character Assessment Guidance for England and Scotland'. The Countryside Agency/ Scottish Natural Heritage (2002)
- F.52 Illustrations of any proposal must include a range of clear and accurate drawings and images, including photomontages, and CGIs, in order to depict the three-dimensional qualities of the proposal. They must also be capable of being easily understood for the purposes of stakeholder and public consultation. The production and display of a scale model may also be helpful in assessing the impact, either positive or negative, of a proposal. Illustrations and models must

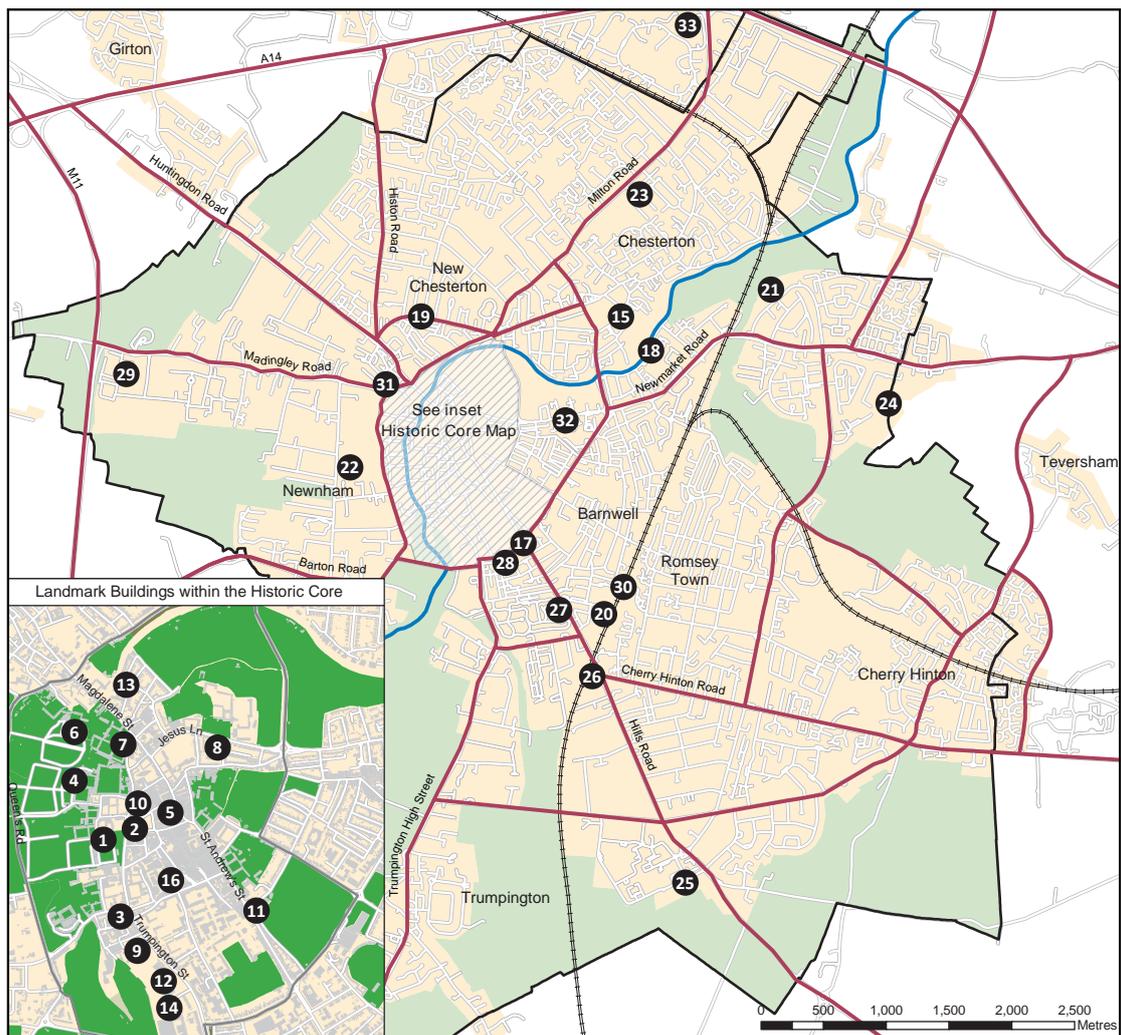
show neighbouring existing buildings, the surrounding streetscape and the historic context. For larger buildings, or those proposed within particularly sensitive locations, a night-time assessment may be expected with accompanying CGIs. Applicants will need to take account of the potential cumulative impact of other approved tall building applications within close proximity to their development sites.

- F.53 Consideration must be given to the visual impact of any proposal from key distant and localised views, including from adjacent streets and open spaces.

Verifiable photomontages

- F.54 Some tall building applications will require ‘verifiable photomontages’ as part of the submitted planning application documents. The number and location of these viewpoints will need to be determined during the pre-application process. The views will typically include a mix of wireframes and fully rendered images. While best practice in relation to the production of verifiable images is constantly changing and being refined, applicants need to follow recommendations within Guidelines for Landscape and Visual Impact Assessment (Third Edition), published by the Landscape Institute and the Institute of Environmental Management and Assessment, and their advice note, Photography and Photomontage in Landscape and Visual Impact Assessment (01/11). Verified images need to demonstrate a clear audit trail which allows the images to be verified by an independent third party. In circumstances where proposed tall buildings are adjacent to large areas of open space, winter views will be expected.

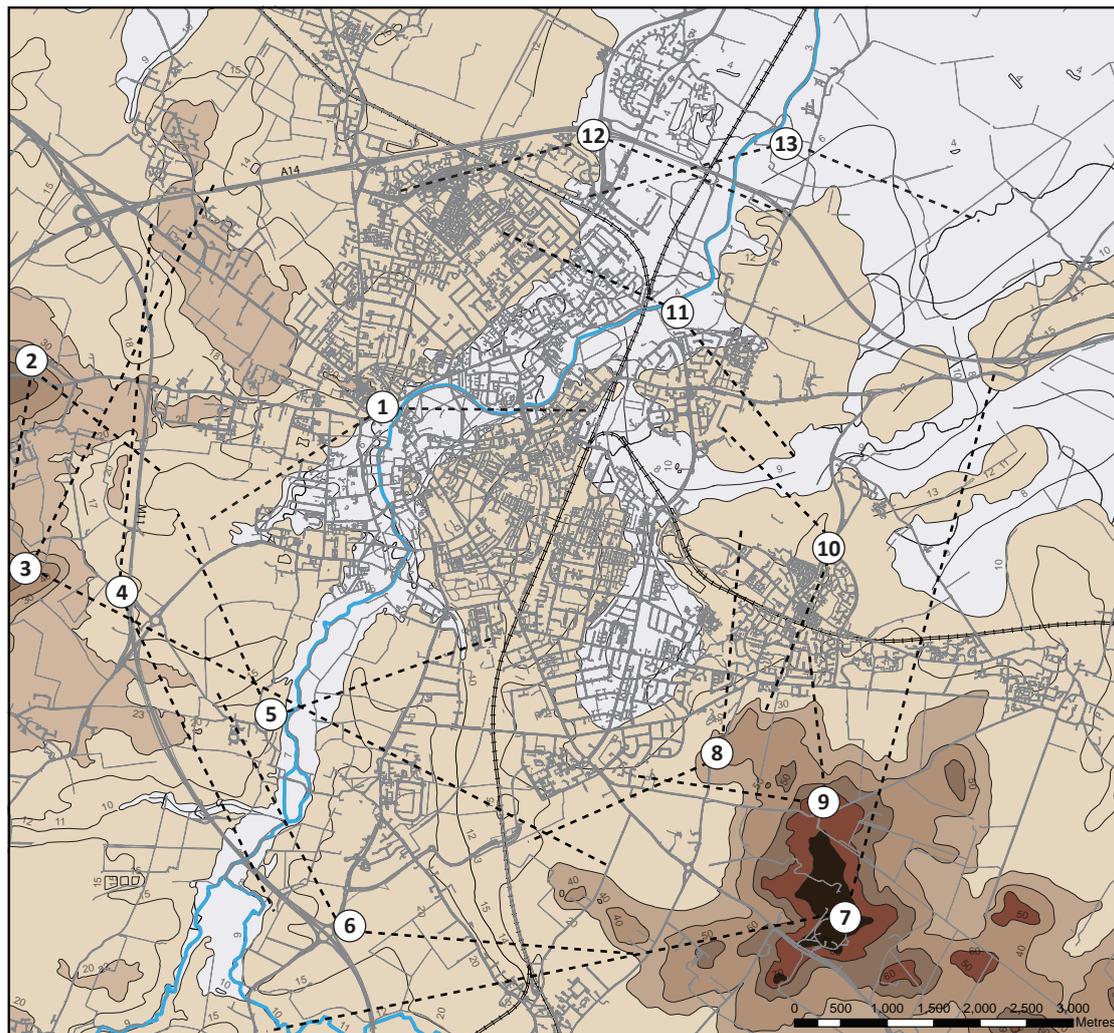
Figure F.1 Existing Landmark Buildings



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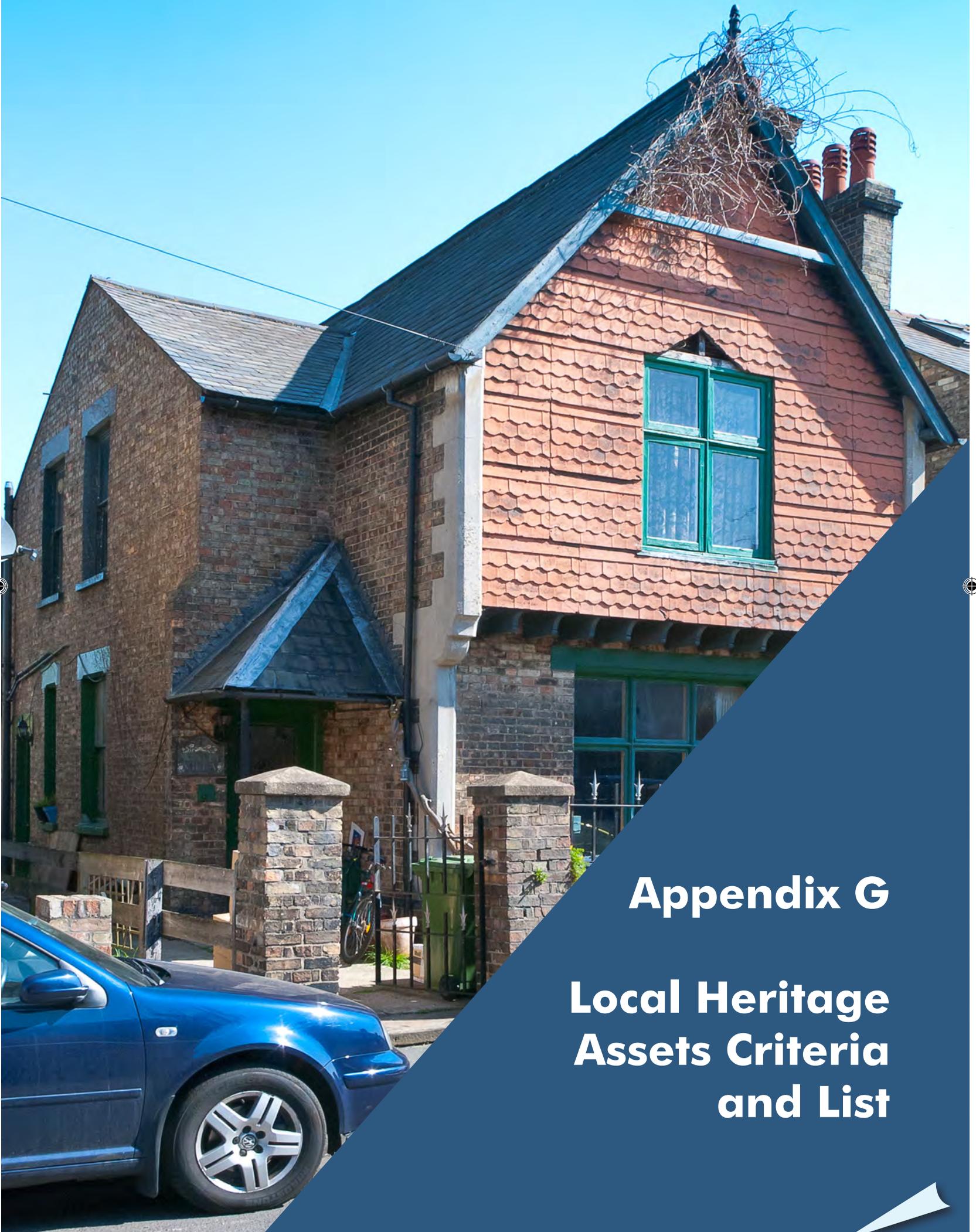
- | | |
|--|---|
| 1 King's College Chapel | 18 Museum of Technology Chimney |
| 2 St Mary the Great | 19 St Luke's Church, Victoria Road |
| 3 Cambridge University Press Pitt Building | 20 Foster Mill, Station area |
| 4 Trinity College | 21 Mill building at Ditton Walk |
| 5 Holy Trinity Church | 22 Cambridge University Library |
| 6 St John's College New Court | 23 St George's Church, Chesterton Road |
| 7 St John's Chapel | 24 Aircraft Hangars at Cambridge Airport |
| 8 All Saints Church | 25 Addenbrooke's Hospital incinerator chimney |
| 9 Emmanuel United Reformed Church | 26 The Belvedere |
| 10 Gonville and Caius College | 27 Botanic House |
| 11 University Arms Hotel | 28 Cambridge University Chemistry Building |
| 12 Fitzwilliam Museum | 29 Schlumberger Building |
| 13 Varsity Hotel | 30 Carter Cycle Bridge |
| 14 William Stone Building, Peterhouse | 31 Westminster College |
| 15 St Andrew's C of E Church, Chesterton | 32 Christ Church, Christchurch Street |
| 16 Arup Building, Department of Materials Science and Metallurgy | 33 Napp Pharmaceutical Building, Cambridge Science Park |
| 17 Church of Our Lady and the English Martyrs, Hills Road | |

Figure F.2 Topography and Strategic Viewpoints



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- | | |
|--|--|
| ① Castle Hill Mound, Shire Hall |  Land between 70m - 80m AOD |
| ② Madingley Rise, Madingley Road |  Land between 60m - 70m AOD |
| ③ Redmeadow Hill, Barton |  Land between 50m - 60m AOD |
| ④ Grantchester Road |  Land between 40m - 50m AOD |
| ⑤ Grantchester Meadow |  Land between 30m - 40m AOD |
| ⑥ M11/A1309 Elevated Roundabout |  Land between 20m - 30m AOD |
| ⑦ Little Trees Hill, Magog Downs |  Land between 10m - 20m AOD |
| ⑧ Limekiln Road |  Land below 10m AOD |
| ⑨ Worts' Causeway/Shelford Road |  Contours and heights in metres |
| ⑩ Cherry Hinton Road roundabout, overlooking Cambridge Airport |  Railway line |
| ⑪ Ditton Meadows | |
| ⑫ A14 Junction 33 with A10 and A1309 | |
| ⑬ River Cam looking south between the A14 and Baits Bite Lock | |



Appendix G

Local Heritage Assets Criteria and List





Local Heritage Asset



APPENDIX G: LOCAL HERITAGE ASSETS CRITERIA AND LIST

- G.1 Linked to Policy 62, local heritage assets, the Council maintains a list of local heritage assets, including buildings of local interest. This list may be updated from time to time.
- G.2 A local heritage asset is one that is not already statutorily listed, but is of significant architectural interest within the context of Cambridge. An asset may be included on the list for its architectural qualities alone, or because it has additional historical or social interest. Assets may be important in the social, political, industrial, economic or architectural history of Cambridge (for example, meeting places, social venues, places of entertainment, banks, places of worship, factories, almshouses, workhouses, transport-related buildings) or have a strong connection with a notable person.
- G.3 The following criteria define significant interest for the purpose of the list. An asset may fulfil one or more of the criteria:
- a. age and integrity – any building dating from before 1840 which exists in a style, form and construction similar to the original;
 - b. architectural quality – very high quality design and use of materials, and strong aesthetic appeal;
 - c. architectural style – typical or rare surviving examples of particular architectural styles, building materials or building forms;
 - d. well-known architect – high quality work of notable architects, local or otherwise;
 - e. innovation – show considerable innovation in the use of materials or techniques, or very early examples of styles that became popular later;
 - f. group or streetscene value – contribute to a terrace, square, crescent or other group of buildings planned as a whole. Make a significant contribution to the streetscape, because of uniformity or contrast, or because they enclose or define an area or create a view. Groups of buildings that together fulfil one of the other criteria, architectural or historic;
 - g. landmark value – landmarks in the streetscene, whether because of size, height, architectural style, unusual building materials, a specific feature or any other reason; or
 - h. historic interest – assets may also be included on the list if they are of substantial historic interest, provided they are also of architectural/design interest.

List of local heritage assets

- G.4 This document is correct at time of publishing. It is not a definitive list as alterations may occur at any time.

Street	Building Name or Number
Abbey Walk	Nos. 33 to 38 (consecutive)
Adams Road	Nos. 4 and 6
Auckland Road	Nos. 10 to 15 (consecutive)
Barton Road	Nos. 28 to 30 (even) Nos. 37 to 41 (odd) No. 49 No. 88 No. 96 Maitland House St Mark's Church
Beaulands Close	Jesus College Boathouse St Catharine's College Boathouse Trinity First and Third Boathouse
Belvoir Terrace Trumpington Road	No. 6, Vine Cottage
Bene't Street	No. 1
Birdwood Road	St Bede's Secondary School
Bridge Street	Nos. 5 to 7 (consecutive) No. 20 Nos. 33 and 33A Nos. 34 to 37 (consecutive) 67a
Brooklands Avenue	University Bowls Club No. 18, Wyndhams House Nos 20 and 22 No 22a, Elmhurst
Brookside	Nos. 2 to 19 (consecutive) Nos. 20 to 22 (consecutive)
Brunswick Gardens	Denmore Lodge
Brunswick Terrace	Nos. 1 to 9 (odd)
Brunswick Walk	Nos. 11 to 14 (consecutive)
Castle Street	Nos. 4 to 8 (consecutive) Nos. 68 and 70
Chapel Street, Chesterton	Church Hall and No. 6
Chaucer Road	No. 2, Woodlands No. 5, St Rhadegund's No. 8, Willowbrook No. 9, Edwinstowe No. 10, York House No. 11, Dalreagh No. 12, Thursley No. 17, Claife Nos. 19, Harefield, and 21, St Guthlac's Southmead

	No. 23, Upwater Lodge No. 26a, Upwater Cottage
Cheddars Lane	Pumping Station and Manager's House
Chesterton Road	No. 12 No. 129, Portland Arms Nos. 187 and 189
Church End, Cherry Hinton	No. 121, Wroxtton House
Church Lane, Trumpington	Nos. 17 to 19 (consecutive)
Church Rate Walk	Nos. 1 to 3 (consecutive)
Church Street, Chesterton	Pye Terrace
Clarendon Street	Nos. 1 to 8 (consecutive) No. 9 Nos. 10 to 19 (consecutive) Nos. 23 to 27 (consecutive) No. 29 No. 30 to 34 (consecutive)
Clarkson Road	No. 15 No. 17
Coe Fen	Hodson's Summerhouse
Coldham's Lane	No. 101, The Weigh House
Collier Road	Ruskin Building and former Gymnasium, Anglia Ruskin University Nos. 1 to 13 (odd) No. 23 Nos. 25 to 39 (odd)
Conduit Head Road	Clements End Conduit Rise
Ditton Walk	The Old Maltings
Downing College	Baker Buildings Scott Buildings and Chapel
Downing Place	Former Music School
Earl Street	Nos. 2 to 30 (even) Nos. 7 to 37 (odd)
Eden Court	Nos. 1 to 8 (consecutive)
Elm Street	No. 8a
Emmanuel Road	No.1 No. 4 and 5 Nos. 13 to 16 Nos. 18 and 19 Unitarian Church
Fair Street	Nos. 7 to 10 (consecutive) Nos. 13 and 14

Fen Causeway	The Leys School, North Block Old Boiler House, University Engineering Department Causewayside
Ferry Lane	Nos. 2 to 4 (even)
Fitzwilliam Road	Nos. 3 to 9 (odd)
Fraser Road	St George's Church
Garret Hostel Lane	Railings
George IV Street	No. 18
Gonville Place	Gonville Place Hotel
Grafton Street	Nos. 4 to 7 (consecutive) No. 11, Jubilee Hall
Grange Road	Nos. 5 and 7 No. 11 No. 12, Lady Margaret Convent No. 19 No. 50, St Martin's No. 58 Real Tennis Court
Grantchester Road	No. 50
Grantchester Road, Trumpington	Nos. 2 to 8 (even)
Grantchester Street	Paradise House
Green Street	Nos. 8 and 9 Nos. 40 and 41
Guest Road	Nos. 1 to 23 (odd)
Gwydir Street	The Bath House Former Dales Brewery
Harvey Road	No. 6
Haymarket Road	Nos. 1 to 8 (consecutive)
Herschel Road	Nos. 5a and 5b
High Street, Cherry Hinton	No. 43, Lloyds Bank The Parish Room
High Street, Chesterton	Bells Corn Depot Nos. 42 to 46 (even)
High Street, Trumpington	No. 19, Cromwell House No. 45, Alpha Cottage No. 50, The Red House No. 75, Village Hall Nos. 79 to 81 (odd) No. 83 No. 87 Nos. 91 to 93 (odd) Nos. 105 to 107 (odd)

Hills Road	No. 41 Claremont Nos. 55 to 59 (odd) Nos. 63 to 99 (odd), Eastbourne Terrace Nos. 101 to 123 (odd), College Terrace No. 125 The Earl of Derby Hills Road Sixth Form College and Lodge No. 175 Nos. 185 to 189 (odd) No. 256
Hobson Street	Nos. 40 to 44 (even) No. 21, Former Central Cinema
Howes Place	Nos. 1 to 14 (consecutive)
Huntingdon Road	NIAB No. 3, The Rectory, Murray Edwards College No. 130 No. 136 No. 138, Neale House No. 141, Wayside Nos. 143 to 145 (odd) No. 162 No. 171 to 173 (odd) No. 183 Wychfield
Hurst Park Avenue	Nos. 2 and 4
Jesus Lane	Nos. 5 to 7 (odd) No. 18 No. 46 Nos. 64 to 72 (consecutive) Wesley House
John Street	Between 17 and 18, The Old Stables
King Street	Nos. 105 to 113 (odd) New Court, Christ's College
Latham Road	No. 1, Strathmore No. 3, Newlands No. 5, Gransett No. 8A, Southacre Lodge No. 9 Dormers No. 11, Meads No. 14, Ulleskelf No. 15, Whitsunden No. 16 No. 17, Marienhaus
Laundress Lane	Dept of Land Economy Library & Centre for South Asian Studies
Lensfield Road	Nos. 20 to 58 (even)

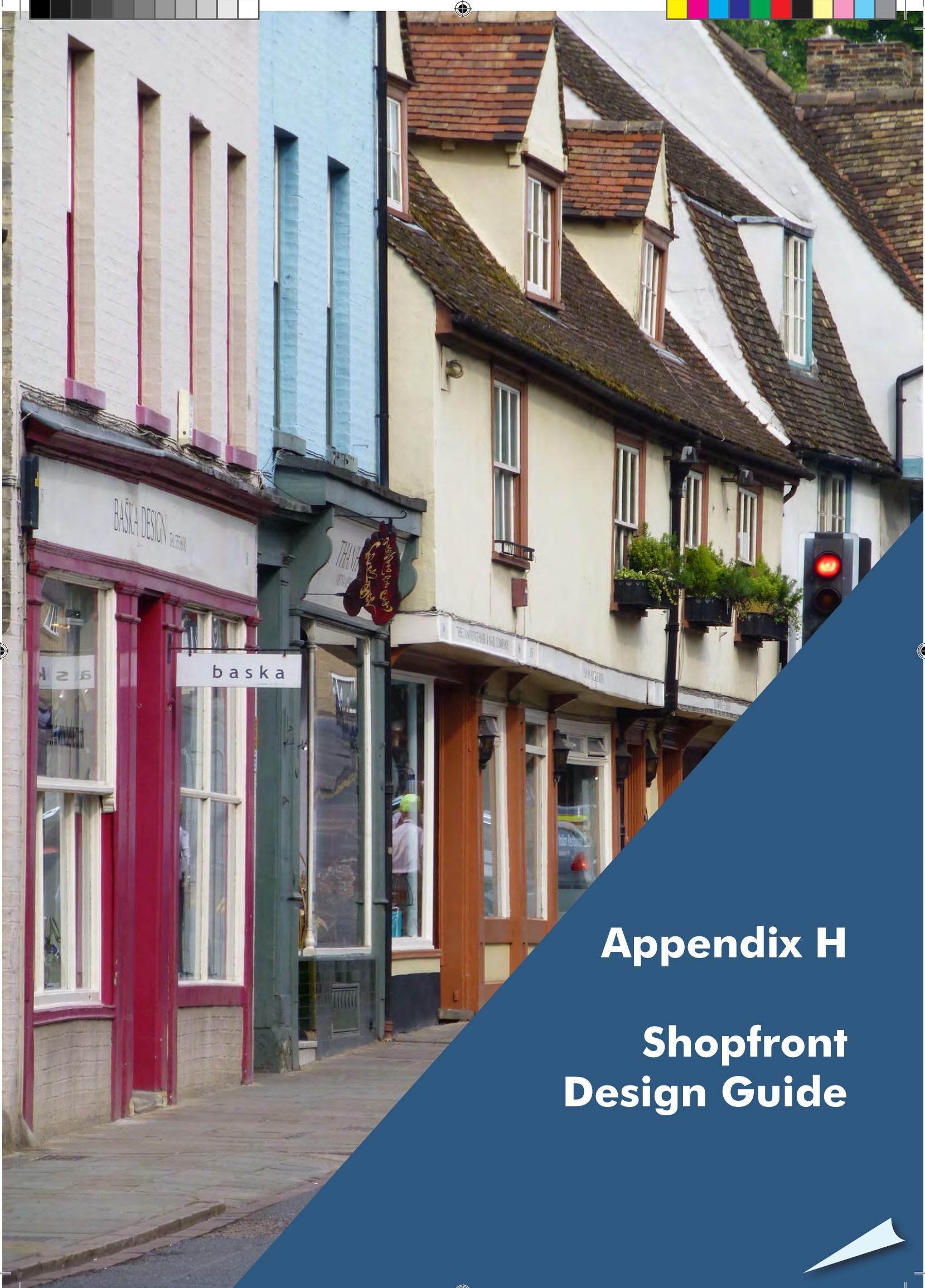
	Nos. 59 to 65 (odd)
Long Road	No. 102, Friarswood Nos. 127 to 133 (odd), Mill Cottages Long Road Sixth Form College
Mackenzie Road	Nos. 1 to 5 (odd)
Madingley Road	No. 3 No. 12, Eterholm
Magdalene Street	Benson & Mallory Court, Magdalene College
Maid's Causeway	No. 2 Nos. 24 to 30 (even) No. 64, Grafton House
Mansel Way	Church of the Good Shepherd, Arbury
Market Hill	Nos. 1 to 3 (consecutive) Nos. 6 to 8 (consecutive) No. 15 Nos. 30 to 33 (consecutive), King's College Market Hostel
Market Street	Nos. 3 to 9 (consecutive)
Mill Lane	Stuart House Miller's Yard The Graduate Centre
Mill Road	Nos. 32 to 34 (even) No. 84 No. 90a, Lloyds Bank Nos. 92a to 104a (even) Nos. 126 to 134 (even) Ditchburn Place Nos. 172 to 174 (even) No. 175 Nos. 184 to 186 (even) No. 191 No. 206 No. 212 No. 228 No. 238a St Philip's Church No. 242, St Philip's Vicarage No. 274, Romsey House Nos. 288 to 290 (even), Royal Standard Brookfields Hospital Mill Road Baptist Church Romsey Town Labour Club The Salisbury Club Sally Ann's St Barnabas Church
Mill Road Cemetery	Headstones, memorials and boundary wall

Mill End Road, Cherry Hinton	No. 24
Millington Road	No. 3 No. 6 Nos. 7 to 11 (odd) No. 19 No. 27 Nos. 32 to 33 (consecutive) Nos. 35 to 36 (consecutive)
Milton Road	Nos. 9 to 19 (odd) No. 241 The Golden Hind Public House
Mortimer Road	Nos. 1 to 8 (consecutive)
Mount Pleasant	No. 18 Bene't House
New Museum Site	Annexe to Mond Laboratory
Newmarket Road	Nos. 3 to 7 (odd) No. 20 No. 43 No. 114 Rose and Crown Public House Barnwell Junction Station Platform Building Cemetery Lodge and Chapel
Newnham Path	Nos. 1 to 4 (consecutive)
Newnham Road	Newnham House Nos. 26 to 30 (even) No. 32 No. 40
Newnham Terrace	Nos. 1 to 4 (consecutive) Nos. 9 to 12 (consecutive)
Norfolk Street	St Matthews School
North Terrace	Nos. 1 to 6 (consecutive), Brunswick Cottages
Orchard Street	Nos. 17 to 21 (consecutive) Nos. 23 to 41 (consecutive)
Owlstone Road	Owlstone Croft Lodge
Panton Street	No. 26 No. 32 Nos. 42 to 48 (even)
Park Parade	Nos. 1 to 28 (consecutive)
Park Street	Nos. 11 to 16 (consecutive)
Parkside	Fire Station Police Station Buildings
Pembroke Street	No. 2 No. 13 Laboratories
Petty Cury	Nos. 24 to 27 (consecutive)

	Nos. 35 to 38 (consecutive)
Portugal Place	Nos. 1 to 7 (consecutive) No. 15 Nos. 19 to 22a (consecutive)
Portugal Street	Nos. 1 to 11 (odd) Nos. 4 to 10 (even)
Pound Hill	St Giles School
Pretoria Road	Peterhouse Boathouse
Prospect Row	Adjacent to No. 1 Nos. 4 to 8 (consecutive)
Riverside	Engineer's House
Ross Street	St Philip's Infant School
Round Church Street	Nos. 13 and 14
St Andrew's Road, Chesterton	Building D, Simoco Site
St Andrew's Street	Nos 9 to 11 (consecutive) No. 38, The Castle Public House The Regal and The Arts Picturehouse
St Barnabas Road	Nos. 20 to 62 (even) Nos. 11A to 51 (odd) No. 59, Former Vicarage
St John's Road	Nos. 1 to 22 (consecutive)
St Mary's Passage	No. 3
St Peter's Street	Nos. 18 and 18a
St Philip's Road	No. 21
Selwyn Gardens	Nos. 1 to 3 (consecutive) Nos. 5 and 6 No. 8
Seymour Street	Waters Almshouses
Shaftesbury Road	No. 4, Shaftesbury House
Short Street	Nos. 5 and 6
Sidney Street	No. 22 Nos. 26 to 30 (consecutive) Nos. 41 to 45 (consecutive) Nos. 50 to 54 (consecutive) Nos. 57 to 60 (consecutive)
Silver Street	The Anchor Public House Erasmus Building, Queens' College
Station Road	Nos. 1 to 7 (odd) Nos. 9 to 15 (odd), Arundel Villas No. 17, St Andrews Nos. 19 to 29, Salisbury Villas Concrete wall outside nos. 9 to 29 Sleeperz Hotel Foster Mills Statue of Ceres outside former Spiller's Laboratory

	Nos. 32 to 38 (even), Wilton Terrace
Rear of Station Road	Crane base on Triangle site
Storey's Way	No. 25 No. 34 No. 44 No. 52
Strangeways Road	No. 4
Summerfield	Nos. 3 to 12 (consecutive)
Sylvester Road	No. 2
Tenison Road	No. 23 Salvation Army Citadel Bolton's Warehouse No. 67 Nos. 83 to 91 (odd)
Tennis Court Road	Sir William Harvey Building, Downing Site
Thoday Street	St Philip's Junior School
Thompson's Lane	Nos 1 to 14 (consecutive), Richmond Terrace Nos. 32 to 35 (consecutive)
Trinity Hall	Boulton House Junior Common Room
Trumpington Road	The Old Mill House
Trumpington Street	Emmanuel Church Hall Fen Court, Peterhouse No. 70 Scroope Terrace
Victoria Road	Nos. 45 to 47 (odd) Nos. 188 to 194 (even) Nos. 239 to 241 (odd)
Victoria Street	No. 1, Victoria House Nos. 2 to 7 (consecutive) No. 8, Grantham House Nos. 9 to 22 (consecutive) No. 23, Marlborough House No. 24 No. 25, Chesterfield House
Warkworth Street	Nos. 1 to 26 (consecutive) Nos. 34 to 42 (consecutive)
Warkworth Terrace	Nos. 51 to 59 (consecutive)
West Road	No. 5 No. 23
Wilberforce Road	No. 1, Youngman House No. 19

	Emmanuel College Sports Pavilion
Willis Road	Sinclair Building, Anglia Ruskin University Nos. 2 to 16 (even) Nos. 1 to 25 (odd)
Wollaston Road	Nos. 1 and 2
Worts' Causeway	Netherhall Farm
Young Street	Ragged School



Appendix H

Shopfront Design Guide



Magdalene Street



APPENDIX H: SHOPFRONT DESIGN GUIDE

H.1 Good quality shopfronts help support attractive and inviting streets. Cambridge has a wide variety of existing shopfronts, some dating back centuries in the historic core and others built more recently. The objective of the guide is to help interpret and implement Policy 64 and help deliver high quality shopfronts, which will support high quality streetscapes across the city.

H.2 The guide addresses:

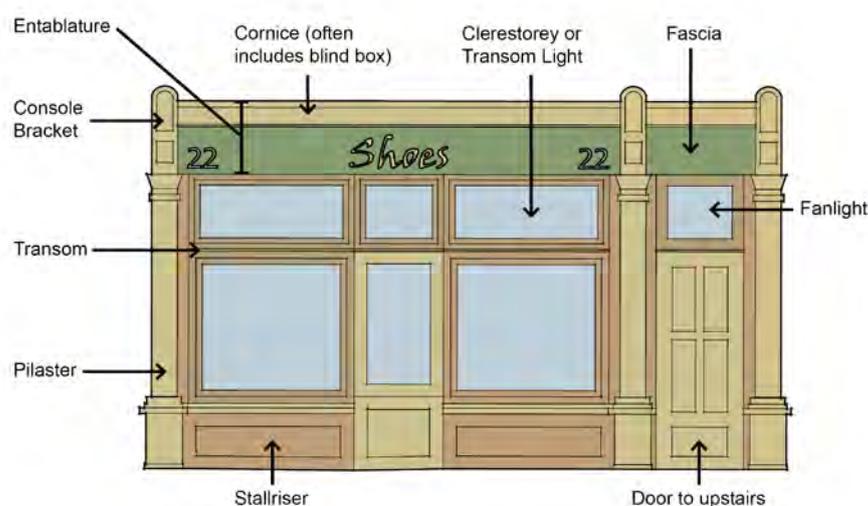
- shopfront design;
- advertisements, signs, canopies and blinds; and
- shopfront security.

The principles will apply to shops and other commercial premises such as offices, banks, pubs and restaurants.

Shopfront design

H.3 This section sets out some basic design principles for shopfronts throughout the city, giving guidance on how shopfronts can be restored, better shopfronts installed, and on designing shopfronts as part of a new building. The guide is not intended to constrain good, modern designs. Well thought-out, imaginative solutions will always be welcomed.

Figure H.1: Shopfront design features



H.4 Key elements to good shopfront design include:

- a. respecting the character of the existing building and its neighbours;
- b. reinforcing the local identity of the area and/or creating a sense of place;
- c. adding visual interest to the street without detracting from other buildings;
- d. using special features, finishes and details to draw people's attention and make the shopfront memorable;
- e. having a clear identity not a mixture of styles;
- f. avoiding blank frontages and deep fascias;
- g. conserving historic buildings and features, as these give the city character;
- h. visually separating shopfronts on adjacent buildings of differing types, or following the existing pattern of appropriate adjoining shopfronts on buildings of similar style;
- i. following the proportions of the rest of the building and providing a visual support for upper floors;
- j. keeping designs simple, even if elements within the shopfronts are elaborate;
- k. emphasising the form of the shopfront by using different planes to create areas of shadow;
- l. clearly defining the entrance;
- m. creating independent access to upper floors if in different use;
- n. provide easy access for people with disabilities, the elderly and people with pushchairs;
- o. integrating signs, lighting and security measures within the design of the shopfront;
- p. employing a competent designer and using high quality materials and craftsmen; and
- q. adapting company 'house styles' to suit the character of the local area and building, avoiding arbitrary repetition or stretching of logos.

H.5 Sustainable alterations include:

- reusing existing materials and ensuring timber is from sustainably managed plantations;
- minimising heat loss and solar gain by modifying the glazing, thereby reducing energy consumption on heating and air conditioning; and
- using materials which do not consume large amounts of energy or pollute the atmosphere in their manufacture, e.g. natural paints and wood stains, and using timber rather than plastics and aluminium.

Repairing and restoring traditional shopfronts

H.6 Traditionally-designed, pre-war shopfronts make a great contribution to the character of the city. Their removal from listed buildings or traditional

buildings in conservation areas will not be allowed unless they are totally beyond repair.

- H.7 Usually some element of an original shopfront remains, though it can often be hidden by later additions. For example, old fascias often lie beneath modern box fascias, and pilasters and console brackets were often boxed in as fashions changed, or at the first sign of rot. These features can easily be uncovered, and Cambridge is fortunate to have several local firms and craftsmen skilled in the restoration of traditional features.
- H.8 If elements of a shopfront have been removed, there are a number of ways to find clues to their original design. Old photographs and plans are the most obvious source. In Victorian times particularly, rows of shops were often built speculatively, so neighbouring properties may have some of the original details. By the middle of the 19th century, 'pattern books' were very common. These were catalogues of building products and contained shopfront designs that could be bought 'off-the-peg'.
- H.9 In line with Policy 64 of the plan, the Council will not normally permit the removal of all or part of a shopfront from a listed building, or a traditional building in a conservation area, if the existing shopfront is contemporary with the original building, appropriate to the building, or is of architectural or historic interest in its own right. Accordingly, permission for replacement shopfronts in listed buildings or traditional buildings in conservation areas will normally be permitted only if the existing shopfront is inappropriate to the building or area; if its replacement would improve the character of the building; or if the existing shopfront is beyond repair and little evidence of the original design remains.

Installing new shopfronts in existing buildings

- H.10 This section deals with the replacement of shopfronts in existing buildings, and applies when the existing shopfront is inappropriate or beyond repair.
- H.11 In some instances, it may be appropriate for early shopfront designs to be recreated when there is clear proof of the original shopfront's design, or the design is appropriate to the age and style of the building. This approach may be sensible if, for example, just one shopfront has been lost from a row of identical shops. There may, however, be cases where the building has been altered since the original shopfront was removed, and it may not now be structurally or visually appropriate to recreate the original shopfront.
- H.12 New shopfronts in existing buildings should respect the proportions, scale, vertical or horizontal emphasis, materials, and type and amount of decoration on the original building. Appropriately designed and proportioned new shopfronts should use high quality materials. Inaccurate replicas of traditional styles are not encouraged.

Access

- H.13 If installing a level access would involve the loss of important features on an historic building, other alternatives such as handrails should be considered to help ambulant disabled people. Any changes to access arrangements should take account of the needs of people with sight or hearing difficulties by avoiding obstacles on footpaths, making the entrance clear, and avoiding the use of doors that open outwards across a footpath. If a shop has a sales area capable of holding more than 50 people (customers and staff), doors should open outwards. Recessing the doors is the usual way of dealing with this; otherwise guardrails would be needed, and these are not usually acceptable on public footpaths.

Advertisements and signs

- H.14 This section gives advice on the types of advertisement that will be acceptable in Cambridge. Signage should always be designed for specific buildings with corporate images adapted to suit different types of building and situation.

Fascia signs

- H.15 Policies 64 and 65 of the plan encourage signs that respect the character of the building and area as a whole. In achieving this requirement, it is advised that fascia signs should not extend through more than one adjacent shop unit. Additionally, signs should not remove, hide or destroy the proportions or architectural features of the building.
- H.16 Signs that squeeze up against or cover the sills of the first-floor windows, or are so long that console brackets have to be removed, or so deep or thick that the proportions of the console brackets and cornice will be lost or look out of proportion, are unlikely to be supported. The size of the fascia should therefore be dictated by the features of the rest of the building.
- H.17 It is important to use materials that respect those of the original building. Usually, the fascia will be constructed of the same materials as the rest of the shopfront. In 'traditional' shopfronts (up to around 1940) they will generally be of timber, though coloured glass or tiles were sometimes used. In some cases, the whole shopfront may be of stone or marble. High quality materials, if used sensitively, can be successful on both modern and traditional buildings. Plastics, modern cladding materials and aluminium will rarely be appropriate on listed buildings, in conservation areas or on traditional buildings.
- H.18 Lettering size, materials and typefaces should be appropriate to the building. On traditional buildings with timber fascias, sign writing directly on to the

fascia board or individually mounted letters will usually be appropriate. The latter should also be used where the fascia is of masonry. The size of the letters should be in proportion to the depth of the fascia. They should not fill the entire fascia. The typeface should be appropriate to the character of the building, and the text should be restricted to the proprietor's name, the nature of the business and the shop number, not the brand names of goods for sale.

- H.19 Colours that are out of character with the building or area will be discouraged. While the desire to use corporate colour schemes is understood, the rigid application of modern colours can be at odds with the character of traditional buildings. In such cases, shopkeepers will be encouraged to restrict their corporate colours to the lettering and detail only, rather than covering the entire fascia.
- H.20 In special cases, alternative forms of signage will be considered. On buildings without shopfronts, letters mounted individually to the wall, name boards, lettering directly on to the glass, or signs hung behind the shop window may be appropriate, depending on the character of the building. Where the upper floors have a different use to the ground, lettering on the glass is likely to be the only form of sign acceptable above ground floor. This can be supplemented by a small sign at the ground floor entrance door to the upper floor(s). Individually mounted letters are usually appropriate on buildings not originally designed as shops. When illumination is necessary, they can often be discreetly halo-lit.

Hanging signs

- H.21 The principles described in the section on fascia signs also apply to hanging signs. In addition, the following points should be considered:
- there should not be more than one hanging sign on each elevation with a shopfront; and
 - hanging signs are usually best positioned at ground-floor fascia level.
- H.22 On many traditional shopfronts, the console brackets were designed to accommodate a support for a hanging sign. On some of Cambridge's traditional buildings, signs above ground-floor level will be more appropriate to avoid interfering with architectural features or to maintain the building's symmetry and proportions. This is also true where signs would be so low as to be a danger to passers-by. As a general rule, the bottom part of the sign should be at least 2.4m above pavement level, and the sign should not be within 1m of the kerb edge. If above the carriageway, a sign would need to be at least 5.1m above ground level.
- H.23 The maximum size of a hanging sign will be dictated by the appropriate fascia depth. The materials of construction and letter sizes and types should respect

the character of the building and be of similar character to the fascia sign.

- H.24 Illuminated box, hanging or projecting signs are unlikely to be approved on listed buildings, in a conservation area or on feature buildings, because the proportions are too clumsy for traditional buildings. Banner signs will not be approved as permanent signage.
- H.25 Three-dimensional signs relating to goods or services supplied will be encouraged. These were common into Victorian times because many people were illiterate. Such signs can look appropriate today, as can more individualistic signs which can add a touch of humour or art to the street.
- H.26 Existing brackets for hanging signs should be reused where they are of an appropriate design and in a suitable position on the building. The design of new brackets should be appropriate to the shopfront and kept relatively simple.

Illumination

- H.27 Illumination of signs on listed buildings and in conservation areas will be restricted to those buildings which are open in the evenings and at night, and conditions will be attached to ensure that signs are only lit when the premises are open. Only shops such as chemists, and restaurants, cafes, pubs, off-licences and places of entertainment will normally be granted consent for illuminated signs.
- H.28 On buildings where illuminated signs are acceptable, the light source should be discreet and not interfere with architectural features or proportions of the sign or building.
- H.29 Illuminated box fascias will not be acceptable. Strip lights that fit within the cornice or architrave; individually-lit lettering; and a small number (two on most shopfronts, three on very wide frontages) of slim, elegant spotlights can be successful. On hanging signs, the illumination should be discreetly attached to the bracket. Large spotlights, swan-necks or heavy canopy lights bolted on to the top of hanging signs will not normally be acceptable.
- H.30 In residential areas, the degree of illumination should be kept to a minimum. Additionally, the light level should be relatively subdued and constant.

Blinds and canopies

- H.31 Many traditional shopfronts (especially those dating from the Victorian era) had canvas blinds built into them. The housing for these was incorporated into the cornice or occasionally the architrave of the shopfront. The purpose of these was to protect customers from the weather and to shelter any goods

displayed outside.

- H.32 Modern awnings seldom provide much shelter. They are often of bright colours, wet-look materials and have decorated borders. Furthermore, they are usually supplementary advertising, and are rarely retracted. For these reasons, blinds and awnings will not be appropriate on listed buildings, or buildings in conservation areas, unless they can be accommodated without damage to the character of the building, and relate well to existing detailing.
- H.33 Where original blind boxes survive, there is unlikely to be any objection to the reinstatement of a traditional blind. In shopfronts without a blind housing, installing a blind box is likely to cause damage to original fabric of the building, or loss of architectural features, and is unlikely to be acceptable. Blinds which cannot be retracted are unlikely to be acceptable on traditional buildings. When open, the blind should be more than 1m from the kerb edge, and the lowest part should be as a rule at least 2.4m above pavement level.

Shopfront security – getting the balance right

- H.34 People need to feel that their environment is safe and secure. This is particularly true for shop owners who need to satisfy their own peace of mind and their insurers. The best protection an area can have is to increase the numbers of people living in shopping areas and using the streets at all hours. The police acknowledge the importance of this 'natural surveillance'. To support this, the Council has installed CCTV cameras in some locations. The Council will also continue to work with Cambridgeshire County Council to improve street lighting and with local people to improve the city's night-time environment.
- H.35 Shop owners often see solid external shutters as the best protection against vandalism and theft. These can give the impression that crime is rife and stop people using the area when the shops are closed. However, the creation of a fortress-like atmosphere can be self-defeating. Solid roller shutters can have an adverse environmental effect, giving an area a 'dead' appearance and contributing towards the creation of a hostile environment. Some shops will need shutters, but a balance must be struck between the need for security and the quality of the environment.
- H.36 The Council encourages shopkeepers to use security measures which will not affect or will improve the area's appearance. Using appropriate internal and external lighting, reducing temptation by taking valuable stock out of the window at night, removing rubbish outside shops which can be used to break windows, letting out rooms above shops, and installing alarms and internal video cameras to protect stock can all significantly reduce the likelihood of crime.

H.37 When considering planning applications for shop alterations, the Council expects shop owners to use the least visually intrusive security measures which meet their needs. Solid shutters are not the only way to combat crime. This appendix, therefore, sets out when different measures will be acceptable and how to install them in a sympathetic way.

Table H.1: When will security measures be acceptable?

	Listed buildings	Conservation area where CCTV operates	Other conservation area	Elsewhere	See paragraph in text
Laminated glass	✓a (see key below)	✓	✓	✓	H.38
Reduce glazing	✗b	✓c	✓c	✓c	H.39–40
Internal screen	✓a	✓	✓	✓	H.41
Internal grille	✓a	✓	✓	✓	H.42–43
Timber shutter	✓d	✓d	✓d	✓d	H.44
External demountable grille	✗e	✗e	✓f	✓f	H.45
External roller grille	✗e	✗e	✓f	✓f	H.46
External roller shutter	✗e	✗e	✗e	✗e	H.47
Gate	✓d	✓d	✓d	✓d	H.48

Key to Table H.1:

- a Likely to need listed building consent. Only acceptable when no features of architectural or historic interest are affected.
- b Listed building consent needed. Unlikely to be acceptable if historic fabric is removed or altered, unless the existing shopfront is of no historic interest, and alterations would improve the appearance of the building.
- c May need planning permission depending on degree of alteration. Unlikely to be acceptable on traditional buildings.
- d Will need planning permission, and listed building consent on listed buildings. Will only be approved if there is an historical precedent and the design is appropriate.
- e Only acceptable in exceptional cases. Will always need planning permission, and listed building consent on listed buildings. Installation must be supported by written statement from police and insurance company (see paragraphs H.51–52)
- f Planning permission needed. Design must relate to elements of the shopfront. Installation must be supported by written statement from police and insurance company (see paragraphs H.51–52).

Altering the glazing

- H.38 Laminated glass can be effective against window breakages and theft. Different thicknesses of glass are available for different situations. It can often be fitted without any effect on the appearance of the shopfront if the frames are strong enough. The main drawback is that when damaged, the outer sheet of glass can craze. If the shopfront has slender mullions and glazing bars (common in many old buildings), these may need to be strengthened to take the size and weight of laminated glass and this is unlikely to be acceptable on listed buildings. Sometimes the old glass may be of interest and so its replacement may not be desirable. Anti-shatter film holds glass together when it is broken. While this is not as effective as laminated glass, it may slow down intruders and so prevent opportunist theft from the window.

Reducing the area of glazing

- H.39 Reducing the amount of glazing, or dividing the window into smaller panes can also be effective. Windows divided with reinforced glazing bars can prevent access to the building. Smaller panes are also cheaper to replace if broken. However, dividing the windows up will only be acceptable if the resulting appearance is appropriate to the character of the whole building, and is unlikely to be approved on listed buildings unless the shopfront is of little interest.
- H.40 Large areas of plate glass which run almost to the floor are easy to damage and expensive to replace. Installing a stallriser reduces the area of glass, makes it harder to kick, and is a good defence against ram-raids.

Internal screens

- H.41 Internal screens can be fitted behind the window display. They are very effective in stopping intruders getting into the main part of the shop, especially where there are bay- or bow-windows. When purpose-made, they can be an attractive part of the shop's decoration. They can be permanent or demountable, but being internal cannot prevent damage to the windows, or theft of the window display. In listed buildings they are often the best solution, although care is needed to retain intact any internal features of interest, such as panelling.

Internal grilles

- H.42 Internal grilles can be of the roller type, and so need a housing for the coil. This can be fitted behind the window display (as with a screen). If fitted closer to the glass, the coil housing should not be seen from outside. This can be done by fitting it within an existing false ceiling, within the window soffit,

or by using darkened glass in the transom windows.

- H.43 All grilles need runners. These should be painted to match the rest of the shop. Care is needed to avoid damage to internal features, especially in listed buildings.

Timber shutters

- H.44 Solid timber shutters were probably the earliest measures used to protect shopfronts, though none are thought to survive in Cambridge. If evidence can be found to guide the design of accurate replicas, it may be appropriate to reinstate these on listed and other traditional buildings. Shutters need to be light enough to be moved by shop workers, and daytime storage space will be needed for them.

External demountable grilles

- H.45 Demountable grilles are normally made of steel mesh. They are taken down when the shop opens, and manhandled into place and padlocked when closed. They allow views into the shop, but can look ugly and may therefore have to be justified. Such grilles should:

- be finished in a colour appropriate to the shop;
- be stored out of sight in the shop during the day;
- consist of a separate grille for each display window; and
- provide simple and unobtrusive locking mechanisms.

External roller grilles

- H.46 A range of styles of external roller grilles is available, but all have horizontal patterns, which seldom suit the character of traditional buildings. Justification for the fitting of such shutters may be required, and the following criteria must be met:

- the fascia, stallriser and pilasters will not be covered by the grille runners for the grilles will be fitted to pilasters or glazing bars and painted to match;
- the coil housing will be concealed behind the fascia or fitted flush beneath it and painted to match;
- the grille will be finished in a colour appropriate to the rest of the shop; and
- the coil housing or guides must not damage or hide any important architectural features of the shopfront.

External roller shutters

- H.47 Solid external roller shutters give buildings a dead and hostile appearance when closed. They do not allow views into the shop, and do not allow surveillance by the emergency services. Solid roller shutters will only be approved if it can be shown that no other form of protection will be adequate (see paragraphs H.51–52). Shutters incorporating clear perspex panels arranged in a pattern which reflects the vertical emphasis of buildings are preferred. Fixing solid external shutters should be carried out as detailed above for grilles. Shutters should be painted in a colour appropriate to the rest of the shop.

Gates

- H.48 Decorative gates were often used during Victorian times to prevent people loitering in recessed doorways, though they should not enclose or open over the highway. They are usually made of iron and are available in a variety of styles. They can be a good way of protecting doorways if the style and colour suits the rest of the building and the gates, guides and locks are not obtrusive when the gates are open.

Protection against ram-raids

- H.49 Adequate protection against ram-raiding can normally be achieved by a combination of measures to strengthen the shopfront, without using solid external shutters. For example, building a stallriser with a steel or block frame, subdividing the glazing and door, strengthening both the frame and glass, or installing a sturdy screen behind the window display.
- H.50 Outside the shop, street furniture can be positioned to stop vehicles getting near to the shop. Cambridgeshire County Council's (as highway authority) permission is needed to put bollards, or any other obstacle on a highway or footpath, and this will only be considered where there is a risk of ram-raids. If you want to install bollards or any other external features, consider the needs of the visually impaired, wheelchair users and people with prams when siting them. Telescopic bollards which can be retracted back into the ground during the day should be used. Radical measures to protect against ram-raiding will need justification (see paragraphs H.51–52). Measures which adversely affect the architectural or historic interest of a listed building or the appearance of a building in a conservation area are unlikely to be acceptable.

Justification for external shutters and grilles

- H.51 The Council recognises that in some cases exceptional security measures are needed if the shopkeeper is to retain their livelihood. However, as the

appearance of external grilles or shutters often harms the character of the individual building or the area as a whole, their installation must be fully justified and supported by the police and insurance company. This justification will need to:

- explain the particular problem, and describe other forms of protection which have been used, and why they have not worked;
- include a letter from the insurance company identifying previous incidents, and setting out what measures are needed to safeguard against future incidents;
- include a letter from the police which identifies previous incidents and sets out what measures are felt appropriate to protect the property; and
- explain how you will reduce the visual impact of the security measures (see above sections and seek advice from Planning Services).

H.52 The Council recommends that in these exceptional cases, a meeting is set up at the earliest possible opportunity with the shopkeeper, representatives of the insurance company and police, and Planning Services before an application is submitted.



Appendix I

Open Space and Recreation Standards



Romsey Recreation Ground



APPENDIX I: OPEN SPACE AND RECREATION STANDARDS

Criteria to assess open space

- I.1 The criteria have been developed to determine if open spaces are important for environmental reasons, recreational reasons or both. There are separate sets of criteria relating to the environmental and recreational importance. Sites are judged against both of these to determine whether they should be protected for environmental importance, recreational importance, or both. In order to be considered worthy of protection they need to fulfil at least one of the criteria. The questions under each criterion are used to assess which sites meet that criterion.

Criteria for environmental importance

- a. Does the site make a major contribution to the setting, character, structure and the environmental quality of the city?
- b. Does the site make a major contribution to the character and environmental quality of the local area?
- c. Does the site contribute to the wildlife value and biodiversity of the city?

If yes to any of these, the site is worthy of protection for environmental reasons.

Criteria for recreational importance

- d. Does the site make a major contribution to the recreational resources of the city?
- e. Does the site make a major contribution to the recreational resources of the local area?

If yes to either of these, the site is worthy of protection for recreational reasons.

Questions used to assess whether open space meets the criteria for environmental importance

- a. Does the site make a major contribution to the setting, character, structure and the environmental quality of the city?
 - i. Does it make a major contribution to the setting of Cambridge?
 - ii. Does it have positive landscape features and/or a sense of place sufficient for it to make a major contribution to the character of the city?
 - iii. Is the site an important green break in the urban framework?

- iv. Does it have significant historical, cultural or known archaeological interest?
- b. Does the site make a major contribution to the character and environmental quality of the local area?
 - i. Does it have positive features such as streams, trees, hedgerows or meadowlands which give it a sense of place sufficient to make a major contribution to the character of the local area?
 - ii. Is it an important green break in the framework of the local area?
 - iii. Does it form part of a network of open spaces in the local area?
 - iv. Is it enjoyed visually on a daily basis from public places (e.g. footpaths, vantage points)?
 - v. Does it have local historical or cultural interest?
- c. Does the site contribute to the wildlife value and biodiversity of the city?
 - i. Does it have any nature conservation designation?
 - ii. Is it adjacent to or an important link to sites with nature conservation designation?
 - iii. Does it contain important habitats or species sufficient to make it worthy of consideration for any nature conservation designation?
 - iv. Is it an important wildlife oasis in an area with limited wildlife value?

Questions used to assess whether open space meets the criteria for recreational importance

Recreational resources include land for formal pitch sports, play areas, kickabout areas, informal open spaces used for walking, cycling, picnic, play, kite flying, nature appreciation etc, and allotments.

- d. Does the site make a major contribution to the recreational resources of the city as a whole¹?
 - i. Is it of a size, quality and accessibility such that people would travel to use it for recreational purposes, no matter where they live, work or study in the city?
 - ii. Is it an important part of the network of significant recreational open spaces?
 - iii. Is it part of the sports provision which help to meet demand from people throughout the city, no matter where they live, work or study?
- e. Does the site make a major contribution to the recreational resources of the local area²?

¹ Recreational resources of the city include playing fields used by colleges or sports clubs, school playing fields which are also used by sports clubs, and commons and other recreation grounds which people would go out of their way to visit.

² Recreational resources of the local area include playing fields which are well related to their users. This could include playing fields which are part of a college site or school playing fields.

- i. Is it of a size and accessibility such that people who live, work or study in the local area do or could use it for recreational purposes?
- ii. Is it an important part of the network and hierarchy of recreational facilities in the local area?
- iii. Is it a significant linkage between recreational areas?

Providing open space facilities

I.2 Policy 68 requires that all residential developments should make provision for open space and sports facilities in accordance with the Council’s Open Space and Recreation Standards, as set out below. The Council’s Open Space and Recreation Strategy provides further detail on the justification for these standards and includes guidance on accessibility and quality. It also includes further guidance as to when open space should be provided on-site, and when it should be provided through commuted payments. Table I.1 sets out the standards for different types of open space and recreation provision. They apply to all schemes for new residential developments and the requirement is based on the net number of residents accommodated in the new development.

Table I.1: Open space and recreation standards

Type of open space	Definition	Standard	CIL ⁺	Onsite or S106 ⁺
Outdoor sports facilities	Playing pitches, courts and greens	1.2 hectares per 1,000 people	No*	Yes
Indoor sports provision	Formal provision such as sports halls and swimming pools	1 sports hall for 13,000 people 1 swimming pool for 50,000 people	Yes *	No
Provision for children and teenagers	Equipped children’s play areas and outdoor youth provision	0.3 hectares per 1,000 people	No	Yes
Informal open space	Informal provision, including recreation grounds, parks and natural greenspaces	2.2 hectares per 1,000 people	No	Yes
Allotments	Allotments	0.4 hectares per 1,000 people	No	Yes

* If on-site, a deduction from Community Infrastructure Levy liability will be made

+ Subject to corporate approval of these delivery mechanisms

Outdoor sports facilities

I.3 The 1.2 hectares per 1,000 people standard is an amalgamation of standards for different sports, based on team generation rates and current provision. This comprises:

- grass pitches for football, cricket and rugby: 1.1 hectares per 1,000 people;
- artificial turf pitches: 1 floodlit pitch (0.9 hectares) per 25,000 people;
- tennis /multi-use games areas (MUGAs) of 3 tennis courts size (0.18 hectares) per 3,000 people; and
- 1 bowling green (0.14 hectares) per 11,000 people.

Grass pitches

I.4 This is based on existing team generation rates with an allowance of 15 per cent to cater for increased demand. It comprises 0.88 hectares per 1,000 people for football, 0.14 hectare per 1,000 people for cricket and 0.1 hectares per 1,000 people for rugby.

Artificial turf pitches (ATPs)

I.5 This is based on the existing team generation rates for hockey, which is almost entirely played on ATPs, with an allowance for increased demand. The pitches will also meet other needs, including football training. Floodlighting is essential on public ATP pitches, and changing rooms, toilets and storage should be provided.

Tennis courts/MUGAs

I.6 The provision of outdoor community tennis courts should be on a multi-court basis, which helps facilitate the development of clubs. The standard of three tennis courts (0.18 hectares) per 3,000 population is based on the catchment population required to generate sufficient regular tennis activity. Provision should be well related in geographical terms to the population it is intended to serve and is best located in areas which are also the focus for other sports and recreational activity.

Bowling greens

I.7 The standard is based on the existing level of provision of one outdoor bowling green for every 11,000 people. New provision should be well related in geographical terms to the population it is intended to serve. Most housing development sites within the existing built-up area of Cambridge are too small to be able to make much contribution to the provision of outdoor

sports facilities on-site. Accordingly, it is likely that provision will be in the form of commuted payments.

Indoor sports

- I.8 The main components of formal indoor facilities are swimming pools and sports halls. The standard consists of:
- one swimming pool for every 50,000 people; and
 - one sports hall for every 13,000 people.

The standard is based on existing and committed provision of swimming pools and sports halls. These will meet demand, but there is little spare capacity. All new developments should therefore contribute through commuted payments based on the provision of new sports halls and swimming pool.

Provision for children and teenagers

- I.9 Provision for children and teenagers includes: a local area for play and informal recreation (LAP); a locally equipped or landscaped area for play and informal recreation (LEAP); a neighbourhood equipped area for play and informal recreation (NEAP); and a social space for young people (aged 12 and over) to meet (Youth Space). Table I.2 overleaf explains the playspace typology in more detail.

Table I.2: Playspace typology

	Local area for play (LAP)	Locally equipped/ landscaped area for play (LEAP)	Neighbourhood equipped/ landscaped area for play (NEAP)	Youth space
Description	<ul style="list-style-type: none"> • A landscaped space including engaging play features for young children, and places for carers to sit and talk • Landscaping may include raised beds with fruit-bearing vegetation • No formal supervision 	<ul style="list-style-type: none"> • A landscaped space with landscaping and equipment so that children aged from birth to 11 can play and be physically active and they and their carers can sit and talk • Flexible use • No formal supervision 	<ul style="list-style-type: none"> • A varied natural space with secluded and open areas, landscaping and equipment so that children aged from birth to 11 can play and be physically active and they and their carers can sit and talk, with some youth facilities • Flexible use • May include youth space • May be supervised 	<ul style="list-style-type: none"> • Social spaces for young people aged 12 and over to meet, hang out and take part in informal sport or physical recreational activities • No formal supervision
Minimum activity area	100 sq m	400 sq m	1,000 sq m	200 sq m
Buffer zone ³	5m	10m	30m	10–50m ⁴
Catchment area (straight line distance)	60m	240m	600m	600m

³ Minimum depth from edge of activity area to boundary of nearest residential property

⁴ Between 10–5m, depending on context from the frontages of residential, retail, educational or leisure property, or within 50m of main routes through open space. Avoid locations where noise will cause disturbance.

Age group	0-5	0-12	All ages	13+
Examples of facilities	<ul style="list-style-type: none"> • Landscaping • Climbable objects • Fixed equipment • Seating for carers • Raised surfaces • Sand and water feature (if possible) 	<ul style="list-style-type: none"> • Landscaping to create natural feel, including changes of level equipment, integrated into the landscaping, that allows children to swing, slide and climb • Multi-games/ball walls • Kickabout area • Basketball nets • Seating area away from equipment • Sand (if possible) 	<ul style="list-style-type: none"> • Landscaping to create natural feel, including changes of level equipment, integrated into the landscaping, that allows children to swing, slide and climb • Seating area away from equipment • Bike, skate and skateboard facilities • Kickabout area • Basketball nets • Sand if possible • Hard surface area if possible • Water feature if possible • Shelter plus basketball net, small wheeled facility or climbing wall/ boulder for young people 	<ul style="list-style-type: none"> • Space and facilities for informal sport or recreation activity (e.g. multi-ball court, basketball court, climbing walls or boulders, multi-use games area (MUGA), wheeled sports area, skatepark or BMX track, traversing wall, climbing boulders, exercise trails, outdoor exercise equipment) • Seating areas on the edge of the activity space • Youth shelter • Landscaping
Location	<ul style="list-style-type: none"> • Residential areas including housing estates • Pocket parks • Public squares • Home zones 	<ul style="list-style-type: none"> • Residential areas including housing estates • Local parks 	<ul style="list-style-type: none"> • Larger residential areas and housing estates • Local parks • District parks • School playgrounds 	<ul style="list-style-type: none"> • Larger residential areas and housing estates • Adjacent to community facilities • Local parks • District parks • Town centres

Allotments

- I.10 This reflects existing provision. Provision for new allotments should be made in the existing built-up area of the city and for urban extensions. Where new residential development is brought forward in the existing built-up area of the city, it is recognised that it would be difficult to achieve full provision against the standards in a densely developed area. In the absence of sufficient land for new allotments, monies should be paid towards the enhancement of existing allotment sites. The Council should also seek to identify land which might be brought forward for new allotments in areas of deficiency.

When the standards should be applied

- I.11 The standards are applicable to all new residential units created as a result of development, regardless of whether they result from new-build or conversions. Certain types of housing will not always need to meet the full standard, as shown in Table I.3.

Table I.3: Application of the standards

	Market and Affordable Housing	Retirement housing +	Non-family student housing	Family student housing
Outdoor sports facilities	Full provision	Full provision	Full provision *	Full provision *
Provision for children and teenagers	Full provision #	No provision	No provision	Full provision **
Informal open space	Full provision	Full provision	Full provision **	Full provision **
Indoor sports provision	Full provision	Full provision	Full provision *	Full provision *
Allotments	Full provision	Full provision	No provision	No provision

Provision for children and teenagers will not be sought for those parts of developments consisting of one bedroom units.

+ Retirement housing is any accommodation in class C3 where there is an age restriction of over 55. The standards do not apply to nursing homes within class C2.

* Full provision will not be sought if the accommodation is directly linked to a college or university by a Section 106 agreement and it can be shown that adequate provision of outdoor or indoor sports facilities is made by that college or university.

** Full provision will not be sought if the development is on a college campus and it can be shown that adequate appropriate open space is provided by the college such that students are unlikely to make significant use of other informal open space.

- I.12 The open space requirement for other specialist housing will be considered on its merits, taking into account the needs arising from that development. When considering how to apply the standards, consideration should first be given to how much provision can be made on site for each type of open space. Guidelines for this are set out in the current Open Space and Recreation Strategy.
- I.13 For each type of open space or recreation provision, the following factors should be taken into account:
- a. the size and character of the proposed development;
 - b. townscape considerations;
 - c. its location in relation to adjacent housing and existing open space; and
 - d. opportunities for creating or improving open space and recreation provision nearby.
- I.14 The standards are based on specific types of open space. However, consideration should be given to including other types of open space and recreation provision and these could help to meet the standards. The maintenance of any open space provided by developers should be secured through the Section 106 agreement for the site.

How the standards should be applied

- I.15 The amount of land required to meet the standard is calculated for each type of open space or sports provision. This is done by calculating the number of new residents arising from the development using the number of bedrooms in each unit as a guide. The number of people will be taken from the information provided in the design and access statement for the application. The indicative number of residents will have been provided in order to meet the requirements of Policy 50, Residential space standards. For student housing and houses in multiple occupation, the number of people to be accommodated will be used.

Assessing areas of deficiency

- I.16 The Open Space and Recreational Strategy identifies existing deficiencies in the provision of open space in each ward and how these could be overcome. It also identifies deficiencies in access to LAPs, LEAPs and NEAPs based upon the assessment list in Table I.4: Assessing areas of deficiency (overleaf).

Table I.4: Assessing areas of deficiency

Type	Local area for play (LAP)	Locally equipped/landscaped area for play (LEAP)	Neighbourhood equipped/landscaped area for play (NEAP)	Youth space
What counts as an existing space for play?	<ul style="list-style-type: none"> • Small age-appropriate equipped play area • Public open spaces with potential for informal play 	<ul style="list-style-type: none"> • Age appropriate equipped play area • Public open spaces with potential for informal play • Kickabout areas • Adventure playgrounds 	<ul style="list-style-type: none"> • Adventure Playgrounds • Sport or recreation space that is open access (e.g. ball court, basketball court, multi-use games area) • Skatepark or bike park • Trim trails 	<ul style="list-style-type: none"> • Youth space where young people can meet and socialise
Catchment area ⁵	60m	240m	600m	600m
Actual walking distance ⁶	100m	400m	800m	800m

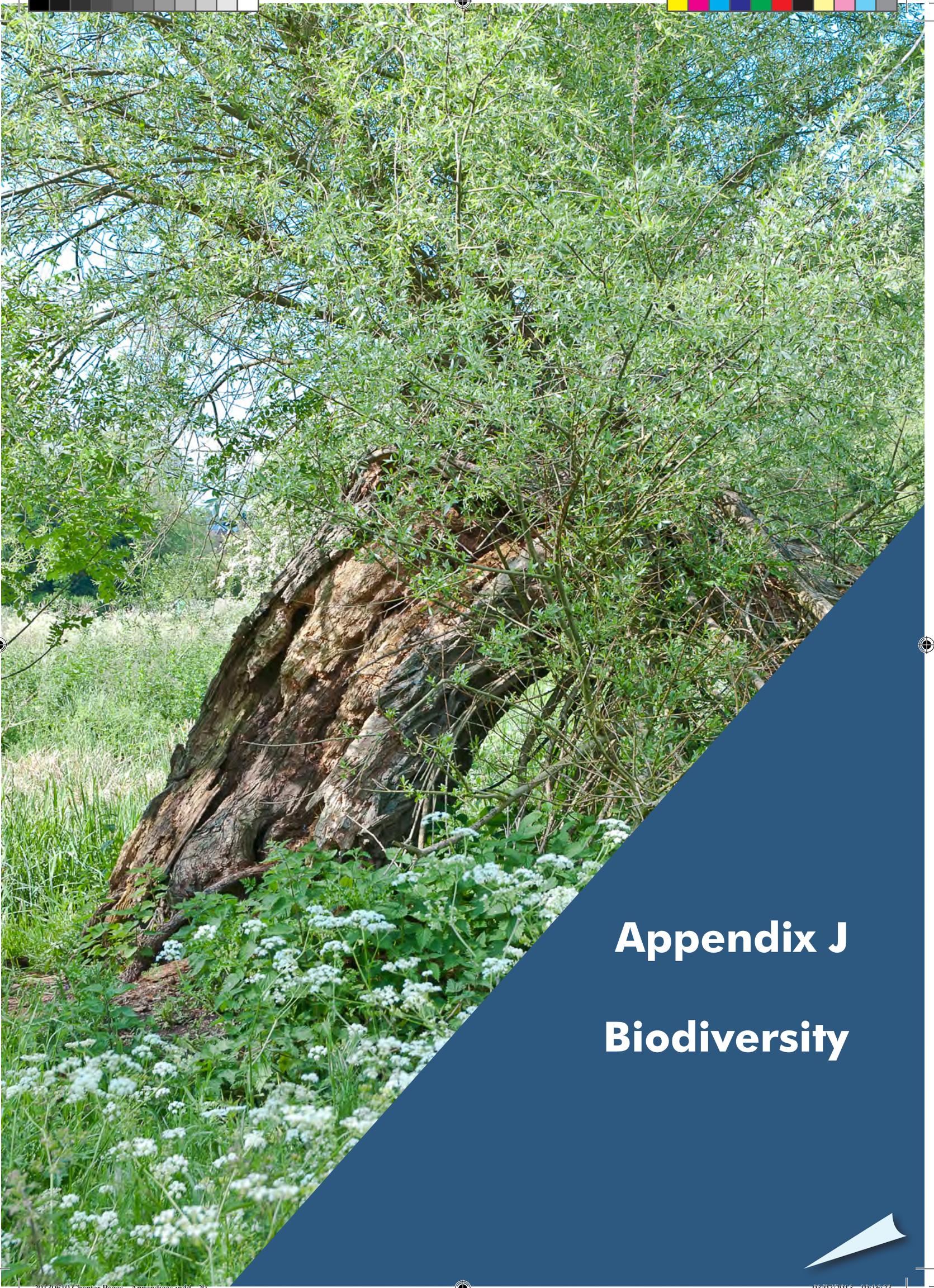
I.17 Sites that generate demand for children’s playspaces in areas of identified need should maximise on-site provision. Similarly, development sites in wards with above average ward population densities should maximise on-site provision.

Maintenance of on-site provision

I.18 It should be noted that in respect of any open space provided on-site as part of a development, arrangements will need to be made for its maintenance and management. This will normally involve the payment of a commuted sum to the Council based on the cost of maintenance and management for a period of 12 years, following its adoption.

⁵ Straight line distance.

⁶ Taking into account barriers to movement.



Appendix J

Biodiversity



Lammas Land



APPENDIX J: BIODIVERSITY

Provision for biodiversity in new development

J.1 Development proposals vary widely in size and design, and their individual circumstances will determine which types of biodiversity action are most applicable. Developers should seek professional guidance to identify existing biodiversity assets and the potential to enhance these as part of the development and future management of the site.

J.2 Biodiversity opportunities within the built fabric are particularly valuable in the city environment, actions that should be incorporated to conserve and enhance key species that rely on nesting and roosting opportunities within buildings are outlined in Table J.1. Provision of artificial sites is required due to the lack of opportunities in modern building design. The reduction in available sites is implicated in the decline of many of these species.

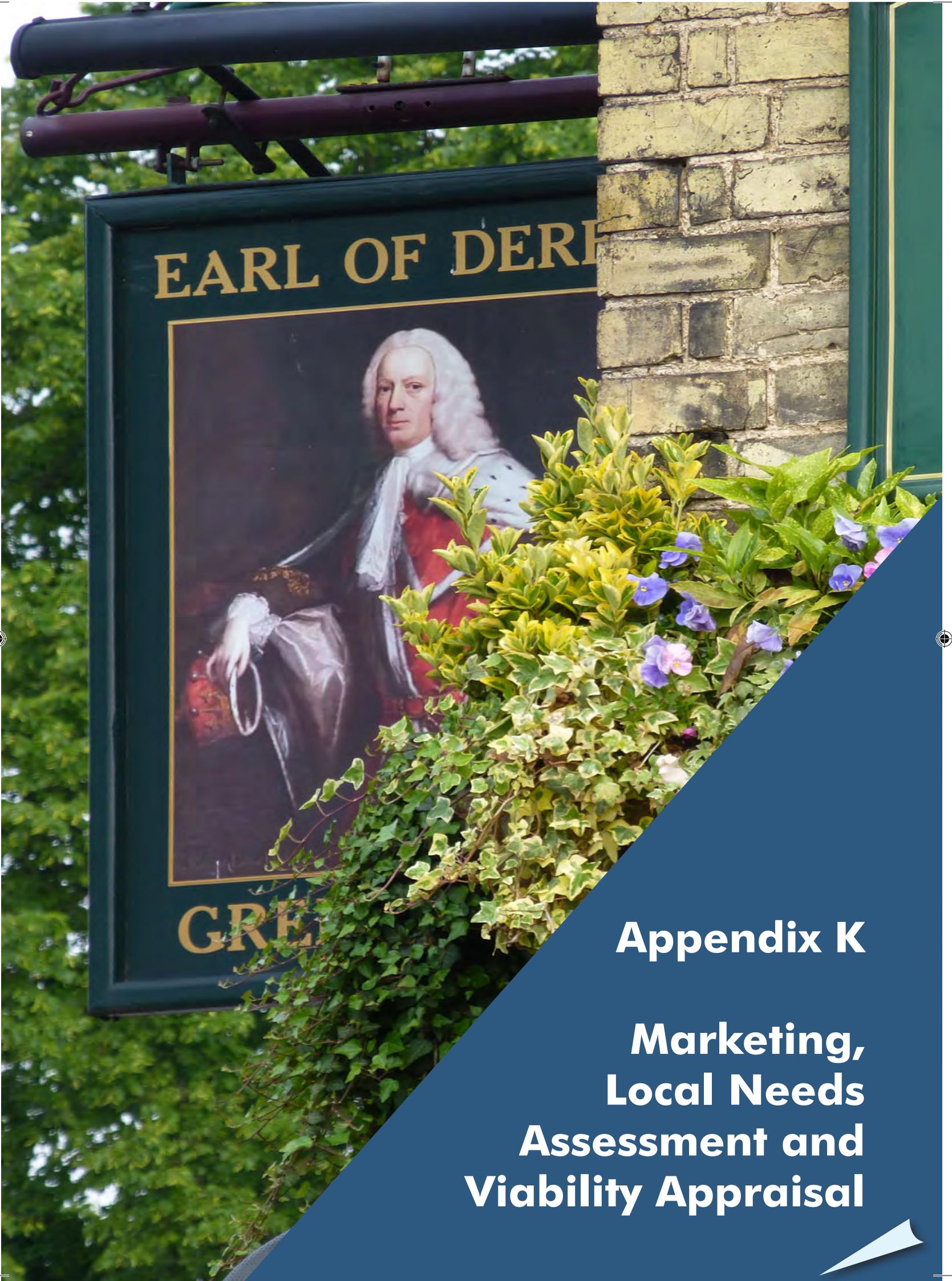
Table J.1: Making provision for biodiversity in new developments

Species	Actions	Numbers	Notes
Common Swift <i>Apus apus</i>	Install internal or externally boxes at soffit / eaves level	1 in 5 buildings Ideally grouped	<ul style="list-style-type: none"> Any two storey building or above, proximity of existing colony reinforces need for new nest sites Minimum 5m above ground level with unimpeded flight lines Northerly or well-shaded aspect, avoid southerly elevations and immediate vicinity of windows Ideally group boxes on same or adjacent building Broadcasting calls during breeding season increase likelihood of occupation, consider this on community buildings
House Sparrow <i>Passer domesticus</i>	Install internal or externally boxes at soffit / eaves level	1 in 5 buildings Ideally grouped	<ul style="list-style-type: none"> Buildings within close foraging range of natural open space At least 2m above ground level with nearby roofs or vegetation for perching North or easterly aspect, avoid southern elevations Prefer nesting in loose groups (10–20 pairs), boxes can be adjacent, ideally in groups of 6 or more
Starling	Install internal or	1 in 20 buildings	<ul style="list-style-type: none"> Buildings within close foraging range of natural open space

Species	Actions	Numbers	Notes
<i>Sturnus vulgaris</i>	externally boxes at soffit / eaves level		<ul style="list-style-type: none"> • At least 2m above ground level with nearby roofs or vegetation for perching • North or easterly aspect, avoid southern elevations • Ideally install a group of nests each 1.5m apart
Black Redstart <i>Phoenicurus ochruros</i>	Provide green or brown roofs with nearby open-fronted boxes	1 in 50 buildings	<ul style="list-style-type: none"> • Seek specialist advice on site suitability • Need insect-rich urban environments • Include piles of aggregate, deadwood and water features, where possible
Swallow <i>Hirundo rustica</i>	Create purpose-built ledges or install pre-formed nest cups inside buildings	1 in 50 buildings	<ul style="list-style-type: none"> • Open-sided building within close proximity to natural green space, ideally near grazing animals and water such as the Cambridge commons • Need to be near principal nesting material, which is mud collected from puddles, ponds or slow moving water • Avoid situation where droppings might be a nuisance, e.g. a car port, porch
House martin <i>Delichon urbica</i>	Install pre-cast nest cup to encourage establishment of natural nests	1 in 20 buildings	<ul style="list-style-type: none"> • Buildings with wide soffits within close proximity to natural green space • 5m > avoid southerly elevations • Need to be near principal nesting material which is mud collected from puddles, ponds or slow moving water • Avoid fixing over doors or windows
Robin and wren	Install open-fronted boxes	1 in 5 buildings	<ul style="list-style-type: none"> • Need access to public or private open space, including gardens • Can be inside open-fronted structures or on wall within trellis and climber
Great Tit and Blue Tit	Hole or open-fronted Install external boxes on building or outbuilding	1 in 5 buildings	<ul style="list-style-type: none"> • Need access to public or private open space, including gardens • Avoid direct sunlight, prevailing window and immediate areas of cover that could conceal predators, especially cats • 1.5–3m above ground level with nearby roofs or vegetation for perching • Can also use existing mature trees
Barn owl <i>Tyto alba</i>	Install box in barn or roof void	As appropriate	<ul style="list-style-type: none"> • Only on the city edge with direct access to long grass, hedgerows and watercourses for hunting • Seek specialist advice on site suitable regarding risk of road collisions and disturbance

Species	Actions	Numbers	Notes
Kestrel <i>Falco tinnunculus</i>	Install open-fronted box on appropriate building	As appropriate	<ul style="list-style-type: none"> • > 15m tall building, undisturbed roofs • Ideally on the city edge or adjacent to large natural green space with direct access to long grass, hedgerows and watercourses for hunting
Peregrine <i>Falco peregrinus</i>	Install shallow tray on tall building	As appropriate	<ul style="list-style-type: none"> • >20m north or north east orientation away from human disturbance and prevailing winds; • Ideally include a nesting substrate such as pea shingle • Seek specialist advice on site suitability
Crevice-dwelling bats, including common pipistrelle; soprano pipistrelle; and whiskered bat	Create spaces behind wall cladding Install integral boxes Create sandwich boards with 1-inch gap to place inside the roof void, against battens	1 in 5 buildings	<ul style="list-style-type: none"> • Can crawl into smallest spaces although areas of about 1 sq m most useful for summer maternity roosts • 2-7m above ground level • Maternity roosts need warmth and are best situated on a southerly or western aspect. Male roosts and winter hibernation roosts are best situated on a northerly aspect • Materials for roosts should be rough (for grip), non toxic or corrosive, with no risk of entanglement • Access should not be lit by artificial lighting • Maintain or enhance linear features in the nearby landscape, including woodland edges and hedgerows
Roof-void dwelling bats, including noctule, serotine, Daubenton's and barbastelle	Leave timber joists and beams exposed Install access points under the eaves or make hole in roof tiles	1 in 10 buildings	<ul style="list-style-type: none"> • Entry point should be 2-7m above ground level • Maternity roosts need warmth and are best situated on a southerly or western aspect. Male roosts and winter hibernation roosts are best situated on a northerly aspect • Materials for roosts should be rough for grip, non toxic or corrosive, with no risk of entanglement • Access should not be lit by artificial lighting • Maintain or enhance linear features in the nearby landscape, including woodland edges and hedgerows

Species	Actions	Numbers	Notes
Bats that need internal flight, including brown long-eared and Natterer's	Keep roof space untrussed to allow flight	1 in 20 buildings	<ul style="list-style-type: none"> • Entry point should be 2m > • Untrussed roof space should be generally inaccessible • Internal dimension should be approximately 2–2.8m (height) x 5m (width) x 5m (length) • Maintain or enhance linear features in the nearby landscape, including woodland edges and hedgerows



Appendix K

Marketing, Local Needs Assessment and Viability Appraisal





The Earl of Derby



APPENDIX K: MARKETING, LOCAL NEEDS ASSESSMENT AND VIABILITY APPRAISAL

New facilities

- K.1 Local need should be evidenced with a local needs assessment to establish the demand for the proposed facility.

New city-wide or sub-regional facilities

- K.2 New city-wide or sub-regional community or leisure facilities should be located in accordance with the national¹ sequential test. Proposals for these, often large-scale facilities, will need to demonstrate a high level of need and support from the area it will serve. Developers will be expected to provide:
- a. adequate evidence of city/regional need and support; and
 - b. demonstration of site accessibility to users by all means of transport including foot and cycle; and
 - c. details of how other uses, including other community activities could be incorporated into the proposal to enhance both access and range of facilities available; and
 - d. demonstration of the use of the national sequential test in considering sites for development will be required.

Loss of facilities

- K.3 Proposals for either replacement or relocated facilities should demonstrate:
- a. equal or improved site accessibility to users by all means of transport including foot and cycle; and
 - b. sufficient spare capacity or agreement to accommodate displaced users at other equivalent community/leisure facilities with similar accessibility for users. For existing leisure facilities, in the absence of a robust district-wide needs assessment/capacity assessment, applicants will be expected to carry out such an assessment at their own cost; and
 - c. through local consultation, the level of interest in and viability of the continued use of the premises as a community/leisure facility.
- K.4 The reference to 'peak period' refers to the expected busiest period of operation for the particular type of leisure facility. For example, for indoor sports facilities and outdoor floodlit all-weather pitches, the peak period is

¹ National Planning Policy Framework, Paragraph 24

usually defined as weekday evenings and at the weekend. For nightclubs this would be Friday and Saturday evenings from 10pm until closing time.

- K.5 Any marketing exercise relating to facility or site should follow the appropriate marketing strategy requirements. Community and sporting, arts/cultural or entertainment leisure facilities should be marketed for a similar category of the facility that will be lost. In order to demonstrate that a facility (excluding a public house or public house site) is no longer needed, the facility and site should be marketed according to the marketing strategy requirements listed below.
- K.6 While economic viability may apply to commercial leisure facilities, there are some leisure facilities/uses that are supported by external funding and their on going operations do not rely on being commercially profitable, such as a theatre or a public swimming pool. Facilities and uses that are not run as a commercial operation and rely on external funding will therefore be exempt from the marketing requirement as this will not provide an appropriate means of testing viability, given their reliance on external funding/subsidies.
- K.7 Proposals involving the loss of a public house site should demonstrate:
- a. the public house site has been marketed according to the marketing strategy requirements listed below;
 - b. how all reasonable diversification efforts have been considered under Public House Viability Appraisals listed below; and
 - c. the local community no longer needs the public house and alternative provision is available in the area by following the guidance under Public House Community Consultation and Catchment Assessment listed below.

Marketing strategy requirements for all facilities and sites, including public house sites

- K.8 Developers should note the following generic requirements of any marketing requirement for a facility or site and the specific requirements for specific uses/sites:
- a. details shall be provided of the company/person who carried out the marketing exercise;
 - b. the marketing process should last for at least 12 months, unless a focused marketing strategy has been pre-agreed in writing with the local planning authority, in which case only six months is required;
 - c. the facility/site should be marketed for the existing or most recent use and not under a generic 'all options' use;

- d. the marketing exercise should be sufficiently thorough and use all available forms of advertising media and therefore include as a minimum:
1. a 'for sale/for rent' signboard;
 2. advertisements² in the local press;
 3. advertisements² in appropriate trade/charity/leisure magazines/journals;
 4. advertisements² on appropriate trade/charity/leisure websites;
 5. advertisements² through national and local estate agents (including their websites); and
 6. a targeted mail shot or email to an agreed list of potential purchasers.

Evidence of all sales literature (and in the case of a signboard, dated photographs) will be required.

- e. copies of all details of approaches and offers should be provided together with full reasons as to why any offer has not been accepted;
- f. any attempts to sell the business at a price which reflects its current use should relate to the business in its entirety, and not to parts of it, for example the buildings without the associated garden or car park.

Specific requirements corresponding to site/land use

Community facilities (not public houses/public house sites)

- K.9 The asking price/rental charge³ should be pre-agreed in writing with the local planning authority following independent valuation (funded by the developer) by a professional Royal Institution of Chartered Surveyors (RICS) valuer with expertise in the community facilities sector and who is not engaged to market the property.
- K.10 Given the range of uses that could be considered as a community facility, it is important that the site is marketed for equivalent community facilities that the site could support. Buildings/sites should therefore be marketed for community facilities appropriate to the category of community facility. For example, a neighbourhood (category) facility such as a retail unit should be marketed as a retail unit as well as other neighbourhood community facilities such as a small-scale community or civic rooms. A district facility such as a crèche should be marketed as a crèche and other district community facilities such as a dentist or veterinary practice. More than one type of facility may

² Adverts should contain a similar amount of detail as a property listing by an estate agent.

³ The asking price(s) should be based on the valuation of the site based upon its most recent use or, in the circumstance of new community facilities, should be commensurate to the type and size of the community facility. Any asking rental charge(s) should be commensurate to the type and size of the community facility.

fall into more than one category within the hierarchy. The type of community facilities included in any marketing campaign should be pre-agreed in writing with the local planning authority.

- K.11 The provision of any community room or café should be marketed⁴ for these purposes only (agreed in an applicable planning obligation) with any proposed community enterprise (e.g. a café) linked to the financial support and on-going operation of the community room/space provided. This should provide a flexible means of supporting new small-scale community spaces.

Public houses/public house sites

- K.12 The asking price⁵ should be pre-agreed in writing with the local planning authority following independent valuation (funded by the developer) by a professional RICS valuer with expertise in the licensed leisure sector and who is not engaged to market the property.
- K.13 Both freehold and leasehold options should be made available without a 'tie' requiring the purchase of drinks through the vendor and without restrictive covenants that would otherwise prevent re-use as a public house such that other pub operators, breweries, local businesses or community groups wishing to take over the premises and trade it as a pub are not excluded.
- K.14 As part of the community consultation exercise (refer to Public House Community Catchments and Consultation), members of the public are to be informed about the marketing strategy and allowed the opportunity to put together their own bid.

Leisure sites

- K.15 The asking price⁶ should be pre-agreed in writing with the local planning authority following independent valuation (funded by the developer) by a professional RICS valuer with expertise in the leisure sector and who is not engaged to market the property.
- K.16 Leisure venues or sites should be marketed for D2 leisure use and sui generis uses that are comparable to the original leisure use (sporting, arts/cultural or entertainment). For example, squash courts should be marketed for D2 leisure use and other leisure sports facilities, including its original sports use.

⁴ Any asking price(s) and, or rental charge(s) should be commensurate to the type and size of the community facility.

⁵ The asking price(s) should be based on the valuation of the site as a trading pub without tie. Although the pub site should be marketed as a site for a pub, or alternative A and D1 class uses, it is considered unreasonable to ask for a valuation to agree a price for such a wide range of uses.

⁶ The asking price(s) should be based on the valuation of the site based upon its most recent use. Although the site should be marketed as a site for its most recent use, D2 leisure or comparable sui generis uses, it is considered unreasonable to ask for a valuation to agree a price for such a wide range of uses.

A nightclub venue should be marketed for D2 leisure use and leisure entertainment facilities, including its original nightclub use.

Public house viability appraisals

K.17 Developers should note the following in terms of the provision of data to help the local authority determine whether the public house is no longer economically viable as a commercial community facility:

- a. a commercial viability study should accompany any application for redevelopment or change of use;
- b. as a part of this study, evidence is required in the form of at least the last three trading years of audited accounts;
- c. all reasonable efforts have been made to preserve the public house (including all diversification options explored) and evidence supplied to illustrate that it would not be economically viable to retain the building or site for its existing or any other 'A' use class. Examples of the initiatives or proposals that could be explored are as follows:
 1. adding a kitchen and serving food with or without a dining area, or improving the existing food offer;
 2. making the pub, garden, food offer more 'family-friendly';
 3. providing events and entertainment, such as quiz nights, amplified or non-amplified live music, comedy/cabaret nights;
 4. hiring rooms out or otherwise providing a venue for local meetings, community groups, businesses, youth groups, children's day nurseries;
 5. provision of bed and breakfast or other guest accommodation;
 6. the setting up of a micro-brewery;
 7. sharing the premises with other businesses;
 8. providing smoking shelters;
 9. providing tourist accommodation on upper floors (i.e. a bed and breakfast option);
 10. providing a local shop or services (such as a post office) in part or all of the premises;
 11. altering opening hours; and
 12. offering take-away food and off-licence services.

Note: that this list is not exhaustive and not all ideas will apply to every public house. Diversification should initially focus on ways to retain the public house use before changing the site to alternative 'A' uses.

- d. details should also be provided of any changes to the public house in the period that corresponds with the trading information plus 1 year beforehand (so 4 years in total) that may have impacted on the business. For example:

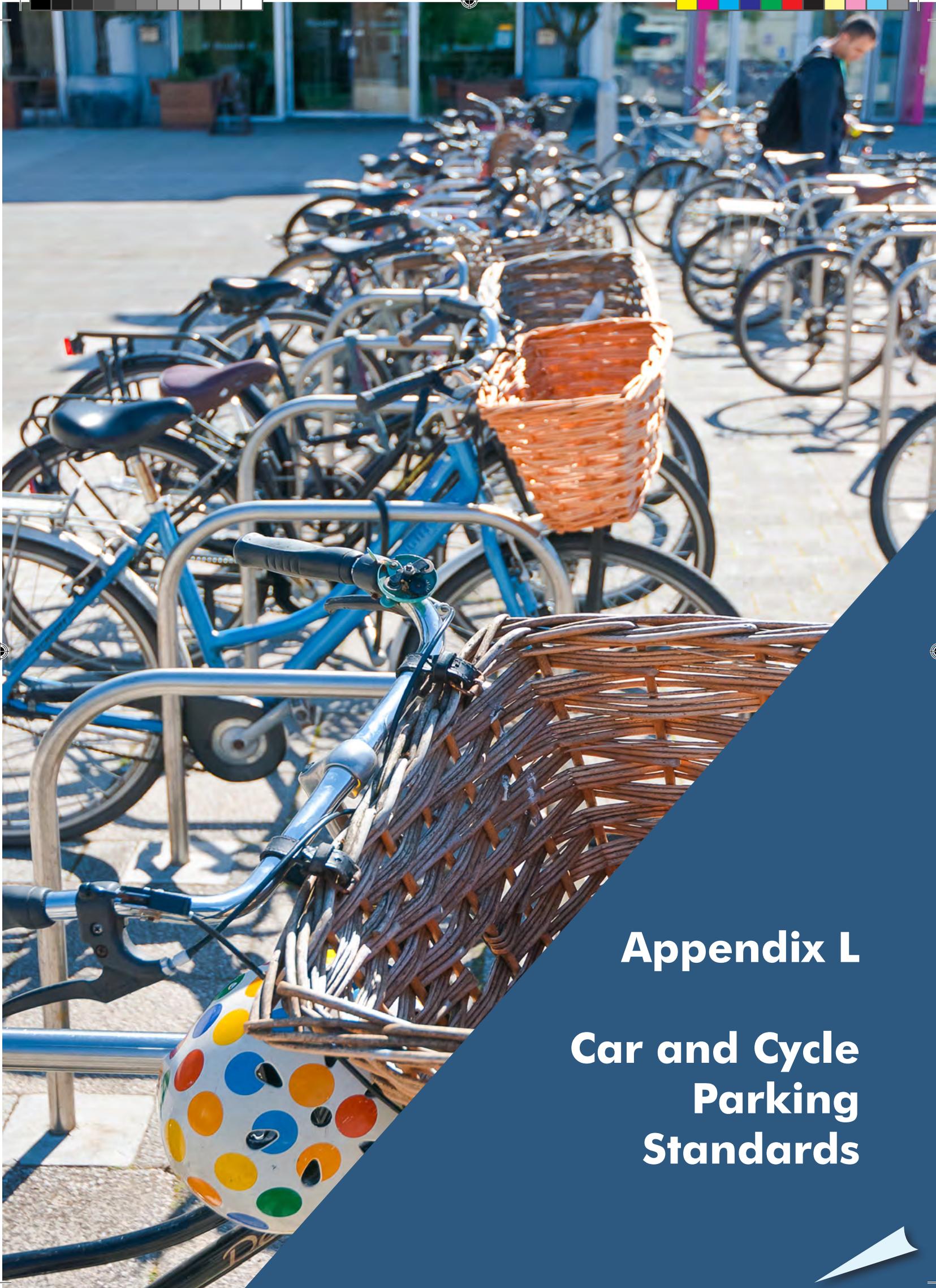
13. did the opening hours alter so that the pub opened less often or less frequently?
14. were any facilities (e.g. kitchen, darts board, pool table etc) removed or regular events (e.g. quiz) cancelled?
15. was space for meetings redeveloped or were any local groups told they could no longer use the space?

Note that this list is not exhaustive and the local planning authority may seek evidence through standard community consultation procedures.

- e. The local planning authority will require evidence that demonstrates that the public house has been operated positively, i.e. that it has not been run poorly to facilitate redevelopment. Applicants should be aware that local people/customers will provide anecdotal evidence in response to neighbourhood consultations on any planning application submission;
- f. with regard to the evidence mentioned in respect of diversification options, changes to the public house and how it has been operated, the local planning authority will require written evidence. This could take the form of a statutory declaration undertaken by the owner/manager (or a written report) together with supporting documents such as letters from customers/suppliers/staff, invoices for works carried out, dated photographs to allow a comparison of facilities.

Public house community consultation and catchment assessment

- K.18 Applicants should note the following in terms of carrying out community consultation as part of an independent local needs assessment. The consultation exercise should:
- a. notify all residents, businesses and residence associations (in order to take account of employees who might visit the pub) within a 400m radius of the public house site about the relevant proposal;
 - b. gather all the opinions and comments of all consultees on the loss of the existing or former public house facility. The results of this exercise shall be submitted to the local planning authority as part of the application submission; and
 - c. complete the consultation at least six months before any related planning application is formally submitted.
- K.19 Developers are required to carry out an assessment of the needs of the local community for community facilities to show that the existing or former public house is no longer needed and whether adequate alternative provision is available in the area to provide at least one pub per 750 working age adults within a 400m catchment radius.



Appendix L

Car and Cycle Parking Standards



Cambridge Leisure Park



APPENDIX L: CAR AND CYCLE PARKING REQUIREMENTS

Car parking standards

- L.1 The standards set here define the maximum levels (referred to as 'no more than') of car parking that the Council, as a local planning authority, will permit for various types of development in different areas of the city. These levels should not be exceeded but may be reduced where lower car use can reasonably be expected. The exception is parking for disabled people, which is a minimum standard. 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.
- L.2 Car parking standards are defined for most uses. However, for some land use types where transport patterns are difficult to generalise (for instance hospitals) parking provision will be approved on merit, on the basis of a transport assessment.
- L.3 Some developments may have an exceptional need for vehicle parking in addition to that specified in the standards. Such additional parking may be necessary where there will be shift-working staff, for example.
- L.4 When a site is redeveloped which has an existing authorised level of car parking much higher than that specified in the following standards, the planning authority may consider allowing a level of car parking for the redevelopment that is higher than the standards, on the condition that parking is significantly reduced from the previous level.
- L.5 Where reference is made to staff numbers, this relates to the typical number of staff working at the same time. Floor area is gross internal floor area as measured in the RICS Code of Measuring Practice.

Local circumstances

- L.6 The impact of new development on the surrounding streets and transport network should be considered. As such, this option requires developers to account for the following when proposing the level of car parking for a site:
- the location of the development, in terms of whether the site has convenient walkability and cyclability to the City Centre and local/district centres, and whether or not it has high public transport accessibility;
 - the type of development (fringe site, infill site etc) – i.e. infill sites are much more likely to be located in areas with existing travel patterns, behaviours and existing controls, and may be less flexible;

- the style of development (houses, flats etc) – evidence shows that houses have higher car ownership than flats, even if they have the same number of habitable rooms; and
- for developments requiring a transport assessment*, it should be demonstrated that the level of parking proposed is consistent with the recommendations of this transport assessment.

*The need for a transport assessment or transport statement should accord to the thresholds in the current County Council Transport Assessment Guide and/or the advice of the County Council.

Dwellings (C3 use class)

- L.7 In addition to the parking rations set out in Table L.1 below, provision should be made for visitors at the ratio of one space for every four units. Overall parking should be a mixture, with some parking allocated (to specific dwellings) and some parking provided as unallocated – particularly visitor parking and any parking above one space per dwelling (see Manual for Streets for advice on design). Allocated parking should be marked appropriately.
- L.8 New developments do not qualify for residents’ parking permits within an existing on-street parking scheme – they are ‘car capped’.

Table L.1: Dwellings (C3 use class)

Dwelling size	Inside controlled parking zone	Outside controlled parking zone
Up to 2 bedrooms	No more than 1 space per dwelling	No more than a mean of 1.5 spaces per dwelling
3 or more bedrooms	No more than 1 space per dwelling	No less than a mean of 0.5 spaces per dwelling, up to a maximum of 2 spaces per dwelling

Other residential uses

Table L.2: Hotels and guesthouses (C1 use class)

Type of development	Inside controlled parking zone	Outside controlled parking zone
Hotels and guesthouses	1 space for every 10 residents, 1 space for every 2 members of staff	1 space for every 8 residents, 1 space for every 2 members of staff
	<p>Off-street coach parking to be conveniently located in relation to developments of 40 or more bedrooms</p> <p>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</p>	

Table L.3: Specialist housing

Type of development	Inside controlled parking zone	Outside controlled parking zone
Nursing homes	1 space for every 10 residents, 1 space for every 2 members of staff	1 space for every 8 residents, 1 space for every 2 members of staff
	Provision must be made for ambulance parking	
Retirement homes / sheltered housing	1 space for every 6 units, 1 space for every 2 members of staff	1 space for every 4 units, 1 space for every 2 members of staff

Table L.4: Student housing (C2 use class)

Type of development	Inside controlled parking zone	Outside controlled parking zone
Student residential accommodation where proctorial control or alternative control on car parking exists	1 space for every 10 bed spaces. A pick-up and drop-off area could also be included if appropriate to the particular proposed development	1 space for every 10 bed spaces. A pick-up and drop-off area could also be included if appropriate to the particular proposed development
	1 space for every resident warden/ staff	1 space for every resident warden/ staff
Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each such room 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 for every 5 bed spaces	1 space for every 3 bed spaces
	1 space for every resident warden/ staff	1 space for every resident warden/ staff
Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each such room should be provided. Controls will be necessary to limit use of car parking outside conference times		

Table L.5: Other residential institutions (C2 use class)

Type of development	Inside controlled parking zone	Outside controlled parking zone
Residential schools, college or training centre	1 space for every 3 non-resident staff plus 1 space per resident warden/staff	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	On merit

Retail, culture, leisure and sports uses

- L.9 Limited car parking will be allowed in the controlled parking zone (CPZ) for these types of uses, no net additional parking in the city centre. Access will primarily rely on public transport, cycling and walking. Car journeys will be accommodated through public parking, including Park and Ride.
- L.10 Outside the CPZ, transport assessments will play a key role in determining the optimal level of car parking, in particular for mixed-use developments and retail parks where linked trips might lead to a level of parking below the plan's standards.
- L.11 Where reasonable and proportionate, picking up and dropping off points for taxis and minibuses will need to be provided.

Table L.6: Retail, culture, leisure and sports uses

Use	Inside controlled parking zone	Outside controlled parking zone
Food retail (A1 use class)	Disabled car parking only	1 space for every 50 sq m Gross Floor Area up to 1,400 sq m and 1 per 18 sq m thereafter, including disabled car parking
Non-food retail (A1 use class)	Disabled car parking only	1 space for every 50 sq m Gross Floor Area, including disabled car parking.
Financial and professional services (A2 use class)	1 space for every 100 sq m Gross Floor Area to include customer parking, plus disabled car parking	1 space for every 40 sq m Gross Floor Area, including disabled car parking
Restaurants (A3), pubs/bars (A4) and food and drink takeaways (A5)	1 space for proprietor resident	1 space for every 20 sq m drinking/ dining area, including disabled car parking. 1 space for proprietor when resident
Museums, exhibition venues	Disabled only	On merit
Sports and recreational facilities, swimming baths	1 space for every 3 staff plus disabled car parking	2 spaces for every 3 staff, plus 1 space for every 4 seats, including disabled car parking
Cinema	Disabled and 1 space for	1 space for every 5 seats,

Use	Inside controlled parking zone	Outside controlled parking zone
	every 2 staff	including disabled car parking
Stadia	Disabled car parking only	1 space for every 15 seats, including disabled car parking
Places of assembly including, theatres, auditoria and concert halls (D2), night clubs	Disabled car parking and 1 space for every 2 staff	1 space for every 4 seats, including disabled and staff car parking
Places of worship	1 space per 100 sq m floor area, plus disabled car parking	1 space for every 8 seats, including disabled car parking
Public halls/ community centres	1 space per 100 sq m floor area, plus disabled car parking	1 space per 20 sq m of public space, including disabled car parking

Business uses (B use class)

- L.12 Limited car parking will be allowed in the controlled parking zone (CPZ) for these types of uses, no net additional parking in the City Centre. Access will primarily rely on public transport, cycling and walking. Car journeys will be accommodated through public parking, including Park and Ride.

Table L.7: Business uses (B use class)

Type of Development	Inside controlled parking zone	Outside controlled parking zone
Offices, general industry	1 space per 100 sq m Gross Floor Area plus disabled car parking	1 space per 40 sq m Gross Floor Area, including disabled car parking
Storage	1 space per 300 sq m Gross Floor Area plus disabled car parking	1 space per 100 sq m Gross Floor Area, including disabled car parking

Table L.8: Non-residential institutions (D1 use class)

Type of Development	Inside controlled parking zone	Outside controlled parking zone
Clinics and surgeries	1 space for every 2 professional members of staff, plus 1 space per consulting room	1 space for every professional member of staff, plus 2 spaces per consulting room
Non-residential schools	1 space for every 3 staff	2 spaces for every 3 staff
Non-residential higher and further education	1 space for every 4 staff	2 spaces for every 3 staff
Crèches	1 space for every 3 staff	2 spaces for every 3 staff

Parking for disabled people and those with mobility difficulties

- L.13 Developments should provide at least one accessible on- or off-street car parking bay designated for Blue Badge holders, even if no general parking is provided. For any development providing off-street parking, at least two bays designated for Blue Badge holders should be provided. The British Standards Institution, in its document Design of buildings and its Approaches to meet the needs of disabled people – Code of practice (BS 8300:2009), provides advice on the number of designated Blue Badge bays that should be provided at various developments. This is shown in the table overleaf.
- L.14 As these standards are based on a percentage of the total number of parking bays, careful assessment will be needed where maximum or ‘no more than’ parking standards are reached, to ensure that these percentages make adequate provision for disabled people. The appropriate number will vary with the size, nature and location of the development, the levels of on- and off-street parking and the accessibility of the local area. However, designated parking spaces should be provided for each disabled employee and for other disabled people visiting the building.
- L.15 The size and dimensions of the bays for Blue Badge holders should accord with those in Manual for Streets 1 and 2.

Table L.9: Bays for Blue Badge holders

Designated Blue Badge parking bays as recommended in BS 8300:2009			
Building type	Provision from the outset		Future provision
General provision	Number of spaces* for each employee who is a disabled motorist	Number of spaces* for visiting disabled motorists	Number of enlarged standard spaces**
Workplaces	1 space	5 per cent of the total capacity	A further 5 per cent of the total capacity
Shopping, recreation and leisure facilities	1 space	6 per cent of the total capacity	A further 4 per cent of the total capacity
Railway buildings	1 space	5 per cent of the total capacity	A further 5 per cent of the total capacity
Religious buildings and crematoria	2 spaces or 6 per cent, whichever is the greater		A further 4 per cent of the total capacity
Sports facilities	Determined according to the usage of the sports facility***		
<p>* Parking spaces designated for use by disabled people should be 2.4m wide by 4.8m long with a zone 1.2m wide provided between designated spaces and at the rear outside the traffic zone, to enable a disabled driver or passenger to get in or out of a vehicle and access the boot safely.</p> <p>** Enlarged standard spaces 3.6m wide by 6m long that can be adapted to be parking spaces designated for use by disabled people to reflect changes in local population needs and allow for flexibility of provision in the future, as well as being able to be used by parents with young children.</p> <p>*** Further detailed guidance on parking provision for sports facilities can be found in the Sport England publication Accessible Sports Facilities 2010.</p>			

Residential cycle parking standards

L.16 As well as according with this standard, residential cycle parking should have regard to designs, layouts, drawings and dimensions established in the Council’s Cycle Parking Guide for New Residential Developments. It should:

- be located in a purpose-built area at the front of the house or within a garage (appropriate garage dimensions are shown in this appendix);
- only be located within a rear garden if locating it at the front of the house is shown to not be in keeping with the character of the surrounding area, and there is no garage provision; and
- be at least as convenient as the car parking provided.

Table L.10: Residential cycle parking standards

Use	Minimum standard
Residential dwellings	<p>1 space per bedroom up to 3 bedroom dwellings</p> <p>Then 3 spaces for 4 bedroom dwellings, 4 spaces for 5 bedroom dwellings etc</p> <p>Visitor cycle parking next to main entrances to blocks of flats</p> <p>Visitor cycle parking in the form of a wall ring/bar or Sheffield stand at the front of individual houses must be provided where cycle parking provision is located in the back garden</p>
Guesthouses and hotels	<p>2 spaces for every 5 members of staff</p> <p>2 spaces for every 10 bedrooms (minimum 2 spaces)</p> <p>Outside the City Centre, this should include space for cycle hire</p>
Nursing homes	<p>2 spaces for every 5 members of staff</p> <p>1 visitor space for every 6 residents (minimum 2 spaces)</p>
Retirement homes/sheltered housing	<p>2 spaces for every 5 members of staff</p> <p>1 space for every 6 residents. 1 visitor space for every 6 residents (minimum 2 spaces)</p>
Student residential accommodation, residential schools, college or training centre	<p>1 space per 2 bedspaces within City Centre</p> <p>2 spaces per 3 bedspaces for the rest of the city</p> <p>1 space for every 3 members of staff</p> <p>1 visitor space per 5 bedspaces</p>

Use	Minimum standard
Hospitals	2 spaces for every 5 members of staff 2 visitor spaces per consulting/treatment room 1 visitor space for every 6 bedspaces

Non-residential cycle parking standards

L.17 As well as according with this standard, the cycle parking for non-residential development should:

- reflect the design and dimensions for cycle parking established in the Council’s Cycle Parking Guide for New Residential Developments;
- accord with the guidelines for use of high capacity or two-tier (double stacker/double decker) stands (see Appendix 1);
- include parking for employees and students in a convenient, secure and covered location. Access to cycle parking should be as close as is practical to staff entrances, and closer than non-disabled staff car parking;
- avoid being located in the basement if steps with ramps are the only access provided, unless it can be shown to be convenient and easy to use, and that alternatives are provided on the ground floor for less able users and those with tricycles; and
- reference to staff or students should be taken to mean the peak number expected to be on the site at any one time.

L.18 All cycle parking should minimise conflicts between cycles, motor vehicles and pedestrians. Short-stay cycle parking, e.g. for visitors or shoppers, should be located as close as possible to the main entrances of buildings (no more than 10 meters) and should be subject to natural surveillance. For larger developments, covered cycle parking should be considered.

L.19 In addition to the above, some flexibility is applied to applications of the standards, in the following instances:

- where strict adherence to the standards for a mixed-use site is likely to result in duplication of provision; and
- for the historic core area of the city, where constraints may make application of the standards difficult for change of use or refurbishment.

In instances where part of a site with a known shortfall in cycle parking is redeveloped, provision in excess of the standards will be strongly recommended.

Table L.11: Non-residential cycle parking standards

Retail, culture, leisure and sports uses	
Food retail	<p>2 spaces for every 5 members of staff and 1 short stay space per 25 sq m in the City Centre or Mill Road district centres.</p> <p>For the rest of the city, 2 spaces for every 5 members of staff and 1 visitor space per 50 sq m up to 1,500 sq m, thereafter 1 space per 100 sq m</p>
Non-food retail	As above
Financial and professional services	2 spaces per 5 members of staff and some visitor parking (on merit)
Food and drinks	<p>2 spaces for every 5 members of staff</p> <p>1 short stay space for every 10 sq m of dining area in the historic core area</p>
Museums, Exhibitions Venues	<p>2 space for every 5 members of staff</p> <p>Some visitor parking on merit</p>
Sports and recreational facilities and swimming baths	<p>2 space for every 5 members of staff</p> <p>1 short stay space for every 25 sq m net floor area or 1 short stay space for every 10 sq m of pool area and 1 for every 15 seats provided for spectators</p>
Places of assembly, including: cinema, theatres, stadia, auditoria and concert halls	<p>2 space for every 5 members of staff</p> <p>1 short stay space for every 4 seats</p>

Place of worship, public halls and community centres	1 short stay space for every 4 seats
Business uses	
Offices	2 spaces for every 5 members of staff or 1 per 30 sq m Gross Floor Area (whichever is greater) Some visitor parking on merit
General industry	1 space for every 3 members of staff Some visitor parking on merit
Storage and other B use classes	On merit
Non-residential institutions	
Clinics and surgeries	2 spaces for every 5 members of staff 2 short stay spaces per consulting room
Non-residential schools	2 spaces for every 5 members of staff Cycle spaces to be provided for 50 per cent of primary school children to include a scooter parking area, and 75 per cent of secondary school children Some visitor parking
Non-residential higher and further education	2 for every 5 members of staff Cycle parking for 70 per cent of students based on anticipated peak number of students on site at any one time

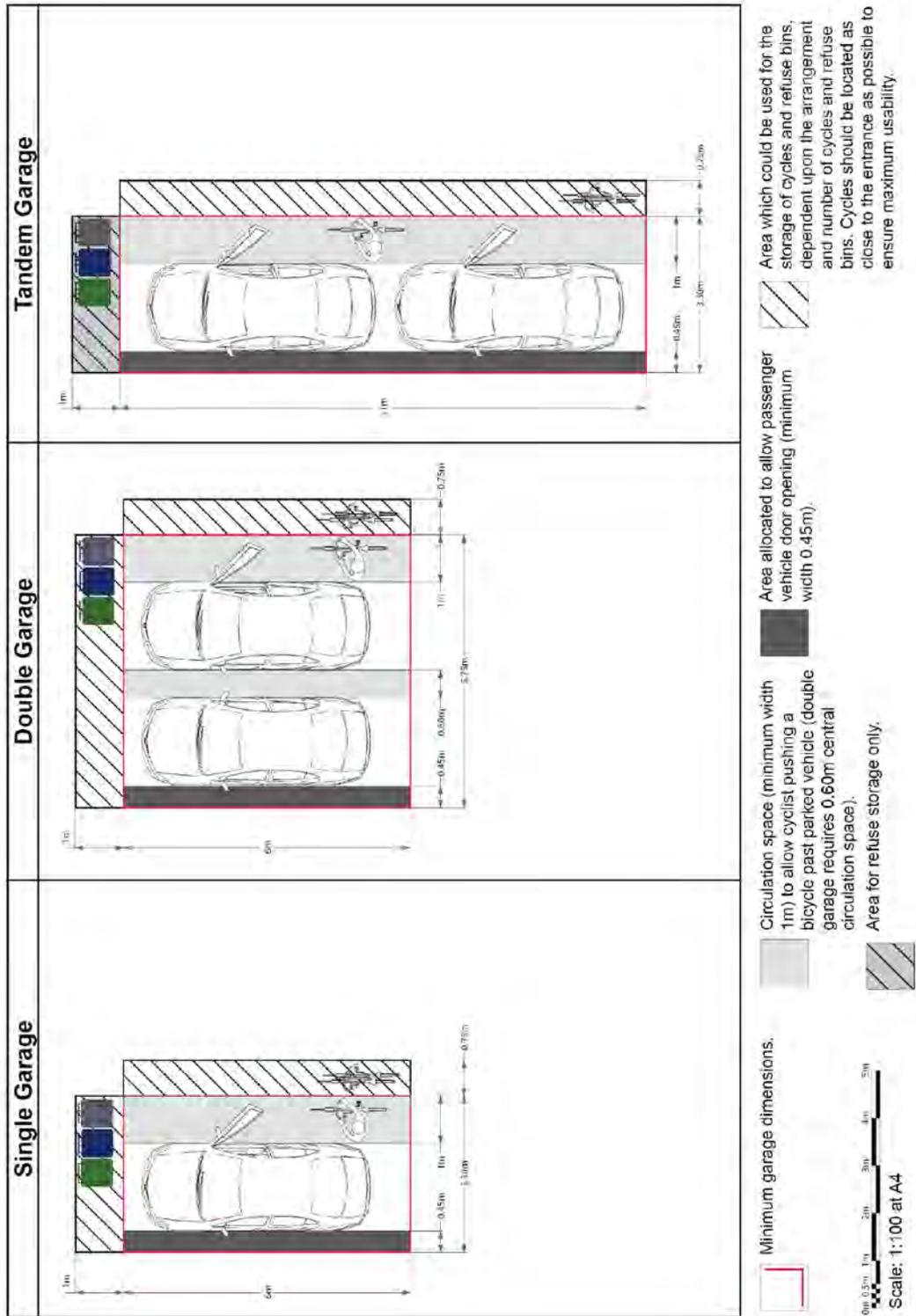
Crèches and nurseries	<p>2 spaces for every 5 members of staff</p> <p>1 visitor space per 5 children</p> <p>An area to be provided for the parking of cargo bicycles/trailers</p>
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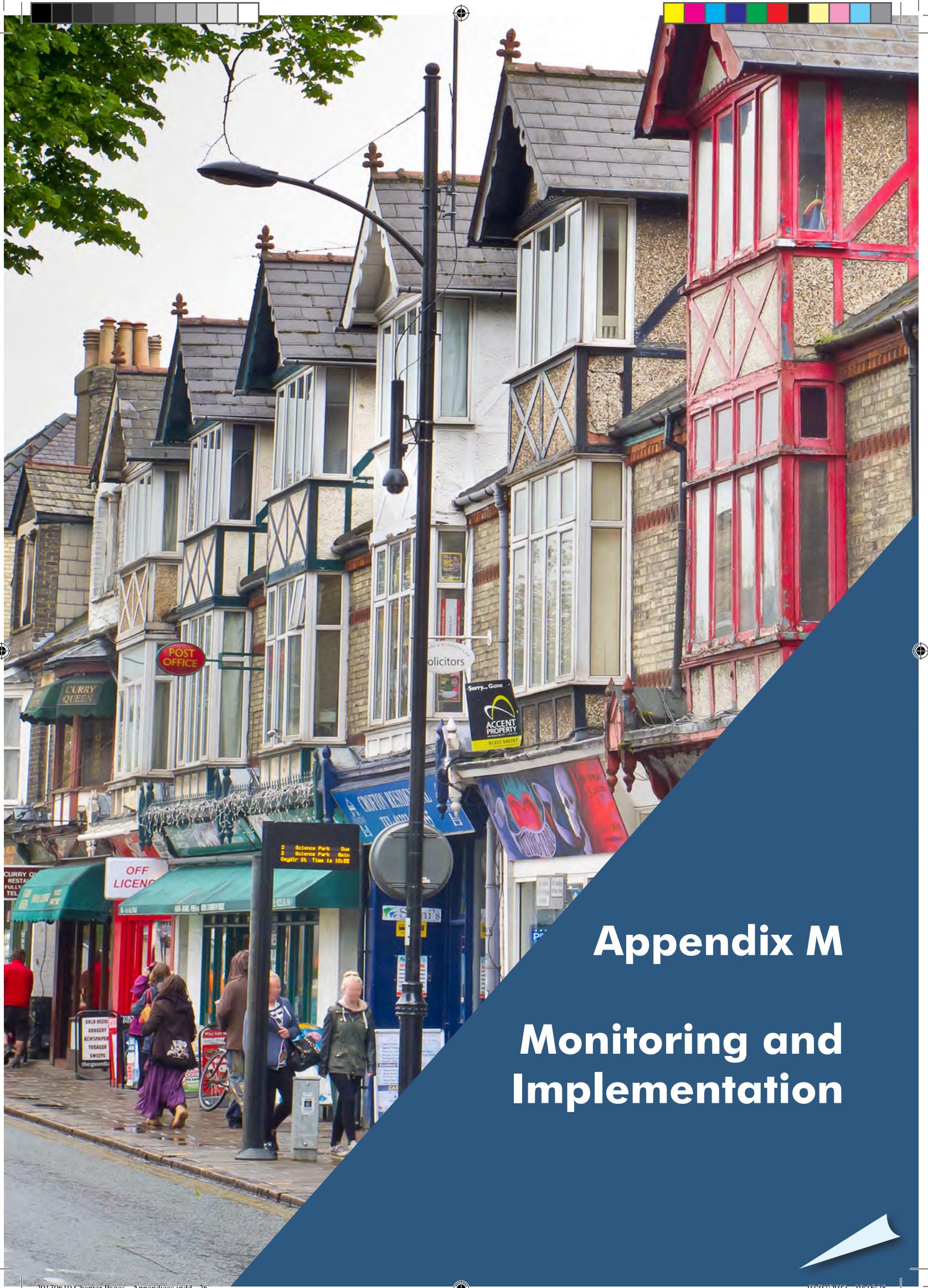
- L.20 Sheffield stands are the preferred option for cycle parking, and the dimensions required for these can be found in the Council’s Cycle Parking Guide for New Residential Developments and its successor documents.
- L.21 However, the use of high-low and two-tier/double decker/double stacker racks will be considered on a case-by-case basis for new non-residential developments.
- L.22 High-low racks should be a minimum of 400mm between centres at 90 degrees and 500-600mm between centres at 45 degrees. Any such stands must allow for cycles fitted with baskets and require as little lifting as possible. They must be of a design that supports the front wheel of cycles and allows the frame of the cycle to be locked to the rack.
- L.23 Two tier/double decker/double stacker racks must be designed to allow the frame of the cycle to be locked to the rack and accommodate cycles with baskets. An aisle width of 2,500mm is required to enable the cycle to be turned and loaded easily.
- L.24 As with Sheffield stands, drawings and illustrative dimensions to guide the implementation of high-low and two tier/double decker/double stacker stands can be found in the Council’s Cycle Parking Guide for New Residential Developments (and any successor document).
- L.25 In order to allow for cycles with large baskets, folding bikes and those with additional attachments, etc. a minimum of 20 per cent of the cycle parking spaces required should be of a Sheffield-type design.

Garage dimensions

- L.26 Where car and cycle parking (and bin storage) at new residential developments is proposed to be provided in garages, the dimensions of the garages must accord with the dimensions set out in Figure L.1 overleaf.

Figure L.1: Garage dimensions





Appendix M

Monitoring and Implementation



Mill Road



APPENDIX M: MONITORING AND IMPLEMENTATION

Table M.1: Monitoring and implementation

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
Section Two – The spatial strategy				
Policy 1 – Presumption in favour of sustainable development	Ensuring that economic, social and environmental gains are sought jointly and simultaneously through the planning system	By taking a positive approach to decision-making that reflects the presumption in favour of sustainable development contained in the NPPF	<ul style="list-style-type: none"> • Proportion of applications that are refused planning permission • Sustained levels of applications which fail to support the principles of sustainable development 	<ul style="list-style-type: none"> • Annually
<p>Risks (that the policy will not be delivered):</p> <ul style="list-style-type: none"> • Pressure for ‘quick win’ proposals • Lack of joint working between key stakeholders to find more sustainable outcomes <p>What action will be taken?</p> <ul style="list-style-type: none"> • Seek further engagement with developers and agents regarding the need to implement sustainable development 				
Policy 2 – Spatial strategy for the location of employment development	Ensuring employment proposals are focused on the urban area, areas of major change, opportunity areas and the City Centre	Through the development management process and working with relevant partners, including the universities and the Greater Cambridge Greater Peterborough Local Enterprise Partnership	<ul style="list-style-type: none"> • Quantity of employment floorspace implemented on the designated areas for employment uses. This figure should be maximised • Quantity of jobs in the 	<ul style="list-style-type: none"> • Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			city (net increase) <ul style="list-style-type: none"> • Sustained levels of applications outside preferred locations for employment proposals. 	
<p>Risks (that the policy will not be delivered):</p> <ul style="list-style-type: none"> • Pressure for new development outside urban area, areas of major change, opportunity areas and the City Centre • Lack of joint working between key stakeholders to develop identified employment locations <p>What action will be taken?</p> <ul style="list-style-type: none"> • Seek further engagement with developers and agents and other landowners 				
<p>Policy 3 – Spatial strategy for the location of residential development</p>	<p>Ensuring residential proposals are developed in urban areas in particular on the allocated housing sites including sites released from the Cambridge Green Belt at Worts' Causeway</p>	<p>Through the development management process</p>	<ul style="list-style-type: none"> • Number of residential units implemented on the designated areas for housing. This figure will be monitored against the house trajectory • Sustained levels of applications outside preferred locations for housing proposals • The delivery of housing deviates considerably from the council's housing trajectory 	<ul style="list-style-type: none"> • Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
Risks (that the policy will not be delivered): <ul style="list-style-type: none"> • Pressure for new development outside designated areas for housing (outside the urban area) What action will be taken? <ul style="list-style-type: none"> • Seek further engagement with developers and agents and other landowners 				
Policy 4 – The Cambridge Green Belt	Ensuring proposals comply with the Green Belt policy in the National Planning Policy Framework	Through the development management process	<ul style="list-style-type: none"> • Non Green Belt compliant applications approved. Target: nil • Sustained levels of non Green Belt compliant applications approved in the Green Belt 	<ul style="list-style-type: none"> • Annually
Risks (that the policy will not be delivered): <ul style="list-style-type: none"> • Pressure for new development in the Green Belt What action will be taken? <ul style="list-style-type: none"> • Seek further engagement with developers and agents and other landowners 				
Policy 5 – Strategic transport infrastructure	Ensuring: the delivery of suitable local and strategic transport schemes; greater pedestrian and cycle prioritisation; sustainable transport and access to major employers, education and research clusters, hospitals, schools and colleges; support for the Transport Strategy for Cambridge and South Cambridgeshire; growth is linked to the proposed	Through the development management process and partnership working with relevant partners	<ul style="list-style-type: none"> • Proportion of journeys made by car: target – to reduce • Air quality in and outside AQMA: target – to improve especially within AQMA 	<ul style="list-style-type: none"> • Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
	city-wide 20mph zone; and reduced pressure on the air quality management area (AQMA) in the City Centre			
<p>Risks (that the policy will not be delivered):</p> <ul style="list-style-type: none"> • Pressure for new development that fails to adequately promote and support sustainable forms of transportation <p>What action will be taken?</p> <ul style="list-style-type: none"> • Seek further engagement with developers and agents 				
<p>Policy 6 – Hierarchy of centres and retail capacity</p>	<p>To ensure that retail and other centre uses are being developed in centres and that developments are appropriate to the scale, character and function of the centre</p> <p>Retail developments proposed outside centres must be subject to a retail impact assessment, where the proposed gross floorspace is greater than 2,500 sq m. A retail impact assessment may be required below this threshold where a proposal could have a cumulative impact or an impact on the role or health of nearby centres within the catchment of the proposal</p>	Through the development management process	<ul style="list-style-type: none"> • The health and composition of the centres will be monitored by the annual shopping survey • Monitor number of applications where a retail impact assessment is required • Monitor retail applications in the wider area which may affect the capacity for additional comparison goods in Cambridge. Associated with this monitor the need for the Retail and Leisure Study to be updated 	<ul style="list-style-type: none"> • Annually • Annually • Ongoing

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
	Meeting identified capacity for comparison retail floorspace in the City Centre			
Risks: <ul style="list-style-type: none"> • Non-delivery of comparison retail floorspace in the City Centre What action will be taken? <ul style="list-style-type: none"> • Early engagement with developers and stakeholders 				
Policy 7 – The River Cam	Ensuring that development (where applicable) has a positive contribution on the River Cam	Through the development management process and partnership working with relevant partners	<ul style="list-style-type: none"> • Monitor applications which may affect the setting of the River Cam • Persistent number of proposals that do not comply with the policy 	<ul style="list-style-type: none"> • Annually
Risks (that the policy will not be delivered): <ul style="list-style-type: none"> • Pressure for new development that fails to adequately support the setting and the quality of the River Cam What action will be taken? <ul style="list-style-type: none"> • Seek further engagement with developers and agents 				
Policy 8 – The setting of the city	To ensure that development proposals on the edge of the city conserve and enhance the setting of Cambridge	Through the development management process and the submission of design and access statements	<ul style="list-style-type: none"> • The policy will be monitored by regular surveys to determine if the setting of the city is has been maintained or improved • Persistent number of proposals that do not comply with the policy 	<ul style="list-style-type: none"> • As resources permit

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
<p>Risks:</p> <ul style="list-style-type: none"> • That developments on the edge of the city, which do not take a sensitive approach to design, could have a detrimental impact on the setting of the city <p>What action will be taken?</p> <ul style="list-style-type: none"> • Early engagement with developers 				
<p>Policy 9 – The City Centre</p>	<p>Ensuring that development has a positive effect on the vitality and vibrancy of the City Centre</p>	<p>Through the development management process and partnership working with relevant partners</p>	<ul style="list-style-type: none"> • The health and composition of the City Centre will be monitored by the annual shopping survey • The floorspace of proposals that deliver new types of retail units and leisure facilities will be monitored. Target: to maintain vitality and vibrancy of the City Centre • The floorspace of proposals that involve the loss of retail uses and leisure facilities will also be monitored. Target: to maintain vitality and vibrancy of the City Centre • Production of City Centre Public Realm 	<ul style="list-style-type: none"> • Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			Strategy Supplementary Planning Document	
Risks: <ul style="list-style-type: none"> That developments in and outside the City Centre could have a detrimental effect on the vitality and vibrancy of the City Centre What action will be taken? <ul style="list-style-type: none"> Early engagement with developers 				
Policy 10 – Development in the City Centre Primary Shopping Area	Ensuring that development has a positive effect on the City Centre Primary Shopping Area	Through the development management process	<ul style="list-style-type: none"> The health and composition of the City Centre Primary Shopping Area will be monitored by the annual shopping survey The proportion of retail (A1) uses in the primary shopping frontage should not fall below 70 per cent The proportion of retail (A1) uses in the Secondary Shopping Frontage should not fall below 50 per cent 	<ul style="list-style-type: none"> Annually
Risks (that the policy will not be delivered): <ul style="list-style-type: none"> Pressure for new development that fails to support the vibrancy and vitality of the City Centre Primary Shopping Area What action will be taken? <ul style="list-style-type: none"> Seek further engagement with developers and agents 				
Policy 11 –	Delivery of the development	Through the development	Quantum of	Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
Fitzroy/ Burleigh Street/Grafton Area of Major Change		management process	<ul style="list-style-type: none"> development: the policy will be monitored through the processing of applications • Quality of development: the development will be assessed through an appropriate quality measure such as a design panel or against the Quality Charter • Proposals are not delivered in line with trajectories 	<ul style="list-style-type: none"> • End of the Development
<p>Risks:</p> <ul style="list-style-type: none"> • Non-delivery <p>What action will be taken?</p> <ul style="list-style-type: none"> • Discuss with stakeholders to identify issues and seek to resolve to bring forward development 				
Policy 12 – Cambridge East	Delivery of the development	Through the development management process	<ul style="list-style-type: none"> • Quantum of development: the policy will be monitored through the processing of applications • Quality of development: the 	<ul style="list-style-type: none"> • Annually • End of the development

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			<p>development will be assessed through an appropriate quality measure such as a design panel or against the Quality Charter</p> <ul style="list-style-type: none"> Proposals are not delivered in line with trajectories 	
<p>Risks:</p> <ul style="list-style-type: none"> Non-delivery <p>What action will be taken?</p> <ul style="list-style-type: none"> Discuss with stakeholders to identify issues and seek to resolve to bring forward development 				
<p>Policy 13 – Areas of major change and opportunity areas – general principles</p>	<p>Ensuring that development proposals create well-planned places, particularly as part of pre-application discussions</p>	<p>Normally as part of assessments of a planning application by a range of council officers especially in development management, as well as stakeholders, including developers and their agents, design review panels and members when making decisions</p>	<ul style="list-style-type: none"> The policy will be monitored by how frequently the policy is used in the AMR and may be tested on appeal from time to time. Target should be to ensure all proposals are delivered in accordance with the general principles and achieve high quality outputs and outcomes Pre-application stage negotiations with developers and their 	<ul style="list-style-type: none"> Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			agents	
Risks: <ul style="list-style-type: none"> Disagreement on how the 'general principles' are to be implemented What action will be taken? <ul style="list-style-type: none"> Detailed discussion and negotiation at key stages in the application process 				
Policy 14 – Northern Fringe East and land surrounding Cambridge Science Park Station	Delivery of the development	Through the development management process	<ul style="list-style-type: none"> Quantum of development: the policy will be monitored through the processing of applications Quality of development: the development will be assessed through an appropriate quality measure such as a design panel or against the Quality Charter Proposals are not delivered in line with trajectories 	<ul style="list-style-type: none"> Annually End of the development
Risks: <ul style="list-style-type: none"> Non-delivery What action will be taken? <ul style="list-style-type: none"> Discuss with stakeholders to identify issues and seek to resolve to bring forward development 				
Policy 15 – South of	Delivery of the development	Through the development management process	<ul style="list-style-type: none"> Quantum of development: The 	<ul style="list-style-type: none"> Annually End of the

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
Coldham's Lane			<p>policy will be monitored through the processing of applications</p> <ul style="list-style-type: none"> • Quality of development: the development will be assessed through an appropriate quality measure such as a design panel or against the Quality Charter • Proposals are not delivered in line with trajectories 	development
<p>Risks:</p> <ul style="list-style-type: none"> • Non-delivery <p>What action will be taken?</p> <ul style="list-style-type: none"> • Discuss with stakeholders to identify issues and seek to resolve to bring forward development 				
Policy 16 – Cambridge Biomedical Campus (including Addenbrooke's Hospital)	Delivery of the development	Through the development management process	<ul style="list-style-type: none"> • Quantum of development: the policy will be monitored through the processing of applications and counted through the council's Annual Monitoring Report 	<ul style="list-style-type: none"> • Annually • End of the development

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			<ul style="list-style-type: none"> Quality of development: the development will be assessed through an appropriate quality measure such as a design panel or against the Quality Charter Proposals are not delivered in line with trajectories 	
<p>Risks:</p> <ul style="list-style-type: none"> Non-delivery <p>What action will be taken?</p> <ul style="list-style-type: none"> Discuss with stakeholders to identify issues and seek to resolve to bring forward development 				
<p>Policy 17 – Southern Fringe Areas of Major Change</p>	<p>Delivery of the development</p>	<p>Through the development management process</p>	<ul style="list-style-type: none"> Quantum of development: the policy will be monitored through the processing of applications Quality of development: the development will be assessed through an appropriate quality measure such as a design panel or against 	<ul style="list-style-type: none"> Annually End of the development

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			<p>the Quality Charter</p> <ul style="list-style-type: none"> Proposals are not delivered in line with trajectories 	
<p>Risks:</p> <ul style="list-style-type: none"> Non-delivery <p>What action will be taken?</p> <ul style="list-style-type: none"> Discuss with stakeholders to identify issues and seek to resolve to bring forward development 				
<p>Policy 18 – West Cambridge Area of Major Change</p>	<p>Delivery of the development</p>	<p>Through the development management process</p>	<ul style="list-style-type: none"> Quantum of development: the policy will be monitored through the processing of applications. Quality of Development: The development will be assessed through an appropriate quality measure such as a Design Panel or against the Quality Charter. Proposals are not delivered in line with trajectories. 	<ul style="list-style-type: none"> Annually End of the development

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
Risks: <ul style="list-style-type: none"> • Non-delivery What action will be taken? <ul style="list-style-type: none"> • Discuss with Stakeholders stakeholders to identify issues and seek to resolve to bring forward development 				
Policy 19 – NIAB 1 Area of Major Change	Delivery of the development	Through the development management process	<ul style="list-style-type: none"> • Quantum of development: the policy will be monitored through the processing of applications • Quality of development: the development will be assessed through an appropriate quality measure such as a design panel or against the Quality Charter • Proposals are not delivered in line with trajectories 	<ul style="list-style-type: none"> • Annually • End of the development
Risks: <ul style="list-style-type: none"> • Non-delivery What action will be taken? <ul style="list-style-type: none"> • Discuss with stakeholders to identify issues and seek to resolve to bring forward development 				
Policy 20 – Station Areas West and	Delivery of the development	Through the development management process	<ul style="list-style-type: none"> • Quantum of development: the policy will be 	<ul style="list-style-type: none"> • Annually • End of the development

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
Clifton Road Area of Major Change			<p>monitored through the processing of applications</p> <ul style="list-style-type: none"> Quality of development: the development will be assessed through an appropriate quality measure such as a design panel or against the Quality Charter Proposals are not delivered in line with trajectories 	
<p>Risks:</p> <ul style="list-style-type: none"> Non-delivery <p>What action will be taken?</p> <ul style="list-style-type: none"> Discuss with stakeholders to identify issues and seek to resolve to bring forward development 				
Policy 21 – Mitcham’s Corner Opportunity Area	Ensuring that any projects which help deliver coordinated streetscape and public realm improvements are feasible, properly funded, effective and done to a high quality to help reinforce a strong sense of place for the area	Through the development management process and through careful coordination of any transport analysis, design and project management of proposals	<ul style="list-style-type: none"> The policy will be monitored through the development management process and monitoring of any planning obligations expenditure Proposals are not delivered in line with trajectories 	<ul style="list-style-type: none"> Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
Risks: <ul style="list-style-type: none"> • Non-delivery What action will be taken? <ul style="list-style-type: none"> • Discuss with stakeholders to identify issues and seek to resolve to bring forward development 				
Policy 22 – Eastern Gate Opportunity Area	Delivery of the development	Through the development management process	<ul style="list-style-type: none"> • Quantum of development: the policy will be monitored through the processing of applications • Quality of development: the policy will be assessed through an appropriate quality measure such as a design panel or against the Quality Charter • Proposals are not delivered in line with trajectories 	<ul style="list-style-type: none"> • Annually • End of the development
Risks: <ul style="list-style-type: none"> • Non-delivery What action will be taken? <ul style="list-style-type: none"> • Discuss with stakeholders to identify issues and seek to resolve to bring forward development 				
Policy 23 –Mill Road Opportunity	Delivery of the development	Through the development management process	<ul style="list-style-type: none"> • Quantum of development: the policy will be 	<ul style="list-style-type: none"> • Annually • End of the development

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
Area			<p>monitored through the processing of applications</p> <ul style="list-style-type: none"> Quality of development: The development will be assessed through an appropriate quality measure such as a design panel or against the Quality Charter Proposals are not delivered in line with trajectories 	
<p>Risks:</p> <ul style="list-style-type: none"> Non-delivery <p>What action will be taken?</p> <ul style="list-style-type: none"> Discuss with stakeholders to identify issues and seek to resolve to bring forward development 				
Policy 24 – Cambridge Railway Station, Hills Road Corridor to the City Centre Opportunity Area	Ensuring that any projects which help deliver coordinated streetscape and public realm improvements are feasible, properly funded, effective and done to a high quality to help re-enforce a strong sense of place for the area	Through the development management process and through careful coordination of any transport analysis, design and project management of proposals	<ul style="list-style-type: none"> The policy will be monitored through the development management process and monitoring of any planning obligations expenditure Proposals are not delivered in line with trajectories 	<ul style="list-style-type: none"> Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
Risks: <ul style="list-style-type: none"> • Non-delivery What action will be taken? <ul style="list-style-type: none"> • Discuss with stakeholders to identify issues and seek to resolve to bring forward development 				
Policy 25 – Old Press/Mill Lane Opportunity Area	Ensuring that high quality development comes forward which will help reinforce a strong sense of place for the area and makes public realm and accessibility improvements	Through the development management process	<ul style="list-style-type: none"> • The policy will be monitored through the processing of applications • The number of all housing and student housing completed will be monitored • Proposals are not delivered in line with trajectories 	<ul style="list-style-type: none"> • Annually
Risks: <ul style="list-style-type: none"> • Non-delivery What action will be taken? <ul style="list-style-type: none"> • Discuss with stakeholders to identify issues and seek to resolve to bring forward development 				
Policy 26 – Site specific development opportunities	Delivery of the development	Through the development management process	<ul style="list-style-type: none"> • Quantum of development: the policy will be monitored through the processing of applications • Quality of development: the development will be 	<ul style="list-style-type: none"> • Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			<p>assessed through an appropriate quality measure such as a design panel or against the Quality Charter</p> <ul style="list-style-type: none"> Proposals are not delivered in line with trajectories 	
<p>Risks:</p> <ul style="list-style-type: none"> Non-delivery <p>What action will be taken?</p> <ul style="list-style-type: none"> Discuss with stakeholders to identify issues and seek to resolve to bring forward development 				
<p>Section Four – Responding to climate change and managing Resources</p>				
<p>Policy 27 – Carbon reduction, community energy networks, sustainable design and construction and water use</p>	<ul style="list-style-type: none"> How to ensure that the principles of sustainable design and construction are integrated into the design of new developments How to ensure that all new developments are designed to help minimise carbon reductions and reduce potable water consumption 	<p>Through the development management process through the submission of the following documents:</p> <ul style="list-style-type: none"> submission of a Sustainability Statement as part of the design and access statement (DAS); submission of Code for Sustainable Homes and BREEAM pre-assessments; Interim and Final Code for Sustainable Homes and BREEAM certification to be submitted to the local 	<ul style="list-style-type: none"> Number of housing completions delivered at Code Level 4 (or higher); Number of non-residential completions delivered at BREEAM ‘very good’/‘excellent’; Sustained high level of applications that are contrary to policy 	<ul style="list-style-type: none"> Annually.

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
		<p>planning authority in order to discharge conditions;</p> <ul style="list-style-type: none"> • submission of an energy strategy demonstrating energy and carbon savings and how these have been achieved using the hierarchical approach <p>The following information would need to be submitted alongside any applications that fall within the Strategic District Heating Area:</p> <ul style="list-style-type: none"> • Plans showing the pipe route and connection point to the wider network; • High level technical specification to enable compatibility to be checked; • Date of implementation and connection; • Details of financial contribution; • Feasibility and viability assessments; and • Energy Statement demonstrating carbon and 		

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
		energy savings		
<p>Risks:</p> <ul style="list-style-type: none"> • Developments (and the residents of new developments) are more vulnerable to the predicted impacts of our changing climate (e.g. higher temperatures, extreme weather events, flooding) if they are not designed to be resilient to these impacts • Continued increase in carbon emissions from new developments, exacerbating climate change • Increase in fuel poverty amongst Cambridge residents <p>What action will be taken?</p> <ul style="list-style-type: none"> • Engage with developers at an early stage in the design of new developments to ensure that the principles of sustainable design and construction are integrated • Development of further supplementary guidance and case studies of best practice 				
<p>Policy 28 – Allowable solutions for zero carbon development</p>	<p>How to assist developers with their obligations under national zero carbon policy while at the same time ensuring that projects funded under allowable solutions benefit the Cambridgeshire economy and local residents</p>	<p>Links to the national verification and certification scheme proposed under the Zero Carbon Hubs work</p>	<ul style="list-style-type: none"> • Links to the verification and certification scheme proposed under the Zero Carbon Hubs work • Sustained high level of applications that are contrary to policy • Money generated from the allowable solutions framework (ASF) going out of the region to fund projects elsewhere in the country 	<ul style="list-style-type: none"> • Annually from 2016

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
<p>Risks:</p> <ul style="list-style-type: none"> • That without appropriate mechanisms in place, developers will not be able to meet their obligations under national zero carbon obligation • Without a local energy fund, money generated in Cambridge will go into projects elsewhere in the country and as such will not be of direct benefit to the local economy and local residents <p>What action will be taken?</p> <ul style="list-style-type: none"> • Early engagement with developers to explain the benefits of the Cambridgeshire Community Energy Fund 				
<p>Policy 29 – Renewable and low carbon energy generation</p>	<p>How to ensure that Cambridge has a positive strategy for the greater deployment of renewable and low carbon energy generation, while at the same time minimising any negative impact on the environment</p>	<p>The following information would need to be submitted for any planning applications involving renewable or low carbon energy generation:</p> <ul style="list-style-type: none"> • information within the design and access statement as to how the proposal responds to local context, including impacts on the historic environment; • drawings showing the location of energy generation equipment, including height of flues where required; • noise impact assessments where required; • air quality impact assessment for any 	<ul style="list-style-type: none"> • Number of low carbon and renewable energy installations by type • Total installed capacity of low carbon and renewable energy technologies by type • Sustained high level of applications that are contrary to policy 	<ul style="list-style-type: none"> • Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
		development that has the potential to make air quality worse, by nature of its size, type or location		
<p>Risks:</p> <ul style="list-style-type: none"> Renewable or low carbon energy projects could be developed that have a detrimental impact on the environment, including the historic environment, public health and local amenity <p>What action will be taken?</p> <ul style="list-style-type: none"> Early engagement with developers of renewable and low carbon energy proposals to ensure that all appropriate matters are considered and that appropriate mitigation measures are implemented where required Reference to the renewable energy mapping undertaken as part of the Decarbonising Cambridge Study and Cambridgeshire Renewables Infrastructure Framework Study to ensure that only technologies that are technically viable in Cambridge are implemented 				
<p>Policy 30 – Energy-efficiency improvements in existing dwellings</p>	<p>How to encourage residents to improve the energy efficiency of their homes when they undertake extensions requiring planning permission</p>	<p>See Figure 1 at the end of this table for the process by which the policy will be implemented</p>	<ul style="list-style-type: none"> The policy will be monitored through the processing of applications to determine what proportion of household extensions result in energy efficiency improvements Target: to reduce the proportion of people in fuel poverty, and to reduce city carbon 	<ul style="list-style-type: none"> Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			<p>consumption more generally</p> <ul style="list-style-type: none"> • Sustained high level of applications that are contrary to policy (i.e. no improvements to energy efficiency) 	
<p>Risks:</p> <ul style="list-style-type: none"> • Carbon emissions from the existing housing stock continue to rise, further exacerbating climate change • Cases of fuel poverty continue to increase amongst Cambridge residents in the face of rising energy costs <p>What action will be taken?</p> <ul style="list-style-type: none"> • Promotion of the Council’s role in delivering the Green Deal • Guidance for residents on how to implement the energy efficiency measures sought by the policy 				
Policy 31 – Integrated water management and the water cycle	To ensure that an integrated approach to surface water management is applied to all development proposals in order that flood risk is not increased elsewhere	Applicants will be required to submit a drainage strategy as part of their planning application, outlining their approach	<ul style="list-style-type: none"> • The policy will be monitored through the processing of applications • Sustained high levels of applications that are contrary to policy 	<ul style="list-style-type: none"> • Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
Risks: <ul style="list-style-type: none"> • If surface water runoff from new developments is not managed in an integrated way, the risk of surface water flooding will increase, both to the development itself and neighbouring properties/properties downstream of the development • Pollutants in surface water run-off from new developments could enter rivers and other watercourses, damaging the ecology of those watercourses. Groundwater supplies could also become contaminated What action will be taken? <ul style="list-style-type: none"> • Early engagement with developers to ensure that the principles of an integrated surface water management are embedded into all development proposals • Development of further supplementary guidance and case studies of best practice 				
Policy 32 – Flood risk	To ensure that new developments are not at risk of flooding and do not increase the risk of flooding to areas and properties downstream of the development	Applicants will be required to submit an appropriate flood risk assessment as part of their planning application, outlining their approach	<ul style="list-style-type: none"> • The policy will be monitored through the processing of applications • Sustained high levels of applications that are contrary to policy 	<ul style="list-style-type: none"> • Annually
Risks: <ul style="list-style-type: none"> • Development could be at risk of flooding if it is located in an area defined as being at risk of flooding by the Environment Agency • New development could increase the risk of flooding to areas and properties downstream of the development What action will be taken? <ul style="list-style-type: none"> • Early engagement with developers to ensure that flood risk is appropriately dealt with • Development of further supplementary guidance and case studies of best practice 				
Policy 33 – Contaminated land	<ul style="list-style-type: none"> • To ensure that there will be no adverse health impacts from ground contamination resulting from existing/previous 	See Figure 2 at the end of this table for the process of implementing this policy	<ul style="list-style-type: none"> • The policy will be monitored through the processing of applications • Sustained high levels 	<ul style="list-style-type: none"> • Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
	uses of sites <ul style="list-style-type: none"> There will be no adverse impacts, from ground contamination, to the surrounding occupiers and environment, caused by the development 		of applications that are contrary to policy	
<p>Risks:</p> <ul style="list-style-type: none"> Public health could be put at risk if development were to take place on land that is not suitable and safe for the proposed use <p>What action will be taken?</p> <ul style="list-style-type: none"> Early engagement with developers to ensure that issues of contaminated land are dealt with early on in the application process Development of further supplementary guidance 				
Policy 34 – Light pollution control	To ensure that all new development is appropriately lit while minimising light pollution	Applicants will be required to submit the following information as part of their planning application: <ul style="list-style-type: none"> an assessment of the need for lighting – a statement setting out why a lighting scheme is required, the proposed users and the frequency and length of use in terms of hours of illumination; a site survey showing the area to be lit relative to the surrounding area, the existing landscape features 	<ul style="list-style-type: none"> The policy will be monitored through the processing of applications Sustained high levels of applications that are contrary to policy 	<ul style="list-style-type: none"> Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
		<p>together with proposed landscape features to mitigate the impacts of the proposed lighting. This should be designed in accordance with the Institution of Lighting Engineers' (ILE) guidance on environmental zones, depending on which one(s) are relevant; and the ILE Guidance notes for the reduction of obtrusive light; and</p> <ul style="list-style-type: none"> the design of the lighting proposed – a technical report prepared by a qualified lighting engineer or lighting company setting out the type of lights, performance, height and spacing of lighting columns is required. The light levels to be achieved over the intended area, at the site boundaries and, for large schemes, 50m outside of the boundary of the site should be superimposed on 		

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
		the plan		
<p>Risks:</p> <ul style="list-style-type: none"> Light pollution can have adverse impacts on the visibility of the night sky, cause harm to residential amenity by disturbing peoples' sleep, cause disturbance to wildlife and presents a form of visual intrusion in the landscape <p>What action will be taken?</p> <ul style="list-style-type: none"> Early engagement with developers to ensure that light pollution is designed out of schemes, with reference to available best practice guidance The implementation of mitigation measures where appropriate will be required 				
<p>Policy 35 – Protection of human health from noise and vibration</p>	<p>To ensure that development will not lead to significant adverse effects, including cumulative effects, on health and amenity from noise and vibration</p>	<p>Noise assessments will need to be submitted for the following types of application:</p> <ul style="list-style-type: none"> major developments; sites which include noise-sensitive development located close to existing noise sources; and sites that include noisy activities or plant or activities that operate at unsocial hours 	<ul style="list-style-type: none"> The policy will be monitored through the processing of applications Sustained high levels of applications that are contrary to policy 	<ul style="list-style-type: none"> Annually
<p>Risks:</p> <ul style="list-style-type: none"> Noise not only causes annoyance, but can also cause serious disturbance such as the loss of sleep. Research by the World Health Organisation has shown that noise can cause measurable health effects <p>What action will be taken?</p> <ul style="list-style-type: none"> Early engagement with developers to ensure that noise pollution is deal with early on in the application process The implementation of mitigation measures where appropriate will be required 				
<p>Policy 36 – Air quality, odour and dust</p>	<p>The need to ensure that new development proposals do not have a detrimental impact on</p>	<p>Developers of sites that are sensitive to pollution, and located close to existing air polluting or</p>	<ul style="list-style-type: none"> Air quality in and outside AQMA. Target: to improve, 	<ul style="list-style-type: none"> Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
	air quality or cause additional pollution from odour and dust	<p>fume/odour generating sources will be required to submit a relevant assessment which shows the impact upon their development</p> <p>Developers of sites that include sources of air pollution, including dust, fumes and odour will be required to submit a relevant assessment which shows the impact of their development</p> <p>Developers of major sites, or sites within or adjacent to an air quality management area would be required to submit a dust risk assessment/management and/or an air quality assessment.</p> <p>The process for determining the significance of air quality is outlined in Figure 3 at the end of this table</p>	especially within AQMA	

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
<p>Risks:</p> <ul style="list-style-type: none"> Continuing degradation of air quality in Cambridge has the potential to cause significant public health issues <p>What action will be taken?</p> <ul style="list-style-type: none"> Early engagement with developers to ensure that development that has the potential to impact on air quality mitigate any impact Development of further supplementary guidance 				
<p>Policy 37 – Cambridge Airport Public Safety Zone and Air Safeguarding Zones</p>	<p>To ensure that development will not lead to significant adverse effects on public safety and on the operational safety of the airport</p>	<p>Developers of sites within the zones will be required to show in their design and access statement how they have addressed the policy requirements in designing the development</p>	<ul style="list-style-type: none"> Data is used as a constraint in planning applications Sustained level of applications that are approved contrary to policy 	<ul style="list-style-type: none"> Where relevant Annually
<p>Risks:</p> <ul style="list-style-type: none"> That without appropriate mechanisms in place, development will take place which impacts detrimentally on public safety and the safe operation of the airport <p>What action will be taken?</p> <ul style="list-style-type: none"> Early engagement with developers to explain the constraints and design development to avoid adverse impacts 				
<p>Policy 38 – Hazardous installations</p>	<p>To ensure that development will not lead to significant adverse effects on public safety and on the operational safety of hazardous installations and gas pipelines</p>	<p>Developers of sites within the buffer zones will be required to show in their design and access statement how they have addressed the policy requirements in designing the development</p>	<ul style="list-style-type: none"> Data is used as a constraint in planning applications and the council will maintain a register of sites The policy will be monitored through the processing of 	<ul style="list-style-type: none"> Where relevant Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			applications <ul style="list-style-type: none"> • Sustained numbers of developments proposed and approved within the buffer zones for hazardous installations and gas pipelines (as maintained as constraints data by the council) 	
<p>Risks:</p> <ul style="list-style-type: none"> • That without appropriate mechanisms in place, development will take place which impacts detrimentally on public safety and the safe operation of hazardous installations, including high pressure gas pipelines <p>What action will be taken?</p> <ul style="list-style-type: none"> • Early engagement with developers to explain the constraints and design development to avoid adverse impacts 				
<p>Policy 39 – Mullard Radio Astronomy Observatory, Lord’s Bridge</p>	<p>To ensure that development does not impact detrimentally upon the effective operation of the observatory</p>	<p>Developers of sites within the zones will be required to show in their design and access statement how they have addressed the policy requirements in designing the development</p>	<ul style="list-style-type: none"> • Data is used as a constraint in planning applications • The policy will be monitored through the processing of applications • Sustained numbers of developments proposed and 	<ul style="list-style-type: none"> • Where relevant • Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			approved within the consultation zones (as maintained as constraints data by the council)	
<p>Risks:</p> <ul style="list-style-type: none"> That without appropriate mechanisms in place, development will take place which impacts detrimentally on the effective operation of the observatory <p>What action will be taken?</p> <ul style="list-style-type: none"> Early engagement with developers to explain the constraints and design development to avoid adverse impacts 				
<p>Section Five – Supporting the Cambridge economy</p>				
<p>Policy 40 – Development and expansion of business space</p>	<p>How to best support the Cambridge economy</p>	<p>Through the development management process</p>	<ul style="list-style-type: none"> Monitoring of new business space: amount of B1(a), B1(b), B1(c), B2, B8 and ‘sui generis’ research in ha and sq m, including at the specific sites mentioned in the policy (county business completions) Sustained shortages of employment land, either research and development land or otherwise 	<ul style="list-style-type: none"> Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
<p>Risks:</p> <ul style="list-style-type: none"> This policy replaces the long-standing policy of Selective Management of the Economy. The previous policy sought to restrict the occupation of new employment land to hi-tech businesses or businesses that served the local area, to ensure that there was sufficient land for the Cambridge Phenomenon to continue to flourish. Evidence is such that this is no longer needed, as there is a plentiful supply of land for research and development. However, when this restriction is removed will this continue to be the case, also will there continue to be the space for businesses that serve the hi-tech cluster? Any change of such a fundamental policy is likely to have consequences, the full implications of which cannot be foreseen now. For example, will the lifting of restrictions increase the rents on business space, harming entrants to the market? <p>What action will be taken?</p> <ul style="list-style-type: none"> Review the change in policy through an in-depth study of the Cambridge economy 				
<p>Policy 41 – Protection of business space</p>	<p>How to best support the Cambridge economy: ensure there is a sufficient supply of employment land</p>	<p>Through the development management process</p>	<ul style="list-style-type: none"> Monitoring of loss of business space: amount of B1(a), B1(b), B1(c), B2, B8 and sui generis research in ha and sq m, including within protected industrial sites (county business completions) Sustained shortages of employment land Sustained and numerous empty business units 	<ul style="list-style-type: none"> Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
<p>Risks:</p> <ul style="list-style-type: none"> • Allowing the loss of too much business space, such that it harms the local economy • The policy being too strict such that sites are left empty and unused. N.B. care must be taken when considering this as it may be a function of other effects (e.g. the national economy) and not the policy <p>What action will be taken?</p> <ul style="list-style-type: none"> • Seek further engagement with developers and agents 				
<p>Policy 42 – Connecting new developments to digital infrastructure</p>	<p>Connecting developments to high quality digital infrastructure</p>	<p>Through the development management process, developers will have to engage with broadband providers to ensure developments are connected to digital infrastructure from the outset</p>	<ul style="list-style-type: none"> • Percentage of planning permissions connected to high capacity broadband (monitored through the processing of applications) • Sustained levels of applications where this policy has not been applied 	<ul style="list-style-type: none"> • Annually
<p>Risks:</p> <ul style="list-style-type: none"> • Lack of joint working between key stakeholders, leading to lack of or late delivery <p>What action will be taken?</p> <ul style="list-style-type: none"> • Seek further engagement with developers and agents 				
<p>Policy 43 – University faculty development</p>	<p>Supporting the growth of the universities in Cambridge</p>	<p>Through the development management process</p>	<ul style="list-style-type: none"> • Monitoring of new university faculty space: amount of faculty, research and university administrative 	<ul style="list-style-type: none"> • Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			<p>development in ha and sq m, including the specific sites mentioned in the policy. Number of times policy used and amount of floorspace/ha</p> <ul style="list-style-type: none"> • Sustained shortages of land for university faculty development 	
<p>Risks:</p> <ul style="list-style-type: none"> • Insufficient supply of land to support the growth of the universities <p>What action will be taken?</p> <ul style="list-style-type: none"> • Seek further engagement with the universities 				
<p>Policy 44 – Specialist colleges and language schools</p>	<p>Supporting the growth of specialist colleges and language schools where they seek to take care of the additional needs (e.g. housing) that they generate</p>	<p>Through the development management process. Developers will need to engage with providers of residential accommodation, social and amenity facilities where required</p>	<ul style="list-style-type: none"> • Monitoring of new specialist colleges: amount of floorspace for secretarial and tutorial colleges, language schools, pre-university foundation courses and crammer schools in ha and sq m. Number of times policy used and amount of 	<ul style="list-style-type: none"> • Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			floorspace/ha. Monitoring consequential residential accommodation, social and amenity facilities (monitored through the processing of applications) <ul style="list-style-type: none"> • Sustained levels of applications where this policy has not been applied 	
Risks: <ul style="list-style-type: none"> • Lack of joint working between key stakeholders What action will be taken? <ul style="list-style-type: none"> • Seek further engagement with developers and agents 				
Section Six – Providing a balanced supply of housing				
Policy 45 – Affordable housing and dwelling mix	Supporting the delivery of a range of affordable housing	Through the development management process, with input on viability and type of housing provided by Strategic Housing and Planning Policy officers	<ul style="list-style-type: none"> • The policy will be monitored through the processing of applications • The number of affordable housing units delivered in the monitoring year • Sustained lack of 	<ul style="list-style-type: none"> • Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			delivery of affordable housing	
Risks: <ul style="list-style-type: none"> Lack of delivery of affordable housing What action will be taken? <ul style="list-style-type: none"> Review the policy approach and seek further engagement with developers and agents 				
Policy 46 – Development of student housing	Supporting the delivery of high quality student accommodation with no adverse impacts on the surrounding area	Through the development management process	<ul style="list-style-type: none"> The policy will be monitored through the processing of applications Sustained complaints to the council about student accommodation delivered under this policy 	<ul style="list-style-type: none"> Annually
Risks: <ul style="list-style-type: none"> Student accommodation being delivered is of a poor quality and has significant adverse impacts on the surrounding area What action will be taken? <ul style="list-style-type: none"> Review the policy approach and seek further engagement with developers, universities and colleges 				
Policy 47 – Specialist housing	Supports the development of housing for vulnerable people where there is an identified need	Through the development management process, developers will need to show that they have given appropriate consideration to the level of need for the form of development in Cambridge. Given the presence of the county-wide	<ul style="list-style-type: none"> The policy will be monitored through the processing of applications The number of care home bedrooms and extra care units 	<ul style="list-style-type: none"> Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
		Extra Care Commissioning Strategy, it is sensible to monitor for delivery of schemes to meet an identified need. In the case of housing for other vulnerable people, it is considered that these schemes can be very specialised and come forward only rarely	<p>delivered in the monitoring year</p> <ul style="list-style-type: none"> • Sustained shortages of specialist accommodation. 	
<p>Risks:</p> <ul style="list-style-type: none"> • Insufficient supply of accommodation to meet identified need • Increase in unsustainable journeys due to vulnerable people having to be relocated out of the city to alternative accommodation in other districts <p>What action will be taken?</p> <ul style="list-style-type: none"> • Seek further engagement with the County Council and developers 				
Policy 48 – Housing in multiple occupation	Supports the development of housing in multiple occupation where specific criteria are met	Through the development management process. In some cases, applications may come forward due to licensing and enforcement processes	<ul style="list-style-type: none"> • The policy will be monitored through the processing of applications. • Sustained shortages of housing in multiple occupation • Sustained number of complaints about the quality of housing in multiple occupation provided which required planning permission 	<ul style="list-style-type: none"> • Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
Risks: <ul style="list-style-type: none"> • Insufficient supply of housing in multiple occupation to meet need • Poor quality housing in multiple occupation coming forward with adverse impacts on surrounding area What action will be taken? <ul style="list-style-type: none"> • Seek further engagement with developers and agents 				
Policy 49 – Provision for Gypsies and Travellers	Supports the development of pitch provision for Gypsies and Travellers where there is an identified need	Through the development management process and through engagement with neighbouring authorities	<ul style="list-style-type: none"> • The policy will be monitored through the processing of applications • The number of pitches delivered in the monitoring year • Sustained shortages of pitch provision for Gypsies and Travellers with associated sustained unauthorised encampments within the city 	<ul style="list-style-type: none"> • Annually
Risks: <ul style="list-style-type: none"> • No provision of permanent or transit pitches or emergency stopping places for Gypsies and Travellers is made What action will be taken? <ul style="list-style-type: none"> • Seek further engagement with neighbouring authorities, review evidence of need and engage with developers and agents 				
Policy 50 – Residential space standards	Supports the delivery of homes with sufficient internal and external space to provide a good quality of amenity	Through the development management process	<ul style="list-style-type: none"> • The policy will be monitored through the processing of applications 	<ul style="list-style-type: none"> • Per application and annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			<ul style="list-style-type: none"> Sustained number of applications coming forward which do not adhere to the policy 	
<p>Risks:</p> <ul style="list-style-type: none"> Development does not come forward due to space requirements Development comes forward without due regard to space standards <p>What action will be taken?</p> <ul style="list-style-type: none"> Early engagement with developers and agents 				
Policy 51 – Lifetime Homes and Lifetime Neighbourhoods	Supports the delivery of the Lifetime Homes standards for all homes and the provision of a specified percentage of housing to meet Wheelchair Housing Design Standards.	Through the development management process	<ul style="list-style-type: none"> The policy will be monitored through the processing of applications Sustained shortage of housing provided to meet Lifetime Homes and Wheelchair Housing Design Standards 	<ul style="list-style-type: none"> Per application and annually
<p>Risks:</p> <ul style="list-style-type: none"> Insufficient supply of housing to meet Wheelchair Housing Design Standards Sustained number of applications coming forward which fail to meet the policy's requirements <p>What action will be taken?</p> <ul style="list-style-type: none"> Early engagement with developers and agents 				
Policy 52 – Protecting garden land	Supports residential development on garden land only where applications meet	Through the development management process	<ul style="list-style-type: none"> The policy will be monitored through the processing of 	<ul style="list-style-type: none"> Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
and the subdivision of existing dwelling plots	specific criteria		<p>applications. All completions following planning applications for residential development on garden land will be monitored</p> <ul style="list-style-type: none"> • Sustained numbers of applications approved which contravene the policy approach 	
<p>Risks:</p> <ul style="list-style-type: none"> • Sustained numbers of approved applications lead to the loss of significant amounts of amenity space, with associated negative impacts on biodiversity and quality of life etc <p>What action will be taken?</p> <ul style="list-style-type: none"> • Seek early engagement with developers and agents 				
Policy 53 –Flat conversions	Supports the development of flat conversions subject to the fulfilment of criteria	Through the development management process	<ul style="list-style-type: none"> • The policy will be monitored through the processing of applications. All completions following planning applications for flat conversions will be monitored • Sustained applications which 	<ul style="list-style-type: none"> • Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			lead to adverse impacts on amenity	
<p>Risks:</p> <ul style="list-style-type: none"> Sustained numbers of approved applications lead to the loss of significant amounts of family housing and associated impacts on amenity and car parking <p>What action will be taken?</p> <ul style="list-style-type: none"> Review policy approach 				
Policy 54 – Residential moorings	Supports the development of residential moorings, subject to the fulfilment of criteria	Through the development management process	<ul style="list-style-type: none"> The policy will be monitored through the processing of applications. The number of moorings delivered under this policy in give year will be monitored Sustained applications which lead to adverse impacts on amenity Sustained difficulties with unauthorised moorings in Cambridge 	<ul style="list-style-type: none"> Annually
<p>Risks:</p> <ul style="list-style-type: none"> Sustained applications which lead to adverse impacts on amenity Lack of provision for residential moorings <p>What action will be taken?</p> <ul style="list-style-type: none"> Early engagement with the Conservators of the River Cam 				

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
Policy 55 – Responding to context	Ensuring that development proposals respond to their contexts e.g. surrounding built environment, particularly as part of pre-application discussions	Normally as part of assessments of a planning application by a range of council officers especially in development management, as well as stakeholders including developers and their agents, design review panels and members when making decisions	<ul style="list-style-type: none"> • The policy will be monitored by how frequently the policy is used in the AMR and may be tested on appeal from time to time. Target should be to ensure all proposals to respond their contexts • Pre-application stage negotiations with developers and their agents 	<ul style="list-style-type: none"> • Annually
<p>Risks:</p> <ul style="list-style-type: none"> • Lack of agreement on what constitutes “context” with developers and their agents. <p>What action will be taken?</p> <ul style="list-style-type: none"> • Detailed discussion and negotiation at key stages in the application process. 				
Policy 56 – Creating successful places	Ensuring that development proposals create well-planned places, particularly as part of pre-application discussions	Normally as part of assessments of a planning application by a range of Council officers especially in development management, as well as stakeholders including developers and their agents, design review panels and members when making decisions	<ul style="list-style-type: none"> • The policy will be monitored by how frequently the policy is used in the AMR and may be tested on appeal from time to time. Target should be to ensure all proposals create successful places 	<ul style="list-style-type: none"> • Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			<ul style="list-style-type: none"> Pre-application stage negotiations with developers and their agents 	
<p>Risks:</p> <ul style="list-style-type: none"> Disagreement on what constitutes as “successful” place, particularly in relation to design matters <p>What action will be taken?</p> <ul style="list-style-type: none"> Detailed discussion and negotiation at key stages in the application process. 				
Policy 57 – Designing new buildings	Ensuring that new buildings are designed to the highest possible level of quality	Normally as part of assessments of a planning application by a range of council officers especially in development management, as well as stakeholders including developers and their agents, design review panels and members when making decisions	<ul style="list-style-type: none"> The policy will be monitored by how frequently the policy is used in the AMR and may be tested on appeal from time to time. Target should be to ensure all buildings are designed to the highest level of quality Normally at pre-application stages and decision making stages 	<ul style="list-style-type: none"> Annually
<p>Risks:</p> <ul style="list-style-type: none"> Disagreement on what constitutes a well designed new building, particularly with architects and their clients <p>What action will be taken?</p> <ul style="list-style-type: none"> Detailed discussion and negotiation at key stages in the application process 				

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
Policy 58 – Altering and extending existing buildings	Ensuring that alterations and extensions to buildings are done to a high standard of design	Normally as part of assessments of a planning application by a range of council officers especially in development management, as well as stakeholders including developers and their agents and members when making decisions	<ul style="list-style-type: none"> • The policy will be monitored by how frequently the policy is used in the AMR and may be tested on appeal from time to time. Target should be to ensure all alterations and extensions to buildings are designed to the highest level of quality • Normally at pre-application stages and decision making stages 	<ul style="list-style-type: none"> • Annually
<p>Risks:</p> <ul style="list-style-type: none"> • Disagreement on what constitutes a well designed alteration or extension to a building, particularly with architects and their clients <p>What action will be taken?</p> <ul style="list-style-type: none"> • Detailed discussion and negotiation at key stages in the application process 				
Policy 59 – Designing landscape and the public realm	Ensuring that new landscape and public realm works as part of development proposals are designed to a high standard	Normally as part of assessments of a planning application by a range of council officers especially in development management, as well as stakeholders including developers and their agents, design	<ul style="list-style-type: none"> • The policy will be monitored by how frequently the policy is used in the AMR and may be tested on appeal from time 	<ul style="list-style-type: none"> • Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
		review panels and members when making decisions	<p>to time. Target should be to ensure all landscape and public realm works are designed to the highest level of quality</p> <ul style="list-style-type: none"> • Normally at pre-application stages and decision making stages 	
<p>Risks:</p> <ul style="list-style-type: none"> • Disagreement on what constitutes a well designed landscape or public realm, particularly with landscape architects and their clients <p>What action will be taken?</p> <ul style="list-style-type: none"> • Detailed discussion and negotiation at key stages in the application process 				
Policy 60 –Tall buildings and the skyline in Cambridge	Ensuring that new buildings defined as ‘tall’ are appropriate in their immediate and wider townscape of the city. Ensuring that the assessment criteria in the policy is properly understood and applied	Normally as part of assessments of a planning application by a range of council officers especially in development management, as well as stakeholders including developers and their agents, design review panels and members when making decisions	<ul style="list-style-type: none"> • The policy will be monitored by how frequently the policy is used in the AMR and may be tested on appeal from time to time. Target should be to ensure any new tall buildings are appropriate, well designed and sustainable 	<ul style="list-style-type: none"> • Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			<ul style="list-style-type: none"> Normally at pre-application stages and decision making stages 	
<p>Risks:</p> <ul style="list-style-type: none"> Disagreement on what constitutes a well designed landscape or public realm, particularly with landscape architects and their clients <p>What action will be taken?</p> <ul style="list-style-type: none"> Detailed discussion and negotiation at key stages in the application process 				
<p>Policy 61 – Conservation and enhancement of Cambridge’s historic environment</p>	<p>Quality of applications and of post consent Implementation of works</p>	<p>Delivery via the development process (including pre-application) and the various partners involved</p>	<ul style="list-style-type: none"> Conservation Officer and English Heritage positive recommendation on application proposals and discharge of conditions Supportive appeal decisions Consistently poor information submitted. Loss of /substantial harm to designated historic assets in spite of policy 	<ul style="list-style-type: none"> Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
Risks: <ul style="list-style-type: none"> • Lack of analysis of significance of assets. Lack of justification for works proposed. Harm to historic environment What action will be taken? <ul style="list-style-type: none"> • Query application registration requirements? Guidance on improving submitted material? Address implementation issues 				
Policy 62 – Local heritage assets	Do decisions reflect the policy with regard to alteration or demolition?	Delivered through decisions on development applications by Members/Officers.	<ul style="list-style-type: none"> • Assets no longer justifying being on the list as a result of development • Loss of local heritage assets 	<ul style="list-style-type: none"> • Annually
Risks: <ul style="list-style-type: none"> • Loss of /harm to assets What action will be taken? <ul style="list-style-type: none"> • Consider Article 4 directions. Promotion of list 				
Policy 63 – Works to a heritage asset to address climate change	Lack of assessment of existing fabric. Lack of monitoring of implemented measures	Delivered via Conservation Officer assessment of adequacy of information submitted with applications/conditions	<ul style="list-style-type: none"> • Conservation Officer and English Heritage positive recommendations on application proposals • Lack of post-construction monitoring information being submitted 	<ul style="list-style-type: none"> • Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
Risks: <ul style="list-style-type: none"> • Extent of monitoring of measures impact on historic fabric What action will be taken? <ul style="list-style-type: none"> • Action to follow-up conditions / remediation work 				
Policy 64 – Shopfronts, signage and shop security measures	Consistency with Shopfront Design Guide. Unauthorised work	Delivered through quality of applications proposals	<ul style="list-style-type: none"> • Whether positive Officer recommendation on application proposals • Loss of features • Public perception 	<ul style="list-style-type: none"> • Annually
Risks: <ul style="list-style-type: none"> • Unauthorised work What action will be taken? <ul style="list-style-type: none"> • Enforcement 				
Policy 65 – Visual pollution	Ensuring that the character and setting of the city is not adversely impacted on by forms of visual pollution, including advertising, street furniture and signage	Through the development management process	<ul style="list-style-type: none"> • This will be monitored through the processing of applications and serving of enforcement notices • Sustained applications which lead to adverse impacts on amenity and the character and setting of the public realm 	<ul style="list-style-type: none"> • Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
<p>Risks:</p> <ul style="list-style-type: none"> • An accumulation of street and building clutter leading to adverse impacts on amenity and the character and setting of the public realm <p>What action will be taken?</p> <ul style="list-style-type: none"> • Early engagement with promoters of schemes 				
<p>Policy 66 – Paving over front gardens</p>	<p>Ensuring that applications to pave over front gardens do not have a negative impact on drainage, the character of residential areas and biodiversity</p>	<p>Through the development management process. Applicants would need to submit a plan showing what paving is to be used and details of how it is to be drained. The smallest area of non-permeable paving possible should be used</p>	<ul style="list-style-type: none"> • This will be monitored through the processing of applications and serving of enforcement notices • An increase in the number of enforcement notices served for failure to apply for planning permission • An increase in surface water flooding in parts of the city 	<ul style="list-style-type: none"> • Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
Risks: <ul style="list-style-type: none"> • That the gradual paving over of front gardens could lead to an increase in surface water flooding in parts of the city and subsequent pollution of watercourses and ground water supplies • That the cumulative impact of the loss of front gardens could lead to a loss of the residential character of streets, giving rise to the loss of walls and other features that may have contributed positively to the character and appearance of an area • That the loss of front garden habitats could lead to a net loss in biodiversity What action will be taken? <ul style="list-style-type: none"> • Provide guidance for residents to encourage the use of permeable materials where front gardens are to be converted, and guidance on how to take a sensitive approach to provision of car parking in front gardens 				
Policy 67 – Protection of open space	Ensuring that social and environmental gains are sought jointly and simultaneously through the planning system	By taking a positive approach to decision making that reflects the presumption in favour of sustainable development contained in the NPPF	<ul style="list-style-type: none"> • Proportion of applications that are granted planning permission involving the loss of protected open spaces. Target: to minimise 	<ul style="list-style-type: none"> • Annually
Risks: <ul style="list-style-type: none"> • Pressure for university and other institutions to expand overrides protection of protected open spaces • Value of protected open spaces is overridden by value of development proposal by Planning Inspectorate on appeal What action will be taken? <ul style="list-style-type: none"> • Continue to vigorously defend protected open spaces and seek alternative solution through design to minimise loss of protected open space 				
Policy 68 – Open space and recreation provision through new development	Ensuring that social and environmental gains are sought jointly and simultaneously through the planning system	By taking a positive approach to decision-making that reflects the presumption in favour of sustainable development contained in the NPPF Specific delivery mechanism:	<ul style="list-style-type: none"> • Proportion of applications that are granted planning permission which deliver public open space on-site. 	<ul style="list-style-type: none"> • Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
		adopted Open Space and Recreation Standards, adopted Open Space and Recreation Strategy	Target: to maximise	
<p>Risks:</p> <ul style="list-style-type: none"> Proposals that generate a contribution for open space provision fail to provide on-site open space provision especially in areas with an identified deficiency in public open space <p>What action will be taken?</p> <ul style="list-style-type: none"> Provide robust policy reason for residential proposals providing on-site provision, especially in areas with an identified deficiency in public open space 				
Policy 69 – Protection of sites of local nature conservation importance	Ensuring that environmental gains are sought jointly and simultaneously through the planning system	By taking a positive approach to decision making that reflects the presumption in favour of sustainable development contained in the NPPF Specific delivery mechanism: adopted Cambridgeshire Green Infrastructure Strategy, national and local habitat action plans (LHAPs) and national and local species action plans (LSAPs)	<ul style="list-style-type: none"> Proportion of applications that are granted planning permission contrary to the advice of the Nature Conservation Officer. Target: to maximise 	<ul style="list-style-type: none"> Annually
<p>Risks:</p> <ul style="list-style-type: none"> Proposals granted planning consent that have an adverse effect on a site of local nature conservation importance Proposals fail to take account of specific delivery documents related to sites of local nature conservation importance <p>What action will be taken?</p> <ul style="list-style-type: none"> Seek further engagement with developers and agents 				
Policy 70 – Protection of	Ensuring that environmental gains are sought jointly and	By taking a positive approach to decision-making that reflects the	<ul style="list-style-type: none"> Proportion of applications that are 	<ul style="list-style-type: none"> Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
priority species and habitats	simultaneously through the planning system	presumption in favour of sustainable development contained in the NPPF Specific delivery mechanism: adopted Cambridgeshire Local Biodiversity Action Plans	granted planning permission contrary to the advice of the Nature Conservation Officer. Target: to maximise	
Risks: <ul style="list-style-type: none"> Proposals granted planning consent that have an adverse effect on priority species and habitats Proposals fail to take account of specific delivery documents related to the protection of priority species and habitats What action will be taken? <ul style="list-style-type: none"> Seek further engagement with developers and agents 				
Policy 71 – Trees	Ensuring that environmental gains are sought jointly and simultaneously through the planning system	By taking a positive approach to decision-making that reflects the presumption in favour of sustainable development contained in the NPPF Specific delivery mechanism: adopted Tree Strategy	<ul style="list-style-type: none"> The number of Tree Protection Orders granted will be monitored on an annual basis. The number of trees planted by the City Council will also be monitored 	<ul style="list-style-type: none"> Annually
Risks: <ul style="list-style-type: none"> Proposals granted planning consent that have an adverse effect on trees Proposals fail to take account of documents related to development involving trees What action will be taken? <ul style="list-style-type: none"> Seek further engagement with developers and agents 				
Section Eight – Services and local facilities				
Policy 72 – Development	Ensuring that the district, local and neighbourhood centres	Through the development management process	<ul style="list-style-type: none"> The health and composition of the 	<ul style="list-style-type: none"> Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
and change of use in district, local and neighbourhood centres	remain healthy with a suitable mix of uses and few vacancies		district, local and neighbourhood centres will be monitored by the annual shopping survey. <ul style="list-style-type: none"> • The proportion of retail (A1) uses in the district centres should not fall below 55 per cent 	
<p>Risks (that the policy will not be delivered):</p> <ul style="list-style-type: none"> • Pressure for new development that fails to support the vibrancy and vitality of the district, local and neighbourhood centres <p>What action will be taken?</p> <ul style="list-style-type: none"> • Seek further engagement with developers and agents 				
Policy 73 – Community and leisure facilities	Ensuring that economic, social and environmental gains are sought jointly and simultaneously through the planning system	By taking a positive approach to decision-making that reflects the presumption in favour of sustainable development contained in the NPPF	<ul style="list-style-type: none"> • Proposals that deliver new types of community and/ or leisure facilities will be monitored. Given the varied use classes of community facilities, the change in net floorspace for D1 and sui generis uses that fulfil a community or leisure use role will be monitored • Proposals involving the loss of community and/ or leisure facilities will 	<ul style="list-style-type: none"> • Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			be monitored	
<p>Risks:</p> <ul style="list-style-type: none"> Limited opportunities for replacement facilities to provide either better or comparable facilities in highly accessible areas Pressure for 'quick win' developments Clarity and quality of evidence required for proposals that involve the loss of a facility Lack of commitment from applicants to deliver a usable community space <p>What action will be taken?</p> <ul style="list-style-type: none"> Ensure requirements for any replacement or proposed loss of a facility are clarified at the pre-application stage 				
Policy 74 – Education facilities	Ensuring that social gains are sought jointly and simultaneously through the planning system	By taking a positive approach to decision-making that reflects the presumption in favour of sustainable development contained in the NPPF	<ul style="list-style-type: none"> The number of new education facilities granted planning permission will be monitored 	<ul style="list-style-type: none"> Annually
<p>Risks:</p> <ul style="list-style-type: none"> Limited opportunities for new/replacement facilities to provide either better or comparable facilities in highly accessible areas <p>What action will be taken?</p> <ul style="list-style-type: none"> Seek further engagement with the local children's services authority (Cambridgeshire County Council) and developers 				
Policy 75 – Healthcare facilities	Ensuring that social gains are sought jointly and simultaneously through the planning system	By taking a positive approach to decision-making that reflects the presumption in favour of sustainable development contained in the NPPF	<ul style="list-style-type: none"> The number of new healthcare facilities granted planning permission will be monitored 	<ul style="list-style-type: none"> Annually
<p>Risks:</p> <ul style="list-style-type: none"> Pressure for 'quick win' developments <p>What action will be taken?</p> <ul style="list-style-type: none"> Seek further engagement with the local commissioning groups and developers 				
Policy 76 – Protection of	Ensuring that economic, social and environmental gains are	By taking a positive approach to decision-making that reflects the	<ul style="list-style-type: none"> Monitor the number of public houses that are 	<ul style="list-style-type: none"> Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
public houses	sought jointly and simultaneously through the planning system	presumption in favour of sustainable development contained in the NPPF	operating as a pub in March. The list of safeguarded sites will also be updated. If new public houses are established then these should be assessed for inclusion. Similarly, where development has occurred on a safeguarded site that prevents return to public house use (e.g. where a public house has been demolished and replaced with residential flats) then this site would be removed from the list of safeguard sites. It should be noted that a safeguarded site with unimplemented planning permission would not be removed from the list of safeguarded sites until the planning consent has been implemented	

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			<ul style="list-style-type: none"> Sustained loss of safeguarded public houses/public house sites 	
<p>Risks:</p> <ul style="list-style-type: none"> Pressure for ‘quick win’ developments Clarity and quality of evidence required for proposals that involve the loss of a public house Limited awareness of incremental proposals affecting the long-term viability of a public house <p>What action will be taken?</p> <ul style="list-style-type: none"> Ensure requirements for any on-site developments or proposed loss of a facility are clarified at the pre-application stage 				
<p>Policy 77 – Development and expansion of hotels</p>	<p>Support the growth of hotels to meet needs</p>	<p>Through the development management process</p>	<ul style="list-style-type: none"> Monitoring of new hotels, including aparthotels and serviced apartments: amount in ha and sq m, including the specific sites mentioned in the policy (county business completions) For serviced hotels and serviced apartments, also monitoring affordable housing provision (monitored through the processing of applications) Sustained shortages of hotels 	<ul style="list-style-type: none"> Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
Risks: <ul style="list-style-type: none"> Hotel needs not met (possible given the competition for land in Cambridge). What action will be taken? <ul style="list-style-type: none"> Seek further engagement with developers and agents. 				
Policy 78 – Redevelopment or loss of hotels	How to best support the Cambridge tourist economy: ensure there is a sufficient supply of hotels	Through the development management process	<ul style="list-style-type: none"> Monitoring of redevelopment of hotels in the city centre: amount of floorspace gained / lost in ha and sq m (county business completions) Sustained shortages of hotels Sustained and numerous empty hotels 	<ul style="list-style-type: none"> Annually
Risks: <ul style="list-style-type: none"> Allowing the loss of too many hotels, such that it fails to support tourism in Cambridge The policy being too strict, such that sites are left empty and unused. N.B. care must be taken when considering this, as it may be a function of other effects (e.g. the national economy) and not the policy What action will be taken? <ul style="list-style-type: none"> Seek further engagement with developers and agents 				
Policy 79 – Visitor attractions	How to best support the Cambridge tourist economy: manage new visitor attractions	Through the development management process	<ul style="list-style-type: none"> Monitoring of new visitor attractions: amount of floorspace gained / lost in ha and sq m (City Council Annual Monitoring) 	<ul style="list-style-type: none"> Annually

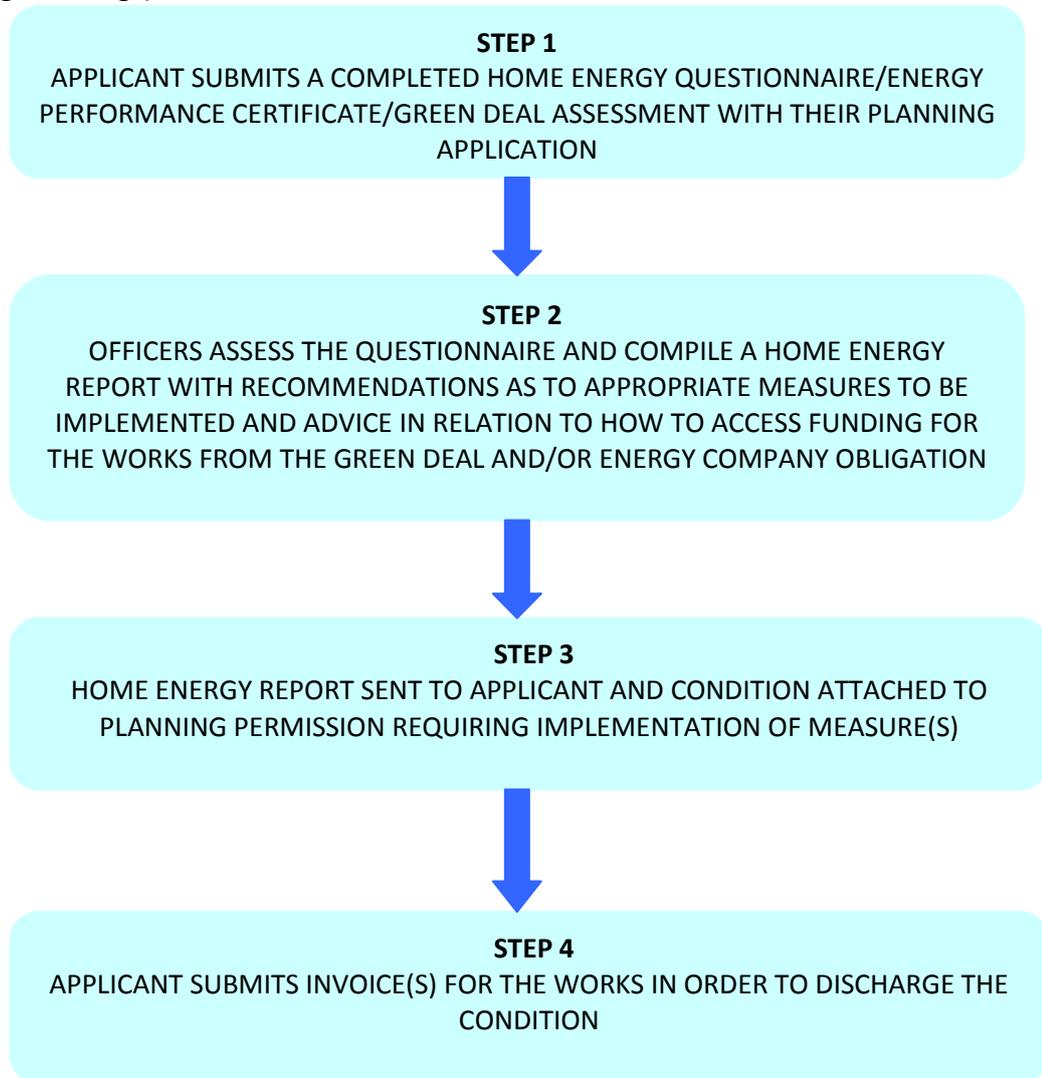
Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
			Report / policy monitoring) <ul style="list-style-type: none"> Lack of applications for new / enhanced visitor attractions 	
Risks: <ul style="list-style-type: none"> Failing to diversify visitor attraction offer What action will be taken? <ul style="list-style-type: none"> Seek further engagement with developers and agents 				
Section Nine – Providing infrastructure to support development				
Policy 80 – Supporting sustainable access to development	To ensure that new development in Cambridge is accessible to all, and promotes sustainable modes of travel primarily	Through the development management process and in conjunction with the highways authority	<ul style="list-style-type: none"> Implemented and monitored through the processing of planning applications. The policy usage will be monitored 	<ul style="list-style-type: none"> Annually
Risks: <ul style="list-style-type: none"> Infrastructure costs for developments in areas of low existing accessibility likely to be significant, potentially impacting on viability of some smaller developments What action will be taken? <ul style="list-style-type: none"> Policies are strongly linked to those within the emerging County Council Transport Strategy for Cambridge and South Cambridgeshire (TSCSC) 				
Policy 81 – Mitigating the transport impact of development	To negate or reduce the transport related impacts of new development	Through the development management process and in conjunction with the highways authority.	<ul style="list-style-type: none"> Implemented and monitored through the processing of planning applications. The policy usage will be monitored 	<ul style="list-style-type: none"> Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
<p>Risks:</p> <ul style="list-style-type: none"> • If the policy doesn't work, the cumulative transport impacts of a development could be worse than the existing conditions • For example, in some instances, the impacts of developments could be more significant than predicted in transport modelling (and any transport assessment carried out prior to approval being given). This could mean any mitigation measures proposed at the outset are insufficient <p>What action will be taken?</p> <ul style="list-style-type: none"> • Policies are strongly linked to those within the emerging County Council Transport Strategy for Cambridge and South Cambridgeshire (TSCSC) 				
<p>Policy 82 – Parking management</p>	<p>To promote cycling by providing the adequate provision and quality of cycle parking</p> <p>To ensure a balance between providing enough car parking spaces to prevent indiscriminate street parking in the surrounding area while not making car travel a more convenient mode than walking, cycling and public transport</p>	<p>Through the development management process and in conjunction with the highways authority</p>	<ul style="list-style-type: none"> • Implemented and monitored through the processing of planning applications. The policy usage will be monitored 	<ul style="list-style-type: none"> • Annually
<p>Risks:</p> <ul style="list-style-type: none"> • The policy favours minimising car parking and under-provision can lead to negative impacts on surrounding streets if the street management in the area is not sufficient. This requires good cooperation with the highways authority <p>What action will be taken?</p> <ul style="list-style-type: none"> • Policies are strongly linked to those within the emerging County Council Transport Strategy for Cambridge and South Cambridgeshire (TSCSC) 				

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
Policy 83 – Aviation development	To ensure that development at Cambridge Airport takes place without having a detrimental impact on residential amenity and the wider environment	Through the development management process	<ul style="list-style-type: none"> The policy will be monitored through the processing of applications 	<ul style="list-style-type: none"> Annually
Risks: <ul style="list-style-type: none"> Inappropriate levels of development at Cambridge Airport could have negative impacts on the environment and the quality of life of local residents What action will be taken? <ul style="list-style-type: none"> Early engagement with Cambridge Airport 				
Policy 84 – Telecommunic ations	Ensuring that applications for telecommunications development are appropriately sited giving consideration to mast and site sharing, do not cause interference to other equipment, and minimise visual impact	Through the development management process	<ul style="list-style-type: none"> The policy will be monitored through the processing of applications A sustained number of developments that are contrary to policy 	<ul style="list-style-type: none"> Annually
Risks: <ul style="list-style-type: none"> That inappropriately-sited telecommunications equipment could have a detrimental impact on the character and setting of the city That inappropriately-sited telecommunications equipment could have a negative impact on radar equipment associated with the safe operation of Cambridge Airport, the Mullard Radio Astronomy Observatory and other electrical equipment operated in the national interest What action will be taken? <ul style="list-style-type: none"> Early engagement with developers 				
Policy 85 – Infrastructure	Ensuring the timely provision of infrastructure alongside	Planning obligations SPD	<ul style="list-style-type: none"> Information on the process of collecting 	<ul style="list-style-type: none"> Annually

Policy	Implementation issue	Delivery mechanism/partners	Indicator /trigger	Target/ timescale
delivery, planning obligations and the Community Infrastructure Levy	new development	Community Infrastructure Levy Regulations 2010 (as amended) Cambridge Community Infrastructure Levy Charging Schedule	and spending developer contributions is available on the Council's website <ul style="list-style-type: none"> • Requirements for the implementation and monitoring of CIL are laid out in detail in the CIL Regulations • A sustained number of developments that do not provide the infrastructure necessary to support them 	
<p>Risks:</p> <ul style="list-style-type: none"> • That the infrastructure necessary to support development is not being provided and provided in a timely fashion <p>What action will be taken?</p> <ul style="list-style-type: none"> • Negotiation with developers, review of SPD/charging schedule 				

Figure M.1: Process for implementing Policy 30 (Energy-efficiency improvements in existing dwellings)



This process could change, for example if the Council were to purchase software that allows residents to generate their own energy report – they would then submit this energy report with their application and the Council would place a condition the improvements. Software is currently being investigated by officers and could be linked to our role in the Green Deal.

Figure M.2: Process for implementing Policy 33 (Contaminated land)

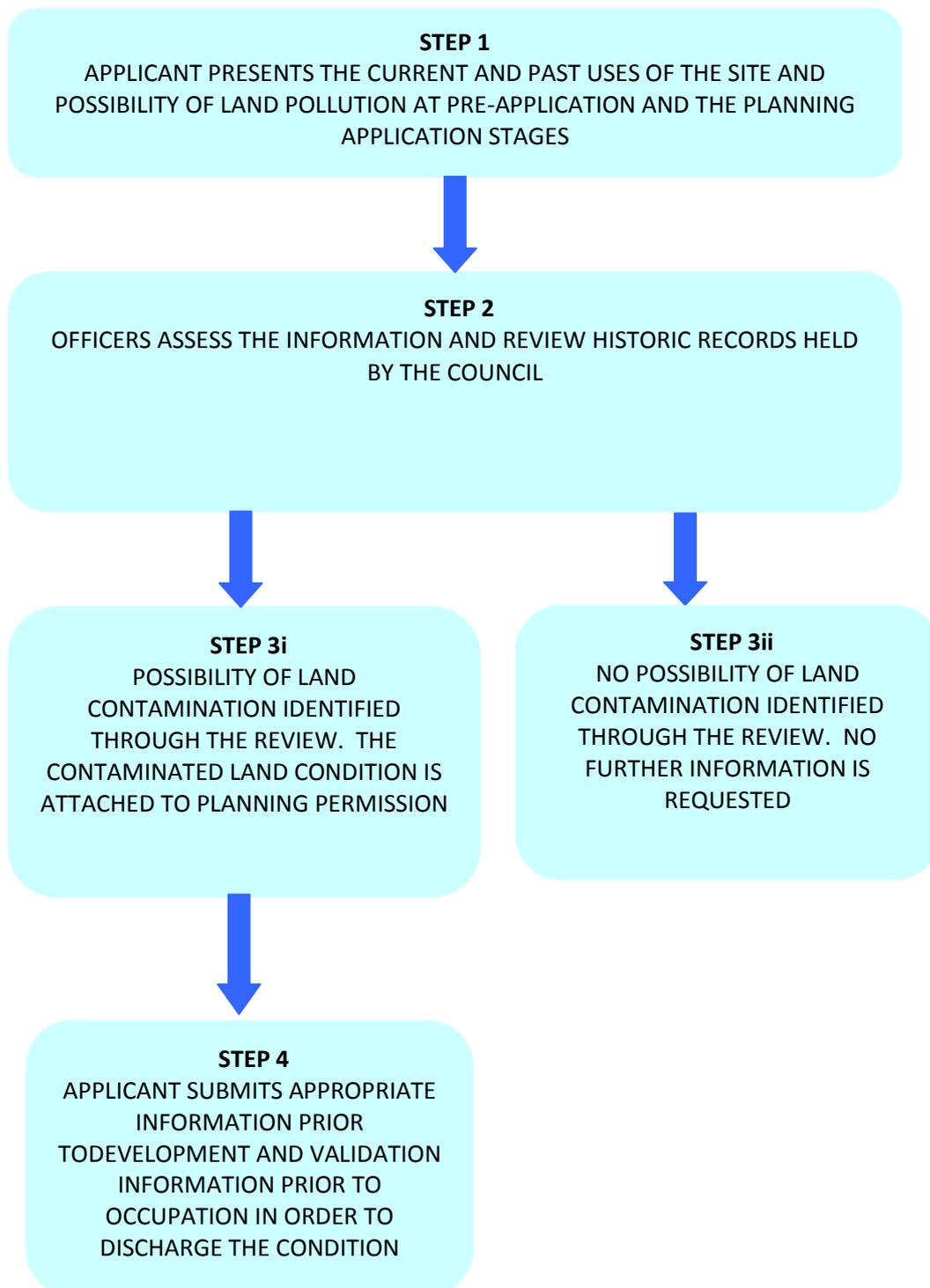
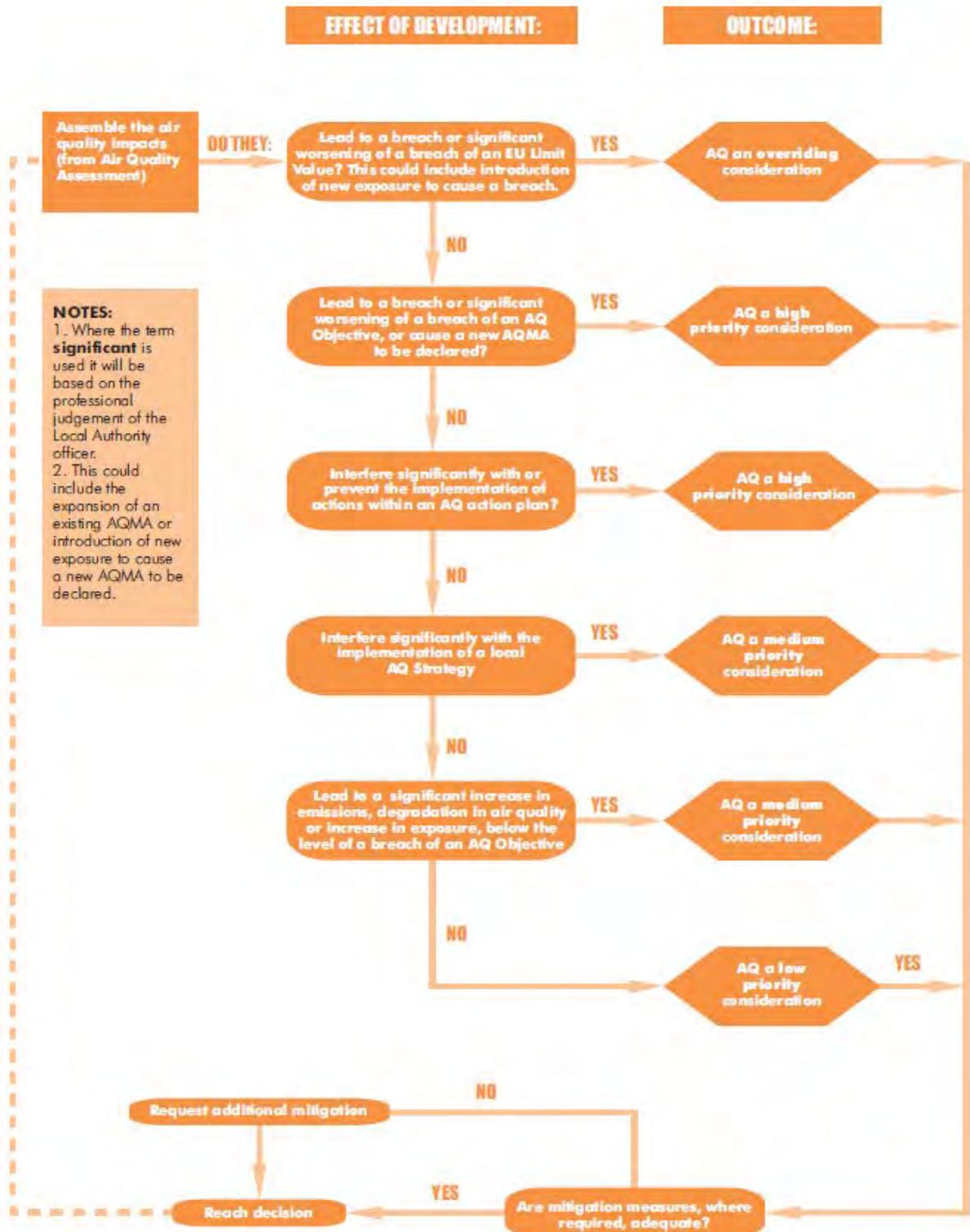


Figure M.3: Process for determining significance of air quality, based on NSCA guidance





Glossary



GLOSSARY OF TERMS

Term	Definition
Aparthotel and serviced apartments	Aparthotels and serviced apartments offer a higher level of service than normal rented apartments, such as cleaning, laundry, food hampers, toiletries and the provision of towels. The letting is normally on a daily short-term basis, although some might require a minimum 2–3 night stay. There are also reception facilities and a hotel-style booking system.
Area action plan (AAP)	A local development document setting out policy and proposals for a specific area. The document establishes an overall vision, identifies key issues and sets out the principles for an area of change.
Affordable housing	<p>Housing provided for people whose income levels mean they cannot access suitable market properties to rent or buy locally to meet their housing needs. It includes social rented, affordable rented and intermediate housing.</p> <p>Affordable housing should:</p> <ul style="list-style-type: none"> • meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices; and • include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision.
Affordable rented housing	<p>Rented housing provided by local authorities and private registered providers of social housing to households that are eligible for social rented housing. Affordable rent is subject to rent controls that require a rent of no more than 80 per cent of the local market rent (including service charges, where applicable).</p> <p>From April 2012, most new homes funded by government grant have to be offered at affordable rents, to generate funding for further new affordable housing. Some existing social rent homes may also be converted to affordable rents in agreement with the Homes and Communities Agency.</p>

Air quality management area (AQMA)	<p>Since December 1997, each local authority in the United Kingdom has been carrying out a review and assessment of air quality in their area. This involves measuring air pollution and trying to predict how it will change in the next few years. The aim of the review is to make sure that the national air quality objectives will be achieved throughout the UK by the relevant deadlines. These objectives have been put in place to protect people's health and the environment.</p> <p>If a local authority finds any places where the objectives are not likely to be achieved, it must declare an air quality management area there. This area could be just one or two streets, or it could be much bigger. If an AQMA is designated, the local authority will then put together a plan to improve the air quality – a local air quality action plan. (Source: http://aqma.defra.gov.uk/)</p>
Allowable solutions framework	<p>Part of the definition of zero carbon development includes the concept that after delivering a certain level of CO₂ reduction on-site, known as carbon compliance, developers can then choose to offset remaining emissions through a range of measures known as ‘allowable solutions’. One of these possible measures is that developers would have the choice to pay into a Community Energy Fund (CEF)¹, which is then used to invest in energy efficiency and renewable and low carbon energy projects in Cambridgeshire, with an emphasis placed on community benefit.</p> <p>Work is currently underway to investigate the potential of developing a Cambridgeshire CEF, linked to the national allowable solutions framework, which would require the development of a policy mechanism to enable collection of funds. The setting up of such a fund would require agreement across all local authorities in Cambridgeshire, and appropriate governance arrangements would need to be developed.</p>
Areas of major change (AMC)	<p>Parts of Cambridge where considerable change is anticipated at some stage during the life of the plan period (2014–2031). Any changes to these areas will be masterplanned.</p>
Building Research Establishment (BRE)	<p>BRE is a UK charity dedicated specifically to research and education in the built environment.</p>
Building Research Establishment Environmental Assessment Method (BREEAM)	<p>BREEAM is a set of standards for measuring the environmental performance of a range of new and existing building types. It covers energy and water performance, construction materials, waste, ecology, pollution and health. Under this scheme, buildings that meet the standards are rated either ‘pass’, ‘good’, ‘very good’, ‘excellent’ or ‘outstanding’.</p>

¹ Element Energy (2012). Cambridgeshire Community Energy Fund. Stage 2 Final Report.

Buildings of local interest (BLI)	Buildings of local interest have been designated because of their architectural merit and, in some cases, their historical associations. The aim of the list is to safeguard the buildings and to ensure that repairs, alterations and extensions are sympathetic to their character. Cambridge has over 1,000 BLIs.
Cambridgeshire and Peterborough Structure Plan 2003	Provided the framework for the district councils' preparation of detailed local development frameworks or local plans, up to 2016.
Cambridge Cluster	Refers to the 1,400+ technology, biotechnology, services providers and support companies and organisations comprising more than 40,000 people employed by these in the Cambridge region.
Cambridge Phenomenon	Refers to the large number of high technology companies in and around Cambridge; first described by Segal Quince and Partners.
Carbon footprint	A measure of the impact our activities have on the environment and, in particular, climate change. It relates to the amount of greenhouse gases produced in our day-to-day lives through burning fossil fuels for electricity, heating, transportation etc.
City wildlife site (CiWS)	A non-statutory designation for sites of nature conservation interest within an urban environment.
Climate change adaptation	Initiatives and measures to reduce the vulnerability of natural and human systems to actual or predicted climate change effects.
Climate change mitigation	Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.
Clinical commissioning group (CCG)	A CCG is a statutory body representing groups of GPs responsible for designing local health services in England. Every GP practice will need to be a member of a CCG.
Cluster	Concentrations of companies in related activities, recognisable suppliers, service providers and institutions, which are cooperating, competing and collaborating to build competitive advantage, often across traditional sector boundaries. Such concentrations often depend on access to specialist skills and infrastructure within a specific area.
Code for Sustainable Homes	Developed to enable a change in sustainable building practice. It is intended as a single national standard to guide industry in the design and construction of sustainable homes. There are six levels of the code, with Level 6 equating to a zero carbon home. At each level, there are minimum energy efficiency/carbon emissions and water efficiency standards.

Community facilities	See Table 8.2 for specific details.
Community Infrastructure Levy (CIL)	<p>CIL is a new levy that local authorities in England and Wales can choose to charge on new developments in their area. In areas where CIL is in force, landowners and developers must pay the levy to the local council.</p> <p>CIL charges, set by the local council, are based on the size and type of the new development. The money raised can be used to support development by funding infrastructure that the council, local community and neighbourhoods would like.</p>
Conservation areas	Areas identified by the council, which have special architectural or historic interest, which makes them worth protecting and improving.
County wildlife site (CWS)	A non-statutory designation for sites of county significance for wildlife.
Development plan	Includes adopted local plans, minerals and waste plans, neighbourhood plans and the London Plan and is defined in the Planning and Compulsory Purchase Act 2004 (Section 38).
Design and access statement (DAS)	A short report which may accompany and support a planning application. The report should explain the design principles and concepts that have been applied to particular aspects of the proposal – these are the amount, layout, scale, landscaping and appearance of the development.
District centre	A group of shops, separate from the town centre, usually containing at least one food supermarket or superstore, and non-retail services such as banks, building societies and restaurants; boundaries are defined on the policies map.
District heat networks	District heating is a system for distributing heat generated in a centralised location for residential and commercial heating requirements. The heat is often obtained from a co-generation plant burning fossil fuels but increasingly biomass, although heat-only boiler stations, geothermal heating and central solar heating are also used, as well as nuclear power.
East of England Plan	The name given to the regional spatial strategy for the East of England. The East of England Plan, published in May 2008, sets out the regional strategy (RSS) for the East of England region. However, the Government revoked the East of England Plan in January 2013.

Employment land review	<p>A document which:</p> <ul style="list-style-type: none"> • examines existing guidance, policies and requirements; • takes stock of existing employment provision; • assesses future requirements based on an analysis of past trends, future forecasts and discussions with existing employers and stakeholders; • identifies a new portfolio of potential employment sites on land with the most potential for sustainable development; and • identifies existing employment sites that could be released for other forms of development.
Environmental Impact Assessment (EIA)	<p>An EIA assesses the environmental implications of an individual development. It also allows a planning authority a means of ensuring that it can take account of the environmental implications of individual developments in its decisions on planning applications. The EIA Regulations relate to a European Union Directive (Directive 85/337/EEC as amended).</p>
Extra care housing	<p>Extra care provides self-contained housing, but with other facilities provided on-site where people can receive care and support but still retain their independence, as opposed to residential care homes where occupants do not have their own tenure or 'own front door'.</p>
Flood zone 1 – low probability	<p>This zone comprises land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1 per cent).²</p>
Flood zone 2 – medium probability	<p>This zone comprises land assessed as having between a 1 in 100 and 1 in 1,000 annual probability of river flooding (1 per cent – 0.1 per cent), or between a 1 in 200 and 1 in 1,000 annual probability of sea flooding (0.5 per cent – 0.1 per cent) in any year.²</p>
Flood zone 3a – high probability	<p>This zone comprises land assessed as having a 1 in 100 or greater annual probability of river flooding (>1 per cent), or a 1 in 200 or greater annual probability of flooding from the sea (>0.5 per cent) in any year.²</p>
Flood zone 3b – functional floodplain	<p>This zone comprises land where water has to flow or be stored in times of flood.²</p>
Fluvial flooding	<p>Fluvial flooding occurs when rivers overflow and burst their banks.</p>
Fuel poverty	<p>Households are considered to be in fuel poverty when they have to spend more than 10 per cent of their household income on fuel to keep their home in a 'satisfactory' condition.</p>
Geodiversity	<p>The natural range (diversity) of geological features (rocks, minerals, fossils, structures), geomorphological features (landforms and processes) and soil features that make up the landscape. (Source: Naturenet)</p>
Grade I listed building	<p>Buildings of exceptional interest, sometimes considered to be internationally important.</p>

² Technical Guidance to the National Planning Policy Framework

Grade II* listed building	Important buildings of more than special interest.
Grade II listed building	Nationally important buildings of special interest
Green Belt	A statutory designation made for the purposes of: checking the unrestricted sprawl of large built-up areas; preventing neighbouring towns from merging into each other; assisting in safeguarding the countryside from encroachment; preserving the setting and special character of historic towns and assisting in urban regeneration by encouraging the recycling of derelict and other urban land. Specific Green Belt purposes have been set out for Cambridge.
Geodiversity	The natural range (diversity) of geological features (rocks, minerals, fossils, structures), geomorphological features (landforms and processes) and soil features that make up the landscape. (Source: Naturenet)
Gross internal floor area (GIFA)	Is defined (by the Royal Institution of Chartered Surveyors) as the floor area contained within the building measured to the internal face of the external walls.
Green infrastructure	Consists of multi-functional networks of protected open space, woodlands, wildlife habitat, parks, registered commons and villages and town greens, nature reserves, waterways and bodies of water, historic parks and gardens and historic landscapes. Different aspects of green infrastructure provide recreational and/or cultural experiences, while supporting and enhancing biodiversity and geodiversity, enhancing air and/or water quality and enriching the quality of life of local communities.
Green roofs	The roof of a building which is partially or completely covered with plants, which is generally believed to assist in reducing surface water run-off from buildings, enhance biodiversity, reduce the visual impact of a building (in some locations) and affect the heat retention of a building. They can be further classified as either intensive or extensive. Intensive green roofs are those made up of lush vegetation and based on a relatively nutrient rich deep substrate. They are principally designed to provide amenity. Extensive green roofs normally have a shallow growing medium and are designed to be relatively self-sustaining.

Health impact assessment (HIA)	A health impact assessment is a tool to appraise both positive (e.g. creation of new jobs) and negative (e.g. generation of pollution) impacts on the different affected subgroups of the population that might result from the development. Public participation is considered a major component of the process. It usually assesses a policy or proposal that does not have health improvement as a primary objective. The implementation of the development may result in intended objectives being met but may also result in consequences that are unintended and unanticipated. These unintended effects may be good or bad for people's health. An HIA is usually forward-looking (prospective) and done at a time when it is possible to change the proposed development if necessary, e.g. at the masterplanning stage.
Heritage asset	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions because of its heritage interest. Heritage asset is a term that includes designated heritage assets (e.g. listed buildings) and assets identified by the local planning authority (including local listing).
High quality hotel	A high quality hotel is a full service hotel that has a high specification and offers a range of services and facilities. These will generally include a restaurant and bar, leisure facilities and function /conference/banqueting facilities. Smaller, independent high quality hotels may not have the full offer of larger hotels, however they compensate for this with a distinctive style and service. Such hotels will tend to be 3- to 5-star or boutique hotels, see the Cambridge Hotel Futures study for more detail.
Homes and Communities Agency (HCA)	The national housing and regeneration agency for England and, since April 2012, the regulator for social housing providers. The HCA provides grant funding for new affordable housing and to improve existing social housing, and provides advice and support to partners in delivering new housing and new communities.
Hi-tech or high technology industry	Activities including production in fields which include biotechnology, chemicals, consultancy research and development, computer components and hardware, computer software, electronic systems and products, information technology, instrumentation, new materials technology, telecommunications, other forms of new manufacturing process or fields of research and other development which may be regarded as high technology uses.
Historic environment	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora. (Source: NPPF)

Houses in multiple occupation (HMO)	<p>An HMO, depending on the number of occupants, is classed as either:</p> <ul style="list-style-type: none"> • a small HMO – this is a shared dwelling house which is occupied by between three and six unrelated individuals who share basic amenities such as a kitchen or bathroom. This falls into use class C4 under the Town and Country Planning (Use Classes) Order 2010; or • a larger HMO – This is when there are more than six unrelated individuals sharing basic amenities such as a kitchen or bathroom. This falls into the sui generis class under the Town and Country Planning (Use Classes) Order 2010.
Hydro-morphology	<p>This is a term used in river basin managements to describe the combination of hydrological and geomorphological (structural) processes and attributes of rivers, lakes, estuaries and coastal waters.</p>
International Commission on Non-Ionizing Radiation Protection (ICNIRP)	<p>ICNIRP is a publicly-funded body of independent scientific experts focused on addressing the possible adverse effects on human health of exposure to non-ionising radiation.</p>
Intermediate housing	<p>Homes for sale and rent provided at a cost above social rent, but below market levels, and which meet the criteria for affordable housing (above). These can include shared equity (shared ownership and equity loans), other low-cost homes for sale and intermediate rent, but not affordable rented housing.</p>
Integrated water management	<p>This is the coordinated development and management of water, land and related resources in order to maximise the resultant economic and social welfare in an equitable manner without compromising the sustainability of vital ecosystems. It considers the multiple benefits that can be derived from the management of water such as biodiversity enhancement and climate change adaptation.</p>
Knowledge-based economy	<p>An expression coined to describe trends towards greater dependence on knowledge, information and high skill levels, and the increasing need for ready access to all of these by the business and public sectors. (Source: OECD)</p>
Landscape scale	<p>Refers to a variety of different types of landscapes and ecosystems, regardless of administrative boundaries.</p>
Landscape scale biodiversity enhancement	<p>Refers to large-scale projects, the principal aim of which is to link together existing habitats by improving the ecological quality of the wider farmed and urban landscapes.</p>
Leadership in Energy and Environmental Design (LEED)	<p>A voluntary environmental certification system developed by the U.S. Green Building Council, covering design, construction, operation and maintenance. It is a competitor to the BRE environmental assessment method (BREEAM).</p>

Leisure facilities	Refers to leisure sports, arts and culture and entertainment facilities. See Table 8.3 for specific details.
Lifetime Homes Standard³	This is a widely-used national standard, which uses technical advice to ensure that the spaces and features in new homes can readily meet the needs of most people, including those with reduced mobility.
Listed buildings	A building or structure of special architectural or historic interest and included in a list, approved by the Secretary of State. The owner must get listed building consent to carry out alterations that would affect its character.
Local centre	A cluster of shops and other community facilities that satisfy local needs and are accessible on foot. Usually comprising a newsagent, a general grocery store, a sub-post office and occasionally other facilities such as a pharmacy, a public house and a hairdresser. Boundaries indicated on the policies map.
Local development framework (LDF)	A suite of planning-related documents that guide development within the administrative area they relate to.
Local heritage asset	A building, structure or feature of local heritage interest listed by, or fulfilling criteria for listing by the local planning authority.
Local plan	Sets out policies to guide the future development of Cambridge. It also sets out where future development will take place, and identifies land for new housing, community facilities, shops and employment. In addition, the local plan identifies land to be protected from development, such as the Green Belt and open space. It is the key document used to determine planning applications for new development in the city.
Local nature reserve (LNR)	Reserves with wildlife or geological features that are of special interest locally.
Major developments	Major development is defined in the Town and Country Planning (Development Management) (England) Order (2010) as ten or more dwellings or a site area of 0.5 hectare or more where the number of dwellings is unknown, or the provision of a building where the floorspace is 1,000 sq m or more, or where development is carried out on a site having an area of 1 hectare or more.
Masterplan	A masterplan describes how proposals for a site will be implemented. The level of detail required in a masterplan will vary according to the scale at which the masterplan is produced.
Microgeneration	A term used for the generation of low carbon or renewable energy at a micro scale. The primary source of current renewable microgeneration is solar energy (photovoltaic cells for electricity generation and solar thermal panels for the generation of hot water). Other technologies include micro wind turbines, micro hydro, micro combined heat and power (CHP), heat pumps and small-scale biomass.

³ www.lifetimehomes.org.uk

Mixed use developments	Development comprising two or more uses as part of the same scheme (e.g. shops on the ground floor and residential flats above). This could apply at a variety of scales from individual buildings, to a street, to a new neighbourhood or urban extension.
Mobilising Local Energy Investment (MLEI)	A project with the aim of attracting more energy investment and infrastructure delivery into Cambridgeshire and Peterborough.
Neighbourhood centre	Centres of six or fewer retail units, or where the units are scattered along a road or embedded within residential areas, which serve a limited local catchment and perform more of a neighbourhood function. Boundaries are defined on the policies map.
Natural Environment and Rural Communities (NERC)	The Natural Environment and Rural Communities (NERC) Act 2006 requires the Secretary of State to publish a list of habitats and species which are of principal importance for the conservation of biodiversity in England. Known as the Section 41 list, this should be used to guide decision makers in implementing their duty under Section 40 of the NERC Act to have regard to the conservation of biodiversity in England when carrying out their normal functions.
NIAB	National Institute of Agricultural Botany
National Planning Policy Framework (NPPF)	This document sets out national planning policies for England and the Government's requirements for the Planning System. The policies in the NPPF must be taken into account when preparing Local Plans.
Open space	Areas of land not built on and water bodies such as rivers and lakes, regardless of ownership and access. These areas include parks and gardens; natural and semi-natural green spaces; green corridors; outdoor sports facilities; amenity green space; teenagers' and children's play areas; allotments and community gardens; cemeteries and churchyards; accessible countryside in urban fringe areas and civic spaces.
Opportunity areas	Specific areas in the city where improvements to the local character and identity could be achieved.
Passivhaus Standard	Passivhaus or 'Passive House' is an energy performance standard based upon excellent thermal performance, exceptional airtightness with mechanical ventilation.
Pluvial flooding	Surface water accumulating from the result of intense rainfall.
Policies map	Map, which forms part of the local plan, showing all designations and site allocations.
Priority species	An animal or plant identified as being of particular conservation concern.
Protected open spaces	Areas of land protected by Policy 67 of the draft Cambridge Local Plan 2014. These include: allotments, amenity green spaces, cemeteries, churchyards, civic spaces, areas specifically for children and young people, natural and semi-natural green spaces, outdoor sports facilities, parks and gardens.

Public open spaces	Any land laid out as a public garden or used for the purposes of public recreation. This means space which has unimpeded public access, and which is of a suitable size and nature for sport, active or passive recreation or children and teenagers' play. Private or shared amenity areas, for example in a development of flats, or buffer landscaped areas are not included as public open space. This definition relates to both open space provided within a development, and when considering the provision of existing open space.
Public realm	Public realm relates to all those parts of the built environment where the public has free access. It encompasses: all streets, squares, and other rights of way, whether predominantly in residential, commercial or community/civic uses; the open spaces and parks; and the 'public/private' spaces where public access is unrestricted (at least during daylight hours). It includes the interfaces with key internal and private spaces to which the public normally has free access. (Source: ODPM in Living Places: Caring for Quality (January 2004))
Public safety zones	Areas of land at the ends of the runways at airports, within which development is restricted in order to minimise the number of people on the ground at risk in the event of an aircraft crash on take-off or landing.
Regional spatial strategy (RSS)	RSS were regional level planning frameworks for regions of England. They were intended to provide a framework for private investment and public sector planning. Please refer to East of England Plan above for more details.
S106	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 obligations are normally secured under Section 106 of the Town and Country Planning Act 1990.
Safeguarding zones	These zones place restrictions on development height. While not currently shown on the policies map, they are used as constraints when considering planning applications. Developed by Marshall, they represent areas of the city where the take-off and landing of aircraft could give rise to additional risk of aircraft accident over the built-up area.
Scheduled monument/ scheduled ancient monument	Archaeological sites, buried deposits or structures of national importance by virtue of their historic, architectural, traditional or archaeological interest. The Secretary of State for Culture, Media and Sport schedules them under the National Heritage Act 1983.
Selective management of the economy	Whereby employment uses that have an essential need for a Cambridge location or provide a service for the local population are given positive support. This ensures that the limited supply of land in Cambridge is reserved for businesses that support the Cambridge economy.

Shared ownership	A form of intermediate tenure low cost home ownership housing. Homes in which the occupier owns a share of the equity and pays rent on the remaining share.
Strategic housing land availability assessment (SHLAA)	This document assesses the amount of land that might be available for new housing in the city over the next 20 years. The SHLAA identifies sites that may have potential for new housing, estimates approximately how many homes could be built on these sites and suggests a time frame for when these sites could be come available. It is a technical document, which forms part of the evidence base supporting the review of the local plan and has been prepared in accordance with national and best practice guidance.
Strategic housing market assessment (SHMA)	This document for the Cambridge sub-region draws on a number of data sources and has been developed with a range of partners. It assesses the housing needs of the sub-region as well as each district and helps to inform the scale and mix of housing and the range of tenures that are required to meet the need.
Skyline	An outline of land and buildings defined against the sky: the skyline of the city.
Social housing	Housing let at lower than market rents to people in housing need. It includes social rent, affordable rent and intermediate housing tenures and is usually provided by not-for profit organisations including housing associations and councils.
Social rented	Rented housing owned by local authorities and private registered providers, for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.
Spatial strategy	This is a long-term plan that outlines the vision for an area, what type of development is needed and where that development should best be located.
Specialist housing	Developed with particular groups of people in mind such as older people (including the frail elderly and those with dementia), people with physical and sensory disabilities, those with learning difficulties or acquired brain injury, young people at risk, people with alcohol or drug dependency, and those requiring refuge from harassment and violence, and others who may, for a variety of reasons, be excluded from the local community. Examples may range from a small scheme of cluster flats with additional facilities for support staff, to much larger extra care schemes enabling older people to live in their own self-contained accommodation but with care and support on-site. This definition also includes the provision of housing that may be designed in a particular way or has staff office or staff night-time facilities when staff are needed to support the people who are living in the housing.

Specialist schools	Includes language schools, secretarial and tutorial colleges, pre-university foundation courses, crammer schools and tutorial colleges.
Student hostel accommodation	Purpose-built communal residential accommodation for students.
Supplementary planning document (SPD)	A planning document that may be taken into account as a material consideration in making planning decisions such as determining planning applications.
Sustainable drainage systems (SuDs)	Development normally reduces the amount of water that can infiltrate into the ground and increases surface water run-off due to the amount of hard surfacing used. Sustainable drainage systems control surface water run-off by mimicking natural drainage processes through the use of surface water storage areas, flow limiting devices and the use of infiltration areas or soakaways.
Sustainable modes of transport	Sustainable modes of transport include walking, cycling and public transport.
The Backs	The Backs is an area to the east of Queen's Road where several colleges of the University back on to the River Cam, their grounds covering both banks of the river. The name The Backs refers to the backs of the colleges.
Topography	The arrangement of the natural and artificial physical features of an area.
Travel plan	A travel plan is a package of measures to encourage people (such as staff, students or residents) to use alternatives to single-occupancy car-use. Typically, the plan will include initiatives such as car sharing, discounted public transport tickets, cycle parking or a personalised plan for your journey.
Urban heat island effect	Describes the increased temperature of urban air compared with rural surroundings. The term 'heat island' is used because warmer city air lies in a 'sea' of cooler rural air.
Urban grain	The combined pattern and arrangement of streets, green infrastructure and plots. It covers elements such as the design character, building size, scale, height and form.

Use classes order	<p>The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as use classes. More detail on what types of uses fall within each use class is set out below.</p> <p>Planning permission is not needed when both the present and proposed uses fall within the same class. For example, a greengrocer's shop could be changed to a shoe shop without permission as these uses both fall within use class A1. However any physical changes associated with a development may still require planning permission.</p> <p>The General Permitted Development Order also allows some changes from one use class to another without the need for planning permission. For example, a restaurant (class A3) could be changed to a shop (A1) or an estate agent (A2) as the use classes order allows this type of change to occur without requiring planning permission.</p>
Use class A1	<p>Shops e.g. retail sale of goods, post office, sale of tickets, travel agency, sandwich bar, hairdressing, dry cleaners, funeral directors, hire shops, internet café.</p>
Use class A2	<p>Financial and professional services e.g. betting offices, professional services (other than health or medical services), banks, estate and employment agencies.</p>
Use class A3	<p>Restaurants and cafés Establishments where the primary purpose is the sale of food and drink for consumption on the premises.</p>
Use class A4	<p>Drinking establishments e.g. public houses, wine bars (not nightclubs).</p>
Use class A5	<p>Hot food takeaway Establishments where the primary purpose is the sale of hot food for consumption off the premises.</p>
Use class B1	<p>Business Split into three sub-categories: a) offices, other than a use within class A2 (financial services); b) research and development of products or processes; and c) light industry</p>
Use class B2	<p>General industry Use for the carrying out of an industrial process other than one falling in class B1.</p>
Use class B8	<p>Storage and distribution Use for storage or distribution centre.</p>
Use class C1	<p>Hotels e.g. hotels, boarding houses and guest houses where no significant element of care is provided.</p>

Use class C2	Residential institutions e.g. hospitals, nursing home or residential school, college or training centre where they provide residential accommodation and care to people in need of care (other than those within C3, dwelling houses).
Use class C2A	Secure residential institutions e.g. prisons, young offenders institutions, military barracks.
Use class C3	Dwelling houses Use as a dwelling house (whether or not a main residence). Split into three sub-categories: a) houses occupied by a single person or by people regarded as forming a single household; b) houses occupied by not more than six residents living together as a single household where care is provided for residents; and c) houses occupied by not more than six residents living together as a single household where no care is provided to residents (other than use within class C4)
Use class C4	Houses in multiple occupation Houses occupied by between three and six unrelated individuals as their only or main residence. N.B. Large HMOs (more than six people) are unclassified, therefore sui generic.
Use class D1	Non-residential institutions e.g. clinics, the provision of any medical or health service, crèches and day nurseries, day centres, provision of education, art galleries, museums, libraries public halls, places of worship, law courts.
Use class D2	Assembly and leisure e.g. cinemas, music or concert halls, bingo halls, dance halls (not nightclubs), gyms and swimming baths, sports arenas that do not involve motorised vehicles or fire arms.
Use class – sui generis	Sui generis – unclassified These uses do not fall into a use class and therefore require permission for a change of use (with the one exception of a casino, which can change to class D2) e.g. large HMOs, theatres, casinos, amusement arcades, funfairs, laundrettes, sales of fuel, sale or display of motor vehicles, taxi or car hire, scrapyards, hostels, nightclubs, waste disposal installation, casinos, retail warehouse clubs (i.e. where membership cards are needed).
‘Vernacular’ buildings	Is a category of architecture based on localised needs and construction materials, and reflecting local traditions.
Visual pollution	Unattractive and man-made visual elements of a vista. Visual pollution is an aesthetic issue, referring to the impacts of pollution that impair one's ability to enjoy a vista or view. Advertising signs, satellite dishes and street furniture are among the things that can contribute to visual pollution.

Walkable (neighbourhood)	Areas typically based on 400m (five-minute walking time) catchments. The Urban Design Compendium (2000) Paragraph 3.1.2 describes the principles of 'The Walkable Neighbourhood', describing what facilities should be within a five- and ten-minute walk from home.
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Section One – About Cambridge	View from Limekiln Hill	Brian Human
Section Two - The Spatial Strategy	Cambridge	Cambridge City Council
Section Three - City Centre, areas of major change, opportunity areas and site specific proposals	Abode, Clay Farm	Janine Richardson
Section Four - Responding to Climate Change and Managing Resources	Sustainable Drainage at Addenbrooke's	Brian Human
Section Five - Supporting the Cambridge Economy	Medical Research Council - Laboratory of Molecular Biology	Brian Human
Section Six - Maintaining a Balanced Supply of Housing	Accordia	Brian Human
Section Seven - Protecting and Enhancing the Character of Cambridge	St John's College	Brian Human
Section Eight - Services and Local Facilities	The Junction, Cambridge	Bruce Waller
Section Nine - Providing Infrastructure to Support Development	Cambridgeshire Guided Busway	Bruce Waller
Appendix A - The Development Plan For Cambridge	Public Art	Brian Human
Appendix B - Proposals Schedule	Kaleidoscope, Clarendon Road	Bruce Waller
Appendix C - Designations	Mill Road Cemetery	Bruce Waller

Schedule		
Appendix D - Southern Fringe Area Development Framework	From Rear of Shelford Road	Planning Services, Cambridge City Council
Appendix E - Roof Extensions Design Guide	Roof Extension	Susan Smith
Appendix F - Tall Buildings and The Skyline	Cambridge Fire Station	Brian Human
Appendix G - Local Heritage Assets Criteria and List	Local Heritage Asset	Brian Human
Appendix H - Shopfront Design Guide	Magdalene Street	Bruce Waller
Appendix I - Open Space and Recreation Standards	Romsey Recreation Ground	Brian Human
Appendix J - Biodiversity	Lammas Land	Brian Human
Appendix K - Marketing, Local Needs Assessment and Viability Appraisal	The Earl of Derby	Bruce Waller
Appendix L - Car and Cycle Parking Standards	Cambridge Leisure Park	Brian Human
Appendix M - Monitoring and Implementation	Mill Road	Brian Human