

North West Cambridge Area Action Plan

Local Development Framework



Development Plan Document

Adopted
October 2009



South
Cambridgeshire
District Council



A joint Area Action Plan prepared by and adopted by
Cambridge City Council and South Cambridgeshire District Council

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1. Introduction

- 1.1 The Area Action Plan for North West Cambridge identifies land to be released from the Cambridge Green Belt to contribute towards meeting the development needs of Cambridge University. It establishes an overall vision and objectives to achieve this. It also sets out policies and proposals to guide the development as a whole.
- 1.2 The area covered by the North West Cambridge Area Action Plan is shown on the Proposals Map as the area not covered by grey tone and bounded by a dashed red line. It adjoins the southern edge of Girton village and includes all of the open land between the present edge of Cambridge and the M11 motorway between Huntingdon Road and Madingley Road. It includes land in both Cambridge City and South Cambridgeshire.
- 1.3 The Area Action Plan forms part of the Development Plan for Cambridge City and South Cambridgeshire District. The documents which make up the Development Plan are listed in each Council's Local Development Scheme. These set out how each Council will move from the previous to the current development plans system, and list which Local Development Documents are to be produced and when.
- 1.4 In using the Area Action Plan, it is essential that its policies are read as a whole rather than in isolation and should also be read together with policies and proposals elsewhere in the Development Plan. When a policy calls for something to be demonstrated, this will require action on the part of the applicant to inform the decision maker. If the required action is not taken to an appropriate standard, development is likely to be refused. For the avoidance of doubt, the final result of calculations arising from the application of policies and guidance should always be rounded to the nearest whole number.
- 1.5 The University's development at North West Cambridge will take many years to complete and will come forward as and when the University can show a clear need for the land to be released. The Area Action Plan provides the basis for the initial planning permissions and for further detailed planning, including masterplanning, and approval of individual phases of development.
- 1.6 The Area Action Plan must seek a balance between meeting the long term development needs of the University, maintaining an appropriate Green Belt setting to Cambridge, creating a high quality new edge to Cambridge, and creating a high quality, distinctive and sustainable urban extension of Cambridge.
- 1.7 The Area Action Plan includes plans comprising:
 - a. The Proposals Map, which identifies the area within which a new University quarter will be developed and shows the proposed revisions to the Green Belt boundary and the extent of the built-up area.
 - b. A Concept Plan, which shows in diagrammatic form the structure of the development which will provide the basis for subsequent Masterplans, Design Guides and Design Codes.

- 1.8 A number of detailed plans will be needed, ranging from an overall masterplan to design codes. The Area Action Plan requires:
- a. A Masterplan to accompany the first outline planning application for the development showing the general disposition of development, roads, services, open space and landscaping.
 - b. Design Guidance (incorporated in the Masterplan and supplemented by a Design and Access Statement).
 - c. Design Codes to be prepared to accompany subsequent planning applications for individual phases of development and to set more detailed design criteria to create a clear identity for these areas.
- 1.9 A number of strategies are also required as part of the implementation of development at North West Cambridge to ensure that it is a high quality sustainable development.
- 1.10 There are many factors within Cambridge and South Cambridgeshire that have a bearing on planning policies and decision-making. The Sustainable Community Strategies for South Cambridgeshire and for Cambridge City promote the economic, environmental and social well-being of the areas and contribute to the achievement of sustainable development. The Area Action Plan will help achieve the physical and spatial objectives of the two Sustainable Community Strategies as they affect the Councils' and their partners' objectives for the development at North West Cambridge.
- 1.11 As required by European Directive, a Sustainability Report, incorporating an 'Environmental Report', and a Supplementary Report relating to the site footprint, have been prepared to accompany the Area Action Plan. These reports comprise a structured assessment of the environmental, economic and social effects of the Area Action Plan. A Habitats Directive Assessment has also been prepared that considers the potential effects of the Area Action Plan on nature conservation sites of international importance.

2. Vision, Objectives and Development Principles

Policy NW1: Vision

North West Cambridge will create a new University quarter, which will contribute to meeting the needs of the wider city community, and which will embody best practice in environmental sustainability. Development will be of the highest quality and support the further development of the University, Cambridge and the Sub-Region as a centre of excellence and a world leader within the fields of higher education and research, and will address the University's long-term development needs to 2021 and beyond. There will be a new local centre which will act as a focus for the development and which will also provide facilities and services for nearby communities. A revised Green Belt and a new landscaped urban edge will preserve the unique character of Cambridge, enhance its setting and maintain the separate identity of Girton village.

- 2.1 Cambridge University has identified this area, which is in its ownership, as its only option to address its long-term development needs for a number of uses, including housing. The Structure Plan 2003 accepted that the Area Action Plan location should be released from the Green Belt for development following a review of the boundary, and that once released it should be reserved for predominantly University-related uses and only brought forward for development when the University could show a clear need for the land to be developed. The evidence base produced for the examination of the soundness of this Area Action Plan, and specifically the evidence produced by the University, identifies a clear need for the land to be brought forward for development, with a current need for University key worker affordable housing.
- 2.2 The University's development needs arise from its requirement to:
- Continue to fulfil its mission to contribute to society through the pursuit of education, learning and research at the highest international levels of excellence;
 - Respond positively to Government policy for growth in the higher education sector; and
 - Work actively to support the expansion of the knowledge-based economy.
- To achieve its objectives the University will remain a collegiate organisation, primarily residentially based. To this end it seeks additional student housing to reflect the rising student population and to reduce the proportion of postgraduate students relying on the commercial housing sector. Given the longstanding difficulties in the local housing market the University needs to achieve a fourfold increase in its provision of housing available to staff. This need is to deal with recruitment and retention problems arising from local house prices and rental levels.
- 2.3 The University's development needs relate not only to academic buildings. The University's research activities are increasingly carried out collaboratively with public and charitable sector research institutes, and industry. It needs to be able to provide a range of opportunities for such collaborations from small embedded units within academic departments to sites for major research facilities proximate to related University activities. Above all, the University needs to be able to respond rapidly to opportunities arising from breakthroughs in research, technological advances and new funding sources.

- 2.4 The University's stated aspirations during the early stages of the plan making process for development at North West Cambridge for the period up to 2025 include:
- a. Accommodation for 2,000 undergraduate and postgraduate students which might include accommodation at new colleges or extensions to existing ones;
 - b. 2,000 to 2,500 dwellings, a "significant proportion" of which should be affordable housing for University staff;
 - c. Academic facilities;
 - d. Sui-generis research institutes;
 - e. Commercial research and development space;
 - f. Hotel and conference facilities;
 - g. Community facilities such as a primary school and shops;
 - h. Public open recreational space; and
 - i. Nature conservation areas.
- 2.5 The Area Action Plan vision will guide the development of the planning policy framework and help create a high quality development that seeks to help meet the aspirations of the University.

Objectives of the Area Action Plan

- a) To contribute to meeting the long-term development needs of Cambridge University;
 - b) To create a sustainable community;
 - c) To make the best use of energy and other natural resources, to be built as an exemplar of sustainable living with low carbon and greenhouse gas emissions and be able to accommodate the impacts of climate change;
 - d) To create a satisfactory mix of uses, taking into account:
 - i. Identified University development needs
 - ii. The need for affordable housing for University and College staff;
 - e) To secure a wide range of housing types and tenures;
 - f) To secure high quality development of both built form and open spaces;
 - g) To create a community which respects and links with adjoining communities;
 - h) To achieve a modal split of no more than 40% of trips to work by car (excluding car passengers) and to maximise walking, cycling and public transport use;
 - i) To maintain the purposes of the Green Belt;
 - j) To provide an appropriate landscape setting and high quality edge treatment for Cambridge;
 - k) To provide appropriate separation between Cambridge and the village of Girton to maintain village character and identity;
 - l) To provide standards for infrastructure provision including renewable energy, open space, car and cycle parking, sewerage and surface water drainage;
 - m) To provide an appropriate level of community services and facilities to serve the development satisfactorily;
 - n) To determine appropriate phasing of development taking into account that development should only proceed when the University can prove the need for it;
 - o) To secure the infrastructure needs of the development, including green infrastructure; and
 - p) To protect special geological interest, existing wildlife and wildlife corridors and secure a net increase in biodiversity.
- 2.6 These objectives relate to the Area Action Plan and Masterplanning and to the preparation and determination of planning applications. They are derived from national and regional planning guidance, the Structure Plan, local circumstances and from the evidence base.

Policy NW2: Development Principles

1. North West Cambridge will be planned and developed:

- a) As an attractive and distinctive mixed-use development well integrated with the City and connected to surrounding communities and the countryside;
- b) To a high level of design quality for all parts of the community to create accessible developments and neighbourhoods with their own character and legibility;
- c) As a balanced, viable and socially inclusive community where people can live in a healthy and safe environment;
- d) To a flexible design which will be energy efficient, and built to be an exemplar of sustainable living with low carbon and greenhouse gas emissions and able to accommodate the impacts of climate change;
- e) To avoid the necessity for noise and air quality mitigation measures that would detract from the landscape setting of Cambridge.

2. Development proposals should, as appropriate to their nature, location, scale and economic viability:

- f) Protect and enhance the geodiversity and biodiversity of the site and incorporate historic landscape and geological features;
- g) Provide a high quality landscape framework for the development and its immediate setting;
- h) Provide safe and convenient access for all to public buildings and spaces, and to public transport, including those with limited mobility or those with other impairment such as of sight or hearing;
- i) Have a design and layout that minimises opportunities for crime;
- j) Provide integrated refuse and recycling facilities and reduce the amount of waste produced, through good design.

3. Planning permission will not be granted where the proposed development or associated mitigation measures would have an unacceptable adverse impact:

- k) On residential amenity;
- l) On the quality of the urban edge;
- m) On air quality;
- n) On biodiversity, archaeological, historic landscape and geological interests;
- o) On flooding and flood risk;
- p) On quality of ground or surface water;
- q) On local traffic movement;
- r) On adjacent Conservation Areas and Listed Buildings; or
- s) On protected trees and trees of significance.

4. Planning permission will not be granted where a development would be exposed to levels of noise, vibration, air pollution, lighting and other forms of pollution that are unacceptable in relation to the nature of that development.

2.7 There are a number of overarching development principles that will guide the development of North West Cambridge to ensure that it is a sustainable and vibrant new community that takes account of its context. These principles are consistent with the policy context for North West Cambridge provided by the Cambridge Local Plan, the South Cambridgeshire Core Strategy DPD, the Structure Plan and national planning policy. The principles primarily relate to protecting and enhancing amenity and health, to ensuring a sustainable development and to preventing unacceptable adverse impacts on matters of acknowledged importance.

- 2.8 This policy provides headline guidance for developers to help ensure that these principles are properly considered and addressed. All new development will have an impact on its surroundings and be affected by them. The aim must be that the development of this major urban extension to Cambridge responds to its surroundings, including existing buildings, open spaces and existing urban and village edges, to ensure an integrated scheme that does not harm local amenity and, wherever possible, brings benefits to the area. The development principles set out in Policy NW2 complement the individual subject based policies of the Plan and should be read alongside them.
- 2.9 A number of Studies and Strategies need to be in place before planning permission can be granted, to ensure that the policy requirements of the Plan are met and a high quality, sustainable development is achieved. The purpose of these is addressed in the relevant topic chapters. In addition, a Biodiversity Strategy will address the protection and enhancement of biodiversity interests on the site, and a Landscape Strategy will address the landscape treatment within and on the edge of the development, including its immediate setting. A Lighting Strategy will also be required to consider the effects on residential and wider amenity and will address lighting of key buildings, routes across the strategic gap and the lighting treatment of the urban edge. The Lighting Strategy should also consider the impact of outdoor lighting from the development on the operation of the Institute of Astronomy Observatory at Madingley Road, with a view to minimising any negative impacts.
- 2.10 Consideration will need to be given as to how to protect the special geological importance of the Traveller's Rest Pit SSSI which provides a unique exposure of fossiliferous cold stage gravels, sands and silts of a high-level terrace (Observatory Gravels) of the River Cam. Recent studies confirm that the special geological interest is located on the southern part of the existing SSSI and on land to its south and west, while the northern part of the existing SSSI no longer has any special geological importance. Natural England has carried out a review of the scientific information from surveys by Boreham (2008a, b & c) and Green (2008). In the light of this it appears that additional land is eligible for notification. The Local Team therefore intends to develop a case for reviewing the SSSI boundary (including additional land to the south and west and removing land to the north), although no definite timescale for this has been agreed at present. Development proposals will need to take into account advice from Natural England that a 10m buffer around the SSSI will be required during the masterplanning and planning applications stages to ensure that the scientific value of the site is not compromised by the development of North West Cambridge.
- 2.11 It is important that the design of the development fully takes into account the impact of noise and air pollution arising from the M11 and A14, in relation to the amenity and health of residents, workers and school children, the amenity and use of open spaces and impact upon the setting of Cambridge. Specific studies should be undertaken to address these concerns. Masterplanning and the detailed planning application process will need to determine the appropriate disposition of uses, location and design of buildings, and mitigation measures. The use of certain types of physical acoustic barrier such as a fence alongside the M11 is unlikely to be acceptable in this sensitive location.

- 2.12 All planning applications for major development are required to submit a Sustainability Appraisal and a Health Impact Statement to demonstrate that they have addressed sustainability issues, including impact on health, in their development proposals. Major development is defined as:
- a. Residential development: the erection of 10 or more dwellings, or, if this is not known, where the site area is 0.5 hectares or more; or
 - b. Other development: where the floor area to be created is 1,000m² or more, or the site area is 1 hectare or more.
- 2.13 For all development, an urban design-led approach will ensure that every proposal, whatever its scale, responds positively to the particular characteristics of a site and its surroundings and reinforces local distinctiveness.

Policy NW3: Implementing the Area Action Plan

1. A Masterplan is required to achieve the key development principles for North West Cambridge and must be submitted as part of an outline planning application;
 2. The outline planning application will include parameter plans along with a design and access statement in support of the application;
 3. Design Codes must be prepared for approval by the local planning authorities to support the delivery of all phases of development and will be approved in advance of any reserved matters application;
 4. Any reserved matters application will include a design statement to demonstrate compliance with previously approved parameter plans and design codes.
- 2.14 Before any planning permission for North West Cambridge can be granted it will be necessary to ensure that the development will be delivered in accordance with the principles set out in the Area Action Plan. A Masterplan for the whole site will be prepared as part of the supporting information to the application for the grant of planning permission to ensure this is the case and to create the framework within which a high quality accessible development can be achieved. The Masterplan should be submitted with the outline planning application for the first phase of development. This would provide certainty that the development of later stages is compatible with that of earlier stages. Design codes, and possibly other types of design guidance, will help deliver the Masterplan.

Figure 2.1: Concept Diagram.



3. Site and Setting

Policy NW4: Site and Setting

Land between Madingley Road and Huntingdon Road, comprising two areas totalling approximately 91ha, as shown on the Proposals Map, is allocated for predominantly University related uses. A strategic gap is retained between the two parts of the site to ensure separation is maintained between Cambridge and Girton village and to provide a central open space for reasons of biodiversity, landscape, recreation and amenity, whilst ensuring a cohesive and sustainable form of development. Development will create a high quality built edge to the urban area and provide an appropriate setting to Cambridge that maintains the purposes of the Cambridge Green Belt. Any land not required for development by 2016 will be safeguarded for predominantly University-related development for the period post-2016 to meet the longer-term development needs of Cambridge University.

- 3.1 Land is released from the Cambridge Green Belt through the Area Action Plan to contribute to meeting the development needs of Cambridge University in both the short and long term. This area was identified during the preparation of the Cambridgeshire Structure Plan as performing important Green Belt functions such that it should not be released for general development. However, in the light of evidence of need presented by the University, a lack of suitable alternative locations, and the importance of the University to Cambridge, the Structure Plan identified that land should be released from the Green Belt between Madingley Road and Huntingdon Road specifically to help provide for the University's long-term development needs, and only brought forward for development when the need arises. The Structure Plan calls for any land that is not required for development by 2016 to be designated as safeguarded land to meet longer-term development needs. This site is the last major land resource of the University and should be safeguarded for University purposes over the long term.
- 3.2 The Structure Plan requires that all the urban extensions to Cambridge are planned so that any areas required to maintain the purposes of the Cambridge Green Belt are retained in the Green Belt. The purposes of the Cambridge Green Belt, as set out in the Structure Plan, Cambridge Local Plan and the South Cambridgeshire Core Strategy are:
 - a. To preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;
 - b. To maintain and enhance the quality of its setting;
 - c. To prevent the communities in the environs of Cambridge from merging into one another and with the city.
- 3.3 The development footprint at North West Cambridge is required to maintain and enhance the quality of the setting of Cambridge. North West Cambridge includes the Girton ridge, which rises from Washpit Brook immediately to the east of the M11 motorway and is prominent in short and medium distance views from public viewpoints to the west.
- 3.4 A substantial area of open land would remain between the M11 and the western limit of the built-up area. The open area would be of sufficient scale to retain its Green Belt functions of safeguarding the countryside from encroachment and checking the unrestricted sprawl of the built-up area of Cambridge. The M11 at present runs through the open countryside, and the corridor of land to be retained would retain an open foreground in views from the motorway. This would soften the urban edge and prevent an oppressive urban character from being

created alongside the motorway. In the interests of maximising the site footprint to provide for the University's stated aspirations, land below the Girton ridge in the southern part of the area is included in the site. This area is less sensitive in views and so has less impact on the purposes of the Green Belt, and can be screened on this lower lying land through enhancement of existing hedgerows. This area has some historic landscape interest and masterplanning will need to incorporate important features into the development as far as possible.

- 3.5 Notwithstanding, the development will be visible in the landscape. It is important that the Masterplan for the area ensures the provision of a complementary high quality and distinctive built edge to the extended urban area and appropriate landscaping.
- 3.6 The site footprint is in two parts either side of a strategic gap that runs broadly north to south through the development. The principal function of this area is as Green Belt to ensure that Girton does not coalesce with Cambridge. This is particularly important at the northern end of the strategic gap where it joins with the Green Belt outside the Area Action Plan on the north side of Huntingdon Road that also separates Cambridge from Girton village.
- 3.7 The need to maintain separation diminishes with increasing distance from the south side of Huntingdon Road as the relationship with Girton village becomes less obvious. The strategic gap broadens out within the development to create a large open space at the heart of the new development to provide for amenity, recreation, landscaping and biodiversity. Further south, the strategic gap narrows to ensure that the two parts of the development have good physical links to provide for a cohesive and sustainable community and to provide high levels of access to centrally located community services and facilities at a new local centre.
- 3.8 Whilst the development will abut existing development in Girton Parish that fronts onto Huntingdon Road, the development is unlikely to have any direct links with that part of Girton, and will function as an urban extension to the built up area of Cambridge, to which it will link across the strategic gap. As such, it should be regarded as a new neighbourhood of Cambridge.

4. Housing

Policy NW5: Housing Supply

1. Approximately 3,000 dwellings will be provided (about 1,050 by 2016), with a priority on providing for University needs. An average net housing density of at least 50 dwellings per hectare will be achieved across the development as a whole. A range of densities will be provided following a design-led approach, including higher densities in and around the local centre and close to public transport stops, and with development of an appropriate scale and form where it adjoins existing housing;
 2. Approximately 2,000 units of student accommodation will also be provided.
- 4.1 Land at North West Cambridge was identified for a strategic level of development for predominantly University-related uses including residential in Structure Plan Policy P9/2c. Its development will help to satisfy the housing targets set for Cambridge and South Cambridgeshire in the East of England Plan. As the purpose of this development is to address the University's needs, the priority must be on the provision of housing for Cambridge University and College key workers. This is addressed by Policy NW6 on affordable housing. However, the Cambridge Local Plan accepts that provision of open market housing is necessary to make the whole development viable.
 - 4.2 The University forecasts a need for up to an additional 2,234 student units between 2004 and 2025 in addition to those to be brought forward by the Colleges in its evidence to the Cambridge Local Plan Inquiry. Student accommodation will therefore also be provided on the site.
 - 4.3 A fully integrated and responsive design-led approach to development is needed. In the case of residential development, it will allow significant increases in residential densities, extend the range of housing choice and, at the same time, improve the environmental quality and integration of new development. Higher densities and smaller gardens place added importance on the need for quality landscaping and open space in developments in order to maintain quality of life.
 - 4.4 Achieving higher density development will require innovation in both building design and development layout, to ensure that the significant scale of development that will take place over the plan period is designed with people in mind and results in places where people want to live. This will include layouts of residential areas that are permeable and easy to move around and that are legible.
 - 4.5 National guidance in PPS3 encourages the efficient use of land and sets a national minimum of 30 dwellings per hectare (dph) net. The site is bounded to the north and east by adjoining residential areas consisting of large detached houses developed at very low densities. New residential development on these boundaries should be developed at a scale and form that will enable it to respect the adjoining residential area.

Policy NW6: Affordable Housing

Housing developments will only be permitted if they provide 50% affordable housing to meet the needs of Cambridge University and College key workers¹ (as distinct from units of student accommodation), but account will be taken of any particular costs associated with the development (e.g. infrastructure provision) and other viability considerations, whether there are other planning objectives that need to be given priority, and the need to ensure balanced and sustainable communities. The occupation of such housing will be limited to Cambridge University and College key workers in housing need. It must be available over the long-term. Contributions for off-site provision will not be appropriate.

- 4.6 Cambridge University accepts that it has a significant problem in the recruitment and retention of staff and provided evidence of this to the Cambridge Local Plan Inquiry in 2005. This evidence shows that 73% of the planned growth in University staff numbers to 2016 would require affordable housing of a variety of tenures. The evidence shows that, excluding postgraduate accommodation, the University staff housing requirement to 2016 would be approximately 3,400 dwellings of which 3,250 would be self contained and 150 shared. Even if all of the housing at North West Cambridge were to be affordable it could not provide for all of this need and the open market housing is required to make the provision of the affordable housing viable. The evidence of the University to the Cambridge Local Plan Inquiry considered that a 50% affordable housing provision should be included in the plan and this was accepted by the Local Plan Inspector, subject to caveats concerning viability being included in the policy. However, in view of the high level of housing need demonstrated by the University, and the purpose of the development to address University needs, a higher proportion of affordable housing could be provided if viability evidence at the time of an application demonstrates that this is deliverable.
- 4.7 In determining planning applications for residential development, the authorities will have regard to any evidence of housing need, housing costs, household incomes and development viability which is available at that time.

Policy NW7: Balanced and Sustainable Communities

1. Affordable housing will be intermingled with the market housing in small groups or clusters, whilst the student housing can be provided in a number of groups distributed across each phase of development;
 2. A suitable mix of house types, sizes and tenure (including affordable housing) will be provided, attractive to and meeting the needs of, all ages and sectors of society including those with disabilities. This should include a proportion of new homes designed to Lifetime Home Mobility Standards. The mix in each particular development will be determined by evidence at the time of planning permission, including housing need, development costs and viability, and the achievement of mixed and balanced communities.
- 4.8 The provision of sustainable, inclusive, mixed communities is a key national policy objective. Provision needs to be made for specific groups in particular families with children, older and disabled people as well as for singles and couples. Architectural variety and housing mix would be facilitated if land were to be made available for self-build schemes and other individual bespoke developments. The findings of the Strategic Housing Market Assessment and other local evidence will be relevant to the masterplanning of the site, and to the determination of planning applications for residential development.

¹ See Glossary for definition.

- 4.9 The layout of the development should integrate affordable housing with the open market housing in ways that minimise social exclusion. The creation of tenure monocultures should be avoided. The development of the affordable housing in multiple small groups and clusters of between 6 and 25 dwellings will satisfy the policy requirement to achieve mixed and balanced communities.
- 4.10 Lifetime mobility standards for dwellings have been developed by the Joseph Rowntree Foundation to provide homes that cater for the needs of residents throughout their lifetime, including the possibility of impaired mobility. These standards exceed the requirements of the Building Regulations. Affordable housing is already providing a proportion of lifetime homes. In market housing, a proportion of dwellings designed to lifetime mobility standards will be sought.

5. Employment and University Fees

Policy NW8: Employment Uses

1. North West Cambridge will provide employment land for:
 - a) Predominantly D1 educational uses, associated sui generis research establishments² 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 in order to share staff, equipment or data, and to undertake joint collaborative working;
 - 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.
2. The occupation of development will be controlled by condition or legal agreement, for a period of 10 years from the first date of occupation.
 - 5.1 The emphasis on the strategy for the Cambridge sub-region as set out in Regional Planning Guidance, the Structure Plan and carried forward largely unchanged into the East of England Plan, is to provide more housing close to Cambridge in order to meet the housing needs generated by employment growth that has taken place and is planned for the area. Any substantial additional employment generating proposals in or on the edges of Cambridge have the potential to undermine the strategy for development in the sub-region by fuelling additional housing demand, and not addressing the current imbalance of jobs and homes close to Cambridge. Furthermore, this development is for predominantly University-related needs over the longer term and land must be husbanded to enable it to perform that function. It is therefore important to ensure that firms that locate in North West Cambridge can demonstrate a clear need to be located at North West Cambridge close to the University.
 - 5.2 The Councils will therefore be looking at employment land at North West Cambridge not to provide land for general research and development, but to provide a development cluster focussing on occupiers with strong University links and academic association with cognate University activities that would benefit from proximity. This will encourage the development of the higher education cluster benefiting from close proximity to the University and thus benefit the economy of Cambridge and the UK. It will be appropriate for occupiers to demonstrate a need to be close to other research facilities associated with the University.
 - 5.3 Considerations of national interest could take into account such factors as:
 - a. Whether or not the proposed development would otherwise locate overseas;
 - b. What Government support the project attracts and/or what views appropriate arms of Government might have;
 - c. The views of the University of Cambridge and other local research interests; and
 - d. Whether the proposal is at the forefront of national and international research and what export potential it may have.

² See Glossary for definition.

Policy NW9: Employment Uses in the Local Centre

Small-scale local B1 employment uses, under 300m², will be provided within the local centre as demand requires, of an appropriate scale to a generally residential area.

- 5.4 The local centre will act as a focus for the new community providing services and facilities to residents and workers in the development. As such it will also be appropriate to locate small-scale offices within the local centre, these would provide for local employment opportunities and a more vibrant local centre.

Policy NW10: Mix of Uses

Employment and academic development at North West Cambridge will constitute 100,000m² of floorspace as follows:

- a Approximately 60,000m² of higher education uses, including academic faculty development and a University Conference Centre within Use Class D1; and
- b. Up to 40,000m² of University-related sui generis research institutes and commercial research uses within Use Class B1(b).

- 5.5 Evidence from the University indicates that the University has a need for 100,000m² of Use Class D1 higher education uses, University-related research institutes, and commercial research uses at North West Cambridge. If the floorspace guide limit stated in part a of the Policy is exceeded, a requisite reduction would be required in the floorspace for uses under part b of the Policy. This is to ensure the scale of overall development does not undermine the strategy for the development of the sub-region and to ensure that emphasis is given to meeting the higher education uses proposed for the site.
- 5.6 The Councils commissioned an Employment Land Review in Cambridge and South Cambridgeshire to identify future needs for employment land. The findings from the Employment Land Review indicate a plentiful supply of land for research and development in the Cambridge area.
- 5.7 The Councils recognise the need for sui generis research institutes at North West Cambridge to be embedded within the development of academic uses to encourage the cross-fertilisation of ideas. This policy seeks to define an appropriate mix of uses on the site while still providing the flexibility to allow the embedding of commercial research within University uses.
- 5.8 The figures included in the policy are based upon the split of uses agreed within the Cambridge Local Plan 2006 policy 9/7. The amount of commercial and sui generis research institutes is also being limited in reflection of the substantial commitments to these uses in the City and South Cambridgeshire at the current time and the availability and rate of take up of other land in the University's ownership.

6. Travel

Policy NW11: Sustainable Travel

Development and transport systems will be planned in order to reduce the need to travel and maximise the use of sustainable transport modes to encourage people to move about by foot, cycle and bus, to achieve a modal share of no more than 40% of trips to work by car (excluding car passengers). This will include the provision of car clubs, employee travel plans, residential travel planning, and other similar measures.

- 6.1 Development in North West Cambridge will be in the form of a mixed-use development which will allow the daily needs of occupants to be met within walking or cycling distance, thus minimising the need to travel beyond the development.
- 6.2 Where travel is necessary, however, development will be planned to make this as sustainable as possible, particularly by:
 - a. Maximising use of sustainable transport modes by the provision of safe and convenient routes and higher densities to encourage people to move about by foot, cycle and bus;
 - b. Specifying appropriate standards for infrastructure provision within the development, including car and cycle parking;
 - c. Providing sustainable transport infrastructure to link the development to key destinations in Cambridge and to the wider network.
- 6.3 Transport modelling³ for North West Cambridge has shown that an 8 percent reduction in the modal share for journeys to work by car drivers (reducing the modal share from 45 percent to 37 percent) is achievable, if the right conditions are created as part of the development. These conditions include:
 - a. Good levels of day-to-day facilities and service provision in the local centre within the development, to encourage trips to be internalised within the site;
 - b. Provision of high quality, high frequency public transport to give a high standard of public transport accessibility within the development and to key destinations, including the City Centre and Cambridge Railway Station;
 - c. High quality cycle provision, including safe and convenient routes and a large amount of high quality cycle parking, to support growth in cycling's modal share;
 - d. Car parking provision below maximum standards as much as possible, combined with controls on on-street parking across the development site;
 - e. Car sharing facilities within the development, through the use of car clubs or other similar measures;
 - f. Employee travel plans and residential travel planning, including personal journey to work travel planning for residents of the development.
- 6.4 A Transport Assessment will be required alongside any planning application to allow the travel impact to be properly assessed and adequately mitigated. This will include mitigation against environmental impacts, such as noise, pollution and impact on amenity and health.

³The transport modelling was carried out as part of the Cambridge North West Transport Strategy.

Access to Development

Policy NW12: Highway Infrastructure

Development will be subject to sufficient highway capacity being available to serve all stages of development, including on the adjacent strategic road network. Development will contribute to measures to mitigate any significant adverse traffic impacts on the M11, A14 and the surrounding highway network, if this is shown to be necessary by transport assessments.

Policy NW13: Vehicular Access

Vehicular access to the development area will be from Huntingdon Road and Madingley Road. The number of vehicular access points to the development area will be minimised, especially from Huntingdon Road, and there will be no access for private motor vehicles to and from Storey's Way.

Policy NW14: Madingley Road to Huntingdon Road Link

A new route will be developed linking Madingley Road and Huntingdon Road. This road will be designed as part of the development and its design will be based on low vehicle speeds. It will give priority to provision for walking, cycling and public transport, including safe and convenient crossings for pedestrians and cyclists, in order to encourage travel by more sustainable modes.

Policy NW15: Highway Provision

Highway provision will be funded by development, as appropriate, and the provision of key links will be timed to relate to the commencement of development, or to the first occupation, of the relevant phase of development.

- 6.5 The overall approach to transport is to provide for the necessary vehicular trips associated with the development whilst managing the need to travel by car and promoting the use of other sustainable modes of travel. In accordance with Department for Transport Circular 2/07 (Planning and the Strategic Road Network), development in North West Cambridge will be based on a preference for solutions to travel demand which do not require the provision of new strategic road capacity. However, the Strategic Highway Authorities (Highways Agency and Cambridgeshire County Council) need to be assured that development can be delivered in such a way that it minimises any additional burden on other users of the strategic road network. Thus, if transport assessments indicate adverse impacts from development on the strategic road network (despite the use of all possible demand management measures) then development will need to contribute to appropriate mitigation measures on the strategic road network which are necessary to cater safely and efficiently for anticipated traffic levels.
- 6.6 A limited number of vehicular accesses are proposed in order to limit the impact upon the key radial corridors of Huntingdon Road and Madingley Road. A maximum of two accesses from Huntingdon Road are proposed. One main access from Madingley Road is proposed for general traffic, as indicated on the concept diagram and preferred highway option diagram (Figure 6.1). A secondary access into the development from Madingley Road may be required to serve the eastern part of the site. The potential need for, and purpose of, a secondary access will be explored through masterplanning and any planning application and associated

transport assessments. If the need for a secondary access is demonstrated, the decision on the most appropriate route for such a road will have regard to the environmental and landscape impact of any such road on the immediate and wider area, the impact on residential amenity and the operation of existing activities, land ownership constraints and deliverability, and timing and phasing in relation to the development.

- 6.7 A new road is proposed as part of the development of North West Cambridge, as shown in Figure 6.1. This road is intended primarily to provide access for the proposed development. Nevertheless, a link road from Madingley Road to Huntingdon Road will only be possible if its impacts on the transport network and on amenity are acceptable: it is important that the road should not release suppressed demand for car travel and hence create adverse traffic impacts. The design will provide for cycling and public transport, in order to encourage movements by more sustainable modes (see Policies NW16 and NW17). The new road linking to Huntingdon Road will be located on the western side of the strategic gap to provide a staggered junction with development proposed to the north of Huntingdon Road. It will need to be designed to avoid impacts on the purposes of the Green Belt and the amenity of the strategic gap within the development area. The existing buildings in the Green Belt on the eastern side of the strategic gap should be demolished and the area returned to the open countryside to maximise the openness of the Green Belt.
- 6.8 The design will also need to consider how the route would relate to the wider road network and development proposed north east of Huntingdon Road (the NIAB site). In conjunction with other development there is potential for a link from Huntingdon Road to the B1049 (Histon Road/Cambridge Road), giving the potential for linkage with the Cambridgeshire Guided Busway (CGB). The design of the junction at Huntingdon Road must be capable of linking satisfactorily with the proposed route from Huntingdon Road to the B1049 (Histon Road/Cambridge Road) to ensure the wider transport benefits are achieved, particularly in terms of segregated public transport provision.

Policy NW16: Public Transport Provision

High quality public transport provision will be provided to support development, including:

- a) Providing segregated bus priority routes through the development, along internal routes;
- b) Linkage of bus routes within the development to the wider bus network, including enhanced bus services along Huntingdon Road and the proposed Madingley Road to Huntingdon Road link route;
- c) Provision of bus stops, shelters and real time passenger information, with the majority of development being within 400m easy walking distance of a bus stop; and
- d) Support for residential travel plans and employee travel plans, including measures to encourage bus use, funded by development.

- 6.9 Providing high quality public transport is essential to achieving sustainable development in North West Cambridge and the proposed modal shift. Development will therefore be expected to encourage bus use as much as possible for trips to and from external destinations and for work journeys to the site. The development area has the advantage of being close to the existing bus route networks, but needs to be well linked to them.

- 6.10 It is proposed that there will be two principal public transport routes within the area, as shown in Figure 6.1:
1. A route internal to the development area, running north-west to south-east through the site; and
 2. A route, running internally through the area between Huntingdon Road and Madingley Road.
- These routes will be designed to be consistent with wider public transport improvements emerging from the County Council's Long Term Transport Strategy.
- 6.11 Development will be planned to give short walking distances to these routes: no more than 400m. The two routes will intersect giving a wide range of route options.
- 6.12 The north-west to south-east route will act as a public transport spine through the new development and will provide:
- a. Connection to the Madingley Road to Huntingdon Road route, to allow a new bus service to operate through the development and then continue into the City Centre with possible onward connection to Cambridge Railway Station and Addenbrooke's Hospital;
 - b. Connection to Huntingdon Road in the north-west of the site. This provides the facility for some (but not all) existing bus services on Huntingdon Road to divert into the site, thereby taking advantage of bus priority facilities that could be provided;
 - c. Direct connection to development in the north-west corner of the development; and
 - d. A link between the Madingley Road to Huntingdon Road route and major development sites, employment locations and Park and Ride sites.
- 6.13 The proposed route, running between Huntingdon Road and Madingley Road, provides the option for buses to avoid the City Centre (although many services will have this as a destination) and gives more direct connections to other areas of the City. It will provide links with development north of Huntingdon Road and with the University's West Cambridge site to the south. A connection could be provided from the Madingley Road Park and Ride site to allow bus services to operate into the University's West Cambridge site and/or onwards to the NIAB site.
- 6.14 This route, if continued north-eastwards beyond Huntingdon Road, also allows connection with the CGB scheme at the B1049 (Histon Road/Cambridge Road). The CGB will provide (from 2009) a high quality public transport system from Huntingdon/St Ives to Cambridge. The CGB passes through the Cambridge Northern Fringe, giving the opportunity to connect North West Cambridge with wider public transport provision, including the proposed Chesterton Sidings station.

Policy NW17: Cycling Provision

New and improved cycle links will be provided as part of the development, including:

- a) Giving priority to cycling links between Huntingdon Road and Madingley Road and to the City Centre;

- b) Giving priority to cycling within the development, including connections to key destinations, including the local centre, bus stops, the primary schools, employment, and adjacent development; and
- c) Linking the development with the surrounding walking and cycling network and orbital routes including links to nearby villages and open countryside.

6.15 Development will be designed to maximise the permeability of the site and the legibility of cycling routes to encourage trips to be made by cycling and so reduce the dependence on private cars. Within the development area, excellent facilities therefore need to be provided for cyclists including:

- a. High quality cycle provision within the development providing maximum permeability for cyclists to the surrounding cycle network and to the local centre;
- b. Cycle parking provision for all development, including the local centre;
- c. Cycle storage for all dwellings; and
- d. Schemes to promote cycling, including consideration of cycle sharing schemes and information on routes to residents and employees.

6.16 Cycle facilities within the development need to be linked to the wider cycle network, as outlined in 'Protection and Funding for the Future Expansion of the City Cycle Network' (2004). This includes links to the City Centre, to development north of Huntingdon Road, and to West Cambridge, as well as linking the new community to the wider countryside for recreation.

6.17 Radial provision is needed to give cyclists spinal routes through the new development which link with existing routes, including to and from the City Centre. This will give alternatives to existing cycle routes along Huntingdon Road and Maddingley Road (although existing routes may also be improved).

6.18 Orbital cycle routes are also needed to connect with radial provision and with links north-eastwards to the B1049 (Histon Road/Cambridge Road) and beyond, as well as southwards to the Coton path, and University buildings. Safe and convenient cycle crossing facilities at Huntingdon Road and Maddingley Road will be an essential part of the orbital provision. This will also give the potential to provide a more convenient cycle route to key destinations, including the proposed new rail station at Chesterton Sidings.

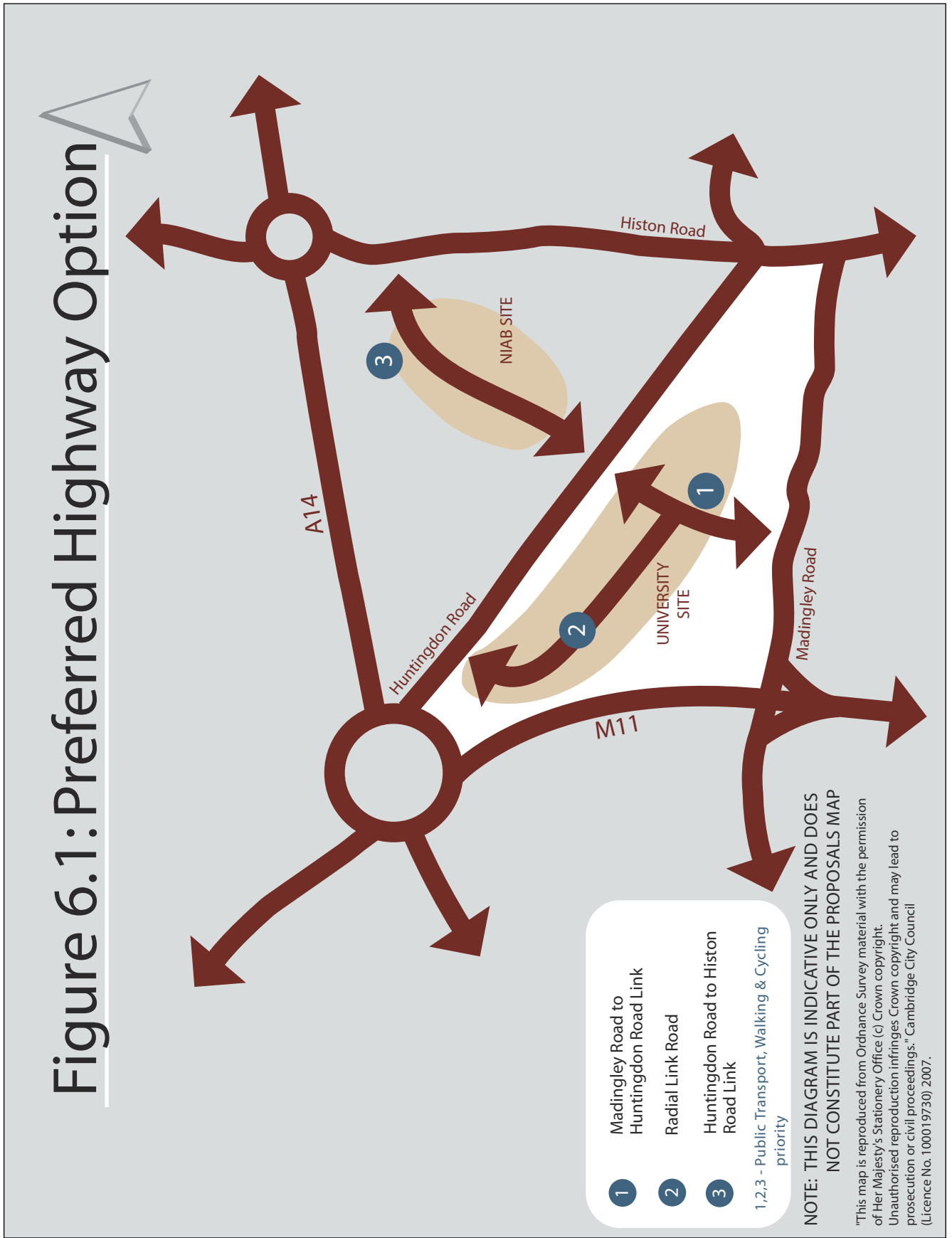
Policy NW18: Walking Provision

Development will be required to provide attractive, direct and safe walking routes as part of the development, including:

- a) Giving priority to walking links between Huntingdon Road and Maddingley Road, to adjacent development and to the City Centre;
- b) Giving priority to walking routes within the development connecting to key destinations, including the local centre, bus stops, the primary schools and employment; and
- c) Linking the development with the surrounding walking network, including links to an improved rights of way network and to nearby villages and open countryside.

6.19 Development will be designed to maximise the permeability of the site and the legibility of walking routes to encourage trips to be made by walking and so reduce the dependence on private cars. The majority of walking trips generated by the development will be internal to the

Figure 6.1: Preferred Highways Option.



development site, but opportunities also exist for walking trips to be made to key external destinations, including schools and colleges in the vicinity of the site, the University's West Cambridge site and Cambridge City Centre.

- 6.20 A grid system of direct walking routes should be provided within the development sites, providing maximum permeability to destinations within the development, particularly the local centre. The grid system should connect to existing walking routes on Huntingdon Road and Madingley Road, via as many connections as possible. Where feasible these links should be in the form of separate cycle and footpath links and should include safe and convenient routes to bus stops

Policy NW19: Parking Standards

Car and cycle parking will be provided in accordance with the standards set out in Appendices 1 and 2. In applying these standards, the overall aim will be to minimise the amount of car parking and to maximise the amount of cycle parking in order to encourage the use of more sustainable modes.

- 6.21 The amount of car and cycle parking will be in accordance with the standards set out in Appendices 1 and 2 of this Plan – for car parking these are **maximum** standards, and for cycle parking **minimum** standards. The standards will be applied to discourage unnecessary car use and to encourage cycle use.
- 6.22 The amount of residential and employee car parking will have a significant effect upon levels of car use and needs to be minimised in order to make the car a less preferred option. In particular, student residential parking will be very low and subject to proctorial control.
- 6.23 The amount of car parking needs to be related to public transport accessibility. Where this is high, as is proposed for this area, less car parking is necessary, particularly for employee parking. The quantity of car parking also relates to the urban form. Where higher residential densities are proposed, car parking should not be allowed to dominate design. The provision of measures such as car clubs, along with other 'softer' measures, with initial funding from development should be explored to minimise the need for individual car ownership and the associated parking demands.
- 6.24 In order to make cycling a more attractive option, the amount of convenient cycle parking provided as part of development will be maximised and will comply with the principles set out in Appendix 2.

7. Community Services and Facilities

Policy NW20: Provision of Community Services and Facilities, Arts and Culture.

1. The development will provide an appropriate level and type of high quality services and facilities in suitable locations to serve all phases of development. In order to identify the appropriate level, detailed assessments and strategies will be required to be prepared with key stakeholders prior to granting planning permission;
 2. Where appropriate, those services and facilities delivered by the community or voluntary sector will be provided through the provision by the development of appropriate serviced land, e.g. faith, social and sporting clubs.
-
- 7.1 The development of North West Cambridge will require an appropriate level of services and facilities to be provided within the development to serve the needs of the community, including those who will come to live, work and study within its area. It is important that these services and facilities are provided at an early stage in the development to ensure that the new community has the opportunity to be sustainable by using local services rather than travelling to use those provided outside its area.
 - 7.2 The appropriate type and level of services and facilities will need to be determined in advance of the granting of any planning permission through detailed assessments prepared in collaboration with key stakeholders, which will include an assessment of needs, leading to strategies identifying the requirements and the phasing of their delivery which will be incorporated into planning obligations. As the development will take place over a long period of time, it is important that adequate provision is made at all stages.
 - 7.3 Not all services and facilities will be provided by the public or commercial sectors. Some facilities at North West Cambridge will be best provided through the direct involvement of community groups, e.g. facilities for faith and public worship and associations including social and sporting clubs. In appropriate instances, the development may be required to provide land for their provision. This would include any sporting club that provides facilities over and above that required by the Open Space and Recreation Standards.
 - 7.4 Professional Community Development Workers will help establish a cohesive and distinct new community. This will be especially important, given the emphasis on North West Cambridge being a new university quarter, to enable the integration of the various groups and sectors living and working within its area. It will thus enable a stronger sense of identity and community ownership of facilities and shared spaces.
 - 7.5 Community services and facilities will not only need to be provided but will also need to be well managed and maintained in order to provide properly for the long-term. Strategies will therefore be needed to cover the delivery and implementation of services and facilities together with appropriate arrangements for adoption and maintenance. Such strategies will need to be approved ahead of the granting of planning permission.

Policy NW21: A Local Centre

Where appropriate, all services and facilities will be provided in a single centre at the heart of the development and adjacent to the strategic gap, well served by public transport and a cycle path network, and within reasonable walking distance of all parts of the development.

- 7.6 A local centre will act as the focus for the new community and help to establish its special character and identity. By co-locating many services and facilities, there can be a more efficient use of scarce land and buildings through shared buildings and facilities, which can lead to better customer service and considerable savings especially for operational efficiency. The provision of such services and facilities in a local centre will also enable small-scale employment to be located within and/or alongside the local centre to reinforce its function.
- 7.7 By linking the local centre to the network of pedestrian and cycle routes as well as public transport routes, the development can become an exemplar of sustainable living. A single centre will also enable a journey for one purpose to serve another, thus reducing the overall number and length of journeys and providing opportunities for social interaction.
- 7.8 The location of the local centre at the heart of the development will assist in bringing together the two parts of the development either side of the strategic gap, thus encouraging the creation of a cohesive community. The location adjacent to the strategic gap with its recreation and amenity function will enhance its attraction as a community focus. It also provides the opportunity for the playing fields associated with the primary schools to be located within the green area of the gap.
- 7.9 The local centre can also provide for some of the needs of those who live or work in neighbouring communities, particularly the sector of North West Cambridge which will be developed to the north of Huntingdon Road and the University's West Cambridge Site, south of Madingley Road.
- 7.10 It is anticipated that, subject to the required strategies and masterplanning, the local centre will comprise a range of services and facilities including:
- a. Primary schools and pre-school care
 - b. An appropriate level of local shopping and other services
 - c. A library, life-long learning centre and information access point
 - d. Flexible community meeting rooms and spaces adjacent to the primary schools
 - e. Provision for the emergency services including the police
 - f. A children's play area
 - g. Neighbourhood recycling point
 - h. Healthcare provision.
- 7.11 Some of these facilities may be provided outside the development, for example in a local centre in the new neighbourhood being established north of Huntingdon Road. In these circumstances, a financial contribution will be sought from the development where this is consistent with Circular 5/05.
- 7.12 The development will generate a need for additional secondary school places. The County Council proposes to meet this need through a new school to be built on land in the area between Huntingdon Road and Histon Road. The development of North West Cambridge will make an appropriate financial contribution towards this provision.

Policy NW22: Public Art

Public art will be provided as part of the development to help generate pride in the area, increase a sense of ownership, develop cultural identity, create distinction, character and identity and contribute to quality of life. The value of public art sought within the development will be at a cost equal to 1% of the construction cost of the project. A Public Art Strategy will be required to support a planning application.

- 7.13 The provision of public art will assist in creating the distinctive character of North West Cambridge. The provision of quality visual arts and crafts as part of new developments can bring social, cultural, environmental, educational and economic benefits, both to the new development and to the community at large. It is considered particularly important that public art is integrated into the overall design of North West Cambridge and functional elements e.g. lighting, street furniture, floor designs and signage as well as landmark works such as sculpture.
- 7.14 Given the scale of development at North West Cambridge it is considered important to set out the level of public art provision sought. In addition, a strategy for public art is required. The strategy forms an integral part of the masterplanning process and should include full community involvement as well as being prepared by a Public Art expert and to involve a lead artist at the earliest opportunity.

8. Recreation

Policy NW23: Open Space and Recreation Provision

Development will provide public open space and sports facilities in accordance with the Open Space and Recreation Standards set out in Appendix 3. Development will also provide improved linkages to the adjacent open countryside.

- 8.1 It is important to ensure that those living, working and visiting North West Cambridge have easy access to high quality open spaces and recreation facilities, which can lead to healthy lifestyles and a high quality of life and entertainment. Its provision will also enhance the setting of the City and add to its special character, amenity and biodiversity. Many open space uses are not mutually exclusive. For instance, allotment provision can also enhance amenity and biodiversity, and natural greenspaces are valuable for children's play. The open space provided could also be used for the storage/recycling of water to benefit flood protection and encourage sustainable drainage. However, open space used in this way must be designed to be enjoyed and used by the public if it is to count towards meeting the standards.
- 8.2 The following types of open space should be provided according to the Open Space and Recreation Standards set out in Appendix 3:
- a. Outdoor sports facilities (playing pitches, courts and greens);
 - b. Indoor sports provision (sports halls and swimming pools);
 - c. Provision for children and teenagers (equipped play areas and outdoor youth provision, distributed to properly serve local needs);
 - d. Informal Open Space (Recreation grounds, parks, and natural green spaces); and
 - e. Allotments.
- 8.3 Where appropriate such provision should be made on site or otherwise through commuted payments. In most cases on site provision is preferred as the facility will be close to the development. However, for some facilities this will not be possible and in such cases a commuted sum will be required.
- 8.4 In addition to this, provision should be made for Strategic Open Space, which would form part of the sub-regional network of green spaces and linkages identified in Cambridgeshire Horizons' Green Infrastructure Strategy. This should include improved access from North West Cambridge into the wider countryside and other areas of Strategic Open Space, such as the Coton Countryside Reserve. These linkages will be important to those living and working in North West Cambridge to ensure access to the wider countryside and also to provide connectivity for reasons of biodiversity.
- 8.5 The strategic gap running from Huntingdon Road to Madingley Road provides a large high amenity value recreational space for the entire development and would be able to accommodate both formal and informal open space uses.
- 8.6 North West Cambridge may also provide the opportunity to host a facility which may serve a wider area and the University community as a whole, such as an ice rink.
- 8.7 A Recreation Strategy will be required to address the sports, open space and play needs of the development for the lifetime of the development.

9. Natural Resources

Policy NW24: Climate Change & Sustainable Design and Construction

1. Development will be required to demonstrate that it has been designed to adapt to the predicted effects of climate change;
 2. Residential development will be required to demonstrate that:
 - a) All dwellings approved on or before 31 March 2013 will meet Code for Sustainable Homes Level 4 or higher, up to a maximum of 50 dwellings across the site. All dwellings above 50 will meet Code for Sustainable Homes Level 5 or higher (these Levels include water conservation measures);
 - b) All dwellings approved on or after 1 April 2013 will meet Code for Sustainable Homes Level 5 or higher;
 - c) There is no adverse impact on the water environment and biodiversity as a result of the implementation and management of water conservation measures.
 3. Non residential development and student housing will be required to demonstrate that:
 - d) It will achieve a high degree of sustainable design and construction in line with BREEAM "excellent " standards or the equivalent if this is replaced;
 - e) It will reduce its predicted carbon emissions by at least 20% through the use of on-site renewable energy technologies only where a renewably fuelled decentralised system is shown not to be viable;
 - f) It will incorporate water conservation measures including water saving devices, greywater and/or rainwater recycling in all buildings to significantly reduce potable water consumption; and
 - g) There is no adverse impact on the water environment and biodiversity as a result of the implementation and management of water conservation measures.
 4. Decentralised energy will be required at North West Cambridge to meet the targets specified above. The form of decentralised energy system to be used will be determined on the basis of minimising carbon and greenhouse gas emissions. The system will need to serve the whole site unless there are specific circumstances which would render it inappropriate.
 5. The above requirements are subject to wider viability testing.
- 9.1 In response to climate change, national objectives have been set to reduce the UK's carbon dioxide emissions by at least 60% by 2050, with real progress towards this target by 2020. In addition, the Government has set out its aims for all new housing to be zero carbon by 2016, with two scheduled improvements to Building Regulations between now and then, to help bridge the gap between current standards and those proposed for 2016. A national standard called the Code for Sustainable Homes (CSH) has also been launched to assess the environmental performance of new homes. It covers a range of issues including energy and water performance, drainage, recycling, environmental impact of construction materials and biodiversity. BREEAM is currently the equivalent standard for non-residential buildings, though the government is considering replacing it with a Code for non-residential buildings with similar goals to the CSH for zero carbon performance, which BREEAM currently lacks.
- 9.2 Climate change adaptation has been defined as the ability to respond and adjust to actual or potential impacts of climate change in ways that moderate harm or take advantage of any positive opportunities that the climate may afford⁴. New development will need to be adaptable for unavoidable changes in climate without further increasing emissions with active heating and cooling systems. There is much that can be achieved through 'passive measures' such as the location, layout, orientation, aspect and external design of buildings and landscaping around buildings that can help occupants to cope more easily with the effects of climate change.

⁴ African Development Bank (AfDB) et al (2003). Poverty and Climate Change.

- 9.3 New development, and particularly large scale development such as North West Cambridge, provides significant opportunities to reduce the carbon emissions produced during the lifetime of the development. Energy efficiency through design is one of the key climate change mitigation measures and provision of decentralised energy such as combined heat and power (CHP) is another. The existing national system of centralised electricity generation is very inefficient. Power stations discharge significant levels of energy in the form of heat to the atmosphere, rivers or sea. More energy is lost through transmission and distribution from remote power stations to towns and cities. Local power generation in "decentralised energy systems" such as through CHP allows the waste heat to be used locally, and for transmission and distribution losses to be cut significantly. This results in significantly lower carbon emissions. It will also conserve water resources that are a significant resource used in traditional power stations.
- 9.4 The Policy takes a flexible approach to energy reduction through provision of decentralised energy on the site, to ensure that the measures that would produce the greatest carbon emissions reductions are delivered as appropriate for the mix and phasing of development proposed. The term 'decentralised' refers to site-wide systems and smaller scale systems for groups or individual dwellings. There are a number of different types of decentralised energy systems, either fuelled by renewable energy or fossil fuels, which might be appropriate for use at North West Cambridge. The carbon emission savings will vary depending on the technology and fuel used. For example a renewably fuelled CHP system will have lower carbon emissions than a fossil fuelled system. This site, with its proposed mix of uses, is likely to be very suitable for CHP. The Policy requires that any proposals include the system that can viably deliver the greatest carbon savings for the site as a whole, bearing in mind factors such as technical and financial viability and phasing of the development.
- 9.5 The energy infrastructure necessary for decentralised energy will need to be explored at a very early stage and designed in at the front end of development in order to minimise costs and to appropriately phase the installation with the build out of the development. A Carbon Reduction Strategy which will set out the broad strategy for the site as a whole will need to be submitted and approved alongside the Masterplan and further detail will be required alongside subsequent planning applications.
- 9.6 The Councils would support the development of an energy services company (ESCo) to provide this energy infrastructure. The ESCo could maintain the system and bill users for their energy consumption. The community could partially or wholly own it, if interest is shown.
- 9.7 In line with the Planning Policy Statement "Planning and Climate Change", there are clear opportunities at North West Cambridge for the use of decentralised energy and on-site renewables. Therefore specific requirements for the CSH and BREEAM for non-residential uses (or its equivalent, if this is replaced) have been set. These are one step ahead of proposed changes to the Building Regulations and therefore assist in moving towards the Zero Carbon target by 2016 and reflect the Area Action Plan's objective for the development to be built as an exemplar of sustainable living. These standards are also phased to improve over time, as the development is built out over a number of years.

9.8 The housing trajectory has been used to determine the dwelling thresholds at which the CSH requirements will change. This is to ensure that a substantial proportion of the development will be delivered at higher sustainable design and construction standards, bearing in mind the overall viability of the development. It is possible that in the future the housing trajectory may change due to the changing economic climate, and as such these dwelling thresholds would be amended accordingly. Thresholds will be revised in consultation with developers, through the Councils' Annual Monitoring Reports.

9.9 As BREEAM does not have as high standards as CSH, particularly in terms of carbon performance, BREEAM Excellent will be required from the outset. In the event that a renewably fuelled decentralised system is not viable there is an additional requirement for the non-residential uses within the development to meet 20% of the predicted carbon emissions from onsite renewable energy technologies. These could take various forms, including:

- a. Wind turbines;
- b. Solar thermal;
- c. Photo-voltaic cells (PV);
- d. Biomass for community heating or CHP;
- e. Ground source heat pumps.

It should be noted that the requirements of the 2006 Building Regulations will be taken as the baseline for the 20% renewable energy target.

9.10 In determining which types of technologies would be most suitable for this site, there would be a requirement to minimise any potential impacts to the environment or local amenity by careful site selection, choice of technologies and mitigation measures.

9.11 The East of England has the lowest rainfall in the country and is described officially as semi-arid. A high proportion of the available water resource is already being exploited and as such, even allowing for the impacts of climate change, careful management of water resources will be crucial if the economic potential of the Cambridge Sub-Region is to continue to be realised. Development at North West Cambridge provides an opportunity to design water conservation measures into the infrastructure and buildings in order to reduce per capita demand for water. This should be a fundamental approach of the development. It is important that water conservation measures are applied to each building to ensure that there is a comprehensive strategy to water use reduction across the site and measures are not applied to some buildings and not others. The CSH provides appropriate targets to improve water conservation over time, using the same dates and Code levels as for energy reduction and other sustainability requirements set out in the Code. For residential development, the 30% reduction required at Code Level 4 compared to 2006 levels equates to 105 litres/head/day, while the 47% reduction required by Code Level 5 equates to 80 litres/head/day.

9.12 Improving the efficiency of water use in buildings can be relatively easily achieved by installing water saving devices. Rainwater recycling for garden or landscape irrigation and/or toilet flushing are also available, as well as greywater recycling systems. At the outline planning application stage, a Water Conservation Strategy with basic information as to how this target will be met will be required, with further details of the measures proposed required at the reserved matters stage.

9.13 The principle of reuse and recycling of water is also an important part of an integrated approach to water management that will facilitate the use of water from drainage as a design

feature of the development. Care must be taken to ensure that water reuse and recycling does not have an adverse effect on biodiversity, or the wider water environment, in accordance with the requirements of the Water Framework Directive (WFD).

An Integrated Water Strategy

Policy NW25: Surface Water Drainage

1. Surface water drainage for the site should be designed as far as possible as a sustainable drainage system (SuDS) to reduce overall run-off volumes leaving the site, control the rate of flow and improve water quality before it joins any water course or other receiving body;
 2. The surface water drainage system will seek to hold water on the site, ensuring that it is released to surrounding water courses at an equal, or slower, rate than was the case prior to development;
 3. Water storage areas should be designed and integrated into the development with drainage, recreation, biodiversity and amenity value; and
 4. Any surface water drainage scheme will need to be capable of reducing the downstream flood risk associated with storm events as well as normal rainfall events. All flood mitigation measures must make allowance for the forecast effects of climate change.
- 9.14 The eastern and northern parts of the site lie above the surrounding land. The area then slopes down to the Washpit Brook and as such surface water at the site drains naturally in that direction. Apart from the immediate area along the Washpit Brook, there is little evidence of flood risk to the site itself.
- 9.15 However, surface water run-off will increase as a result of development, which will create impermeable areas. As a result, full attenuation measures will be required to ensure that surface water run-off from the development does not increase the risk of flooding to the site itself and areas downstream of the development.
- 9.16 The principles of Sustainable Drainage Systems (SuDS) should be employed where possible on the site to deal with surface water drainage. SuDS are an alternative approach to drainage that replicate as closely as possible the natural drainage of the site before development. This reduces the risk of flood downstream of the development, helps replenish ground water and remove pollutants gathered during run-off, benefiting local wildlife, in line with the SuDs management train.
- 9.17 A Strategic Water and Drainage Strategy will be required to support a planning application. This will include a strategic scale flood risk assessment for the site and any impact on the wider catchment, and will identify the types of SuDS proposed and options for future adoption and maintenance arrangements.

Policy NW26: Foul Drainage and Sewage Disposal

Development of any single phase will not result in harm in the form of untreated wastewater or increased flood risk from treated wastewater. Planning conditions (which may include 'Grampian' style conditions) will link the start and phased development of the site to the availability of wastewater treatment capacity and the capacity of receiving watercourses.

- 9.18 The foul water produced at the site will be directed to Cambridge Sewage Treatment Works at Milton to take advantage of consolidating existing facilities. Anglian Water are currently undertaking an appraisal of sewerage provision for the whole catchment and the outcome of that appraisal will inform the approach to be followed for foul water arising from North West Cambridge.
- 9.19 In accordance with the requirements of the WFD, the treatment of wastewater must not cause deterioration of the water environment. The options for the treatment of foul drainage and sewage disposal from the site will need to be agreed with the Environment Agency to ensure that development does not result in further pressure on the water environment and compromise WFD objectives.

Policy NW27: Management and Maintenance of Surface Water Drainage Systems

1. All water bodies, watercourses and sustainable drainage features required to serve the development will be maintained and managed by one or more publicly accountable bodies to ensure a comprehensive and integrated approach to surface water drainage with defined areas of responsibility;
 2. No development shall commence until the written agreement of the local planning authorities has been secured stating that organisations with sufficient powers, funding, resources, expertise and integrated management are legally committed to maintain and manage all surface water systems on the North West Cambridge site in perpetuity.
- 9.20 North West Cambridge's surface water drainage systems will need to be managed in perpetuity, during and beyond the lifetime of construction. The options for this are for maintenance and management to be the responsibility of one or more of the following:
- a. The City and/or District Council;
 - b. A water company such as Anglian Water;
 - c. A publicly accountable trust.
- 9.21 It is important to ensure that the body or bodies made responsible have adequate expertise and are financially stable in perpetuity. It will be the responsibility of the developer to secure and fund a suitable management and maintenance body/bodies in agreement with the Authorities.

10. Delivery

Construction Process

Policy NW28: Construction Process

Where practicable the development will:

- a. Recycle construction waste;
- b. Accommodate construction spoil within the development, taking account of the local urban and landscape character and avoiding creation of features alien to the topography;
- c. Maximise the reuse and recycling of any suitable raw materials currently available on site during construction, such as redundant buildings or infrastructure;
- d. Avoid disruption to adjacent parts of the City and Girton.

- 10.1 The construction process utilises a significant amount of resources and development on this scale will generate a considerable amount of spoil and waste building material. Any existing resources available on the site, such as materials from redundant buildings, can help reduce the amount of materials that have to be imported onto the site.
- 10.2 It would not be appropriate to transport construction spoil over considerable distances as this would be unsustainable and simply transfer the problem elsewhere. The general principle should be for construction spoil to be treated and utilised on site. However, it would not be acceptable to alter the land forms locally by concentrating the spoil into one or more large mounds as this would introduce an alien character into this area.
- 10.3 Construction spoil can be used in the construction of sport and recreation facilities provided this is in appropriate locations and will not have adverse implications for landscape character.
- 10.4 The development of North West Cambridge will take place over a number of years and the construction process can have implications for amenity, public safety, and the landscape setting of Cambridge and Girton if not properly planned. The construction process will therefore need careful management in order to avoid or minimise disruption to the adjacent parts of the City and Girton as well as parts of North West Cambridge which have already been built. Realistically, it will not be possible to avoid any impact when development is being undertaken immediately adjoining existing areas but measures should be undertaken to reduce the impact as far as possible. It will also be important to ensure that there is no adverse impact on the Traveller's Rest Pit Site of Special Scientific Interest (SSSI).
- 10.5 Haul routes, storage compounds, plant and machinery can all be located in such a way as to minimise any impact and in some cases, it will be appropriate for haul routes to further mitigate their impact through landscaping in locations where the duration and scale of the development is extensive.
- 10.6 A Construction Environmental Management Plan including a Site Waste Management Plan will be required to support a planning application.

Strategic Landscaping

Policy NW29: Strategic Landscaping

Strategic landscaping of the development will be needed to ensure that each part of the development area is landscaped, managed and protected where practical before much of the development is started. Appropriate landscaping will need to be completed promptly upon the completion of each phase of development.

- 10.7 Part of the strategy for minimising impacts of the development will involve the landscaping of the site as part of the overall development. Landscaping will involve earth moving and the general management of spoil which will be created from, for example, digging footings, land drains, surface water attenuation lakes. Woodlands, individual trees and hedgerows will also be planted.

Phasing and Need

Policy NW30: Phasing & Need

1. A Needs Statement must be submitted with any planning application to demonstrate that the University has a need for the land to be released for the specific development the subject of the application;
 2. Phasing of the development will be determined through masterplanning and as the needs of the University are proven.
- 10.8 The overall strategic need for University development at North West Cambridge has been accepted. The site is likely to be developed in a number of phases in the period to 2021 and beyond. As land is only being released from the Green Belt to meet the long term development needs of the University and is a limited resource, it is important to ensure effective use of the land and that evidence of need is demonstrated as applications come forward for different uses over time. It is anticipated that the University's Housing Needs Study forming part of the evidence base for the Area Action Plan, updated as necessary, will form a key part of the Needs Statement of planning applications that include residential development. The site is in proximity to the University's existing West Cambridge site, south of Madingley Road, which is the current focus for the growth of the University, where capacity will last for some time yet. Other sites in the City are allocated for University and student housing uses in the Cambridge Local Plan. Accordingly, a Needs Statement is required to support planning applications for built development to satisfactorily demonstrate the need for the development 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.
- 10.9 This land is also identified as a Strategic Employment Location in the Structure Plan and again is subject to the University proving the need for the development; the site therefore will enable the long-term growth of the University education and research cluster in Cambridge. There is, however, a generous supply of other land for some of these uses on the West Cambridge site and elsewhere in the City.

- 10.10 The phasing of the development should have regard to the creation of a sustainable community from the outset and as the development progresses. This is particularly important as the development will be implemented over a long period as the University's needs arise although the early establishment of a viable local centre should not be undermined.
- 10.11 A Phasing and Implementation Strategy will be required to support a planning application.

Planning Obligations

Policy NW31: Infrastructure Provision

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

- 10.12 The development of North West Cambridge will create additional demands for physical and social infrastructure, as well as having impacts on the environment. In such cases planning obligations will be required, in accordance with Government guidance, to make any necessary improvements, provide new facilities, or secure compensatory provision for any loss or damage created. The nature and scale of contributions sought will be related to the size of the development and to the extent it places additional demands upon the area.
- 10.13 Contributions will be necessary for some or all of the following:
- a. Affordable Housing, as required by Policy NW6
 - b. Education (including nursery and pre-school care);
 - c. Health care;
 - d. Public open space, sport & recreation facilities;
 - e. Improvements (including infrastructure) for pedestrians, cyclists, equestrians, highways and public and community transport;
 - f. Other community facilities (e.g. community centres, youth facilities, library service, social care and the provision of emergency services);
 - g. Landscape and biodiversity;
 - h. Drainage/flood prevention;
 - i. Waste management;
 - j. Arts and cultural provision;
 - k. Community development workers and youth workers;
 - l. Energy infrastructure;
 - m. Other utilities and telecommunications.
- 10.14 Depending on the nature of the services and facilities, contributions may also be required to meet maintenance and/or operating costs either as pump priming or in perpetuity, through an obligation.
- 10.15 The overall viability of the development will be taken into consideration in the decision on the level of planning obligations to be incorporated into the Section 106 (S106) Agreement at the planning application stage.
- 10.16 A schedule of services, facilities and infrastructure together with a timetable for their provision during the development of North West Cambridge will be set out in a legal agreement. In

order to ensure the timely provision of services, facilities and infrastructure, trigger points will be set according to when the need for them is forecast to arise.

Delivery Mechanisms

- 10.17 The Area Action Plan has been prepared in consultation with key stakeholders involved in the delivery of North West Cambridge and various partnership working arrangements have been in place for the development since 2006, including Cambridgeshire County Council, Cambridgeshire Horizons, the Primary Care Trust, the Environment Agency, and the Highways Agency. Joint working arrangements have also included the developers of land between Huntingdon Road and Madingley Road in order to ensure a holistic approach to the planning and delivery of development in this area. A joint planning committee has been set up to ensure this objective is met in the determination of any planning applications. The Councils are also involved in the preparation of other key strategies and plans that will impact on the development of North West Cambridge such as their respective Sustainable Community Strategies and strategies prepared by others including the County Council and Cambridgeshire Horizons.
- 10.18 Cambridgeshire Horizons' key focus is on the delivery of the development strategy for the Cambridge area. As such, it is assisting the local authorities with mechanisms to ensure prompt and efficient delivery of the major developments and necessary infrastructure.

Housing Trajectory

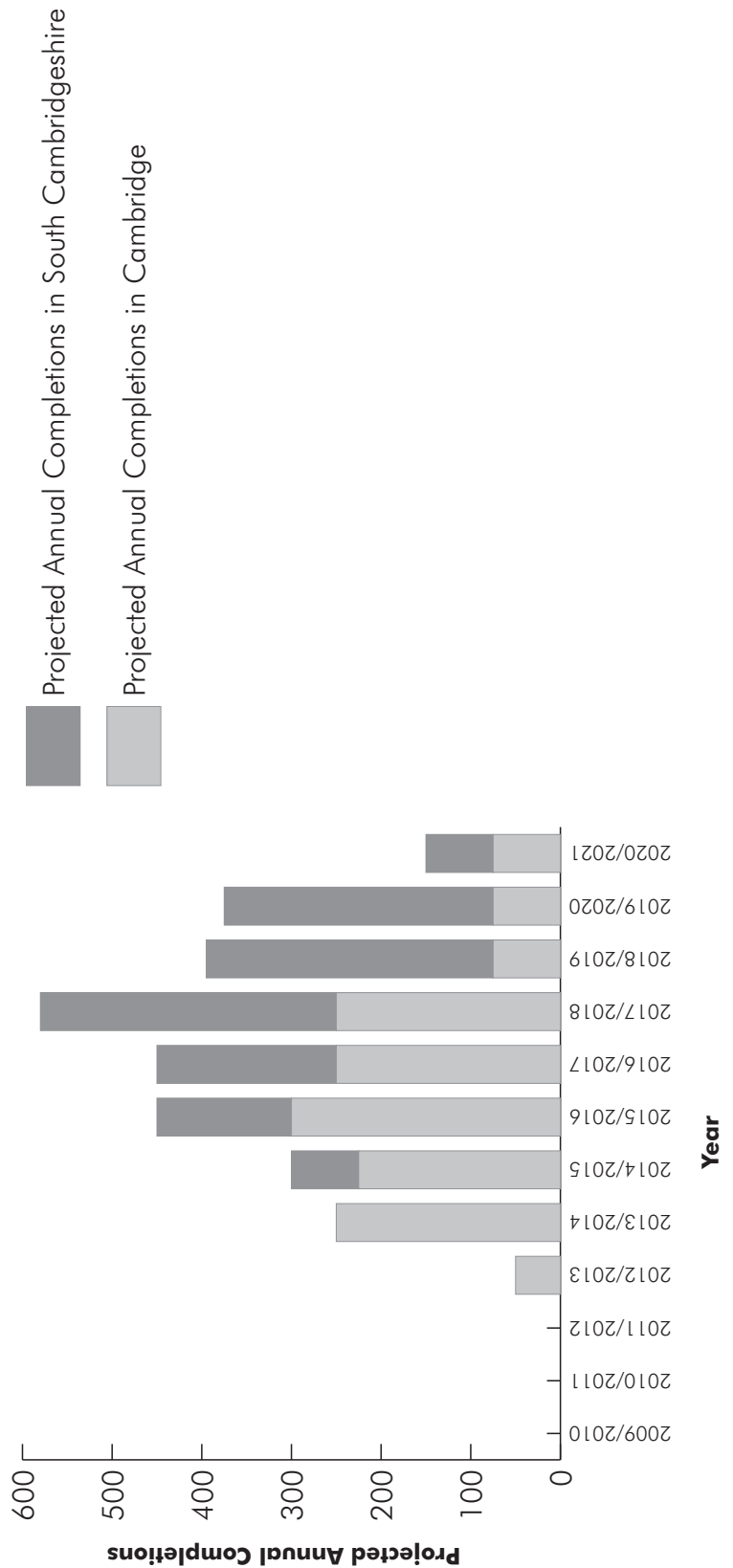
- 10.19 The plan making system has an increased emphasis on demonstrating how the policies of the Plan will be delivered, particularly housing. Planning Policy Statement 12 "Local Spatial Planning" requires that all plans involving housing include a housing trajectory. This attempts to estimate the start date for housing being delivered on the ground and the build rate per year to test how reasonable it is to rely on policies to deliver the identified housing requirement.
- 10.20 In preparing the housing trajectory for North West Cambridge, the Councils have had regard to a number of factors:
- a. The anticipated date of adoption of the Area Action Plan, before which only limited planning permissions could be granted for the development on land allocated in the Cambridge Local Plan, in particular the 19 Acre Field;
 - b. The landowner's stated intentions in terms of submitting planning applications;
 - c. A reasonable build rate for the development, agreed with the landowner/ developer, based on current expectations of the housing market and the capacity and intentions of the housing building industry.
- 10.21 However, all these assumptions must be heavily caveated that in the event of any changes, the housing trajectory will not reflect actual delivery. Many of these factors are beyond the control of the local planning authorities or development industry. In particular, the split in annual housing completions in each district will depend upon detailed masterplanning and the phasing of development across the site. The trajectory assumes that development will take place generally from east to west. There may be advantages in terms of place making of a central start to development around the local centre which, if deliverable, would result in a somewhat different split between districts, although the overall trajectory for the site as a whole

would remain similar. Any changes to the split by district will be addressed through the Councils' respective Annual Monitoring Reports. The split identified in the housing trajectory has been informed by the likely proportions of residential development land to be located in each district. The role of monitoring will be important in assessing the actual performance in terms of delivery of this and other parts of the development strategy.

Housing Trajectory For North West Cambridge (2009 – 2021).

Period 2009 – 2021	Projections											Total	
	2009/ 2010	2010/ 2011	2011/ 2012	2012/ 2013	2013/ 2014	2014/ 2015	2015/ 2016	2016/ 2017	2017/ 2018	2018/ 2019	2019/ 2020		2020/ 2021
Projected annual completions	0	0	0	50	250	300	450	450	575	400	375	150	3000
Cambridge	0	0	0	50	250	225	300	250	250	75	75	75	1550
South Cambridgeshire	0	0	0	0	0	75	150	200	325	325	300	75	1450

North West Cambridge Housing Trajectory For (2009 – 2021).



11. Monitoring

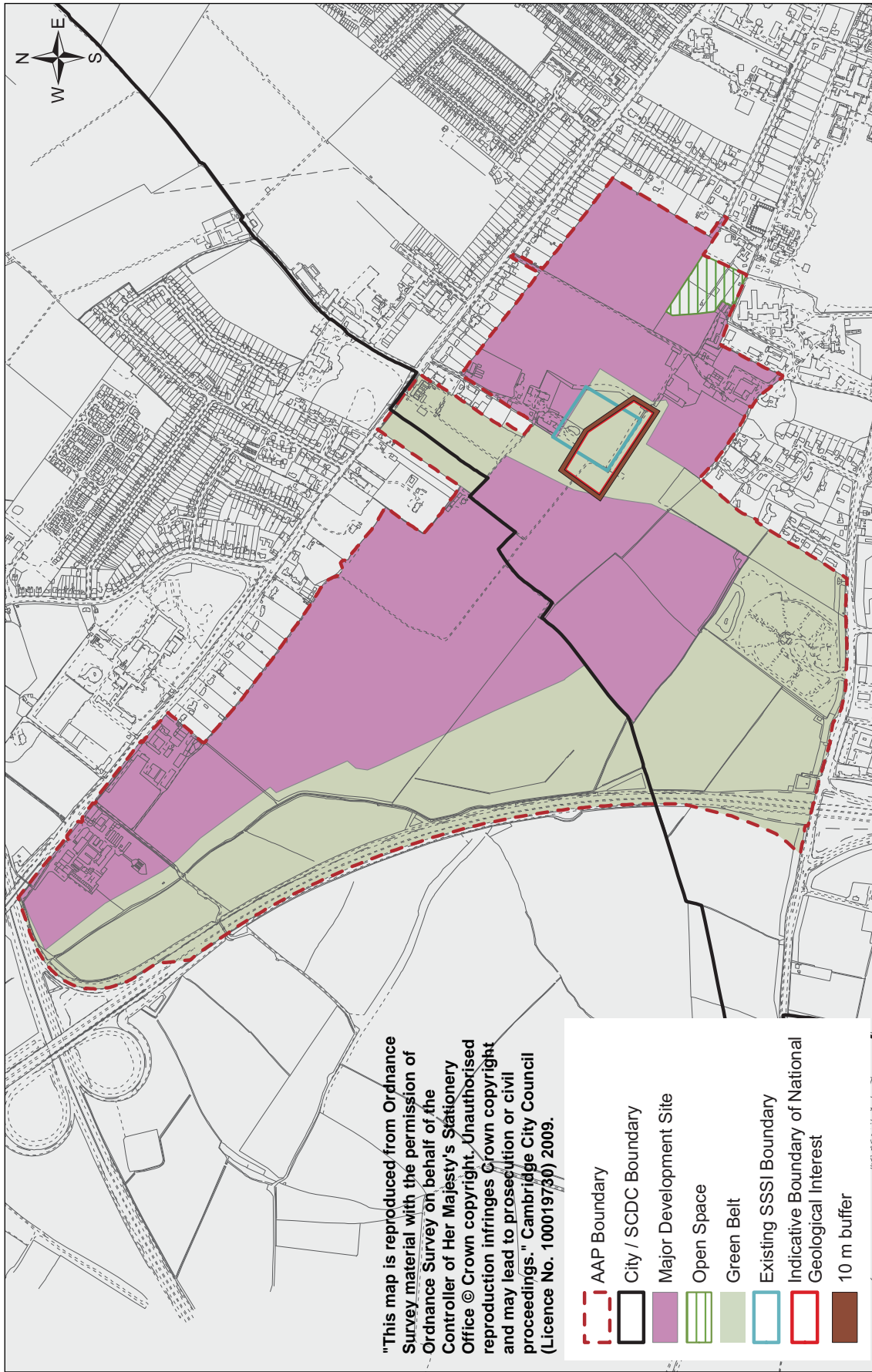
- 11.1 Monitoring provides information on the performance of policy, the delivery of development and impacts on the environment. Monitoring will help the local planning authorities to assess whether the Plan remains sound or whether adjustments need to be made in order to meet the Plan's objectives.
- 11.2 As part of the Local Development Framework process, local planning authorities are required to produce Annual Monitoring Reports (AMR). Cambridge City Council and South Cambridgeshire District Council will each produce their own AMR, which will deal with the part of North West Cambridge that is within their respective administrative boundaries, as part of the overall provision of different land uses within each district, e.g. district wide housing land supply.
- 11.3 However, it is also important to monitor the development as a whole and test how it is performing overall against key policy requirements for the Area Action Plan. In light of this, a common set of indicators have been developed specifically for monitoring the North West Cambridge Area Action Plan. These include Core Indicators similar to those applying within each district but drawing together monitoring of the development as a whole across both districts. For example, this will provide for monitoring of housing completions against the policy requirements for the development as a whole as set out in the Area Action Plan. A number of specific Local Indicators are also included to enable monitoring of those policies in the Area Action Plan that set specific requirements for the development at North West Cambridge, e.g. housing density and accessibility to public transport. Each Council's AMR will include a section monitoring the development at North West Cambridge as a whole against Site Specific Indicators. These are included at Table 11.1.
- 11.4 In the event that an AMR identifies delivery issues at North West Cambridge, where key policy targets are not being met, these would need to be assessed as part of each Council's AMR process and a joint decision reached on whether any change was required to the Area Action Plan or through other mechanisms.

Table 11.1: North West Cambridge Core and Local Output Indicators.

Indicator number	Indicator	Type of Indicator	Related Policy	Targets
NWC01	Total no. of: (1) Units of student accommodation completed (2) Housing Completions/ Annual Rate	Core	NW5	To provide an adequate supply of land for housing for development (1) for 2,000 University students, and (2) for 3,000 open market and affordable dwellings. <i>The total housing completions and annual rate of completions for North West Cambridge will be monitored against the North West Cambridge AAP housing trajectory in each Council's Annual Monitoring Report.</i>
NWC02	Housing Density	Core	NW5	At least 50 dwellings per hectare average net density.
NWC03	Percentage of Housing which is affordable	Core	NW6	At least 50% affordable housing must be provided to meet the needs of Cambridge University and College Key Workers.
NWC04	Employment Land Supply by type	Core	NW8, NW10	(1) 100,000m ² of employment and academic development; (2) Approximately 60,000m ² of higher education uses, including academic faculty development and a University Conference Centre, within Use Class D1.
NWC05	Employment Uses in the Local Centre	Core	NW9	100% of completed development for B1 uses in the local Centre in units not exceeding 300m ² .
NWC06	Distance to Public Transport	Local	NW16	Majority of development within 400m of a bus stop.
NWC07	Amount (and percentage) of completed non-residential development complying with car parking standards	Core	NW19	Car parking standards are set out in Appendices 1 and 2.

NWC08	Public Open Space and Recreation Facilities	Local	NW23	<p>Standards for provision of public open space and recreation facilities are set out in Appendix 3.</p> <p>Protection of Traveller's Rest Pit SSSI and surrounding geodiversity.</p>
NWC09	Sustainable Development	Local	NW24	<p>Amount of residential development designed in line with the Code for Sustainable Homes:</p> <p>(1) Percentage approved on or before 31 March 2013 designed to meet Code level 4 or higher, up to a maximum of 50 dwellings;</p> <p>(2) Percentage approved after 1 April 2013, designed to Code level 5 or higher.</p> <p>Amount of non-residential development designed in line with BREEAM:</p> <p>(1) Percentage approved designed to "Excellent" standards.</p>
NWC10	Renewable energy installed by type	Core	NW24	<p>(1) Percentage of the non-residential development and student accommodation energy requirements provided by renewable energy (at least 20% required if renewable CHP is not viable);</p> <p>(2) Percentage of the development served by a CHP plant or a District Heating Scheme fuelled by renewable energy sources.</p>
NWC11	Water Conservation	Local	NW24	<p>(1) Percentage of residential development approved on or before 31 March 2013 which reduces water consumption by 30%, based on 2006 per capita levels; and</p> <p>(2) Percentage of residential development approved after 1 April 2013, which reduces water consumption by 47% based on 2006 per capita levels.</p>
NWC12	Investment secured for infrastructure and community facilities through developer contributions.	Core	NW31	<p>Trigger points set out in S106 agreements or planning obligations.</p>

North West Cambridge Area Action Plan. Proposals Map October 2009.



Appendix 1: Car Parking Standards

1. Introduction

- 1.1 The standards set out in this document define the appropriate levels of car parking for various types of development. These levels should not be exceeded but many may be reduced where lower car use can reasonably be expected. These standards are derived from the Cambridge Local Plan 2006 and the Cambridge East Area Action Plan.
- 1.2 Car parking standards are defined for most land uses, however for some land use types whose transport patterns are difficult to generalise (for instance training centres and museums), it is not possible to establish general parking standards. For these very specific uses, car parking provision will be approved on merit, on the basis of a Transport Assessment and negotiation.

2. Application of the Standards

- 2.1 Parking for disabled people will be required for their exclusive use at all sites in accordance with Section 7. It should be noted that under the Disability Discrimination Act (1995) it is the responsibility of site occupiers to ensure that adequate provision is made for the needs of disabled people.
- 2.2 Levels of car parking below the stated levels, including car-free developments, will be supported where:
 - a. The site has good access to High Quality Public Transport bus services, pedestrian and cycle routes; and
 - b. For residential developments, the site is within close proximity to shops and other local services; and
 - c. Reduced car ownership/use can be encouraged by provision of car pooling/car share clubs; and
 - d. Reduced car ownership/use can be enforced by means of a planning condition or obligation, on-street controls, or other methods to ensure that increased on-street parking pressure will not occur.
- 2.3 Some developments may have an exceptional need for vehicle parking in addition to that specified in the standards. Where this can be shown to be necessary, either by the applicant or the local planning authorities, such parking should be provided in addition to that stated in the following sections. Such additional parking may be necessary where there will be shift-working staff and non-motorised travel options are not viable, for example. Preliminary discussions and Transport Assessments will play a key role in demonstrating the need for such additional parking.
- 2.4 Where reference is made to staff numbers, this relates to the typical number of staff working at the same time.

3. Residential Uses

A. Residential Dwellings

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

Table 1: Residential Development.

Dwelling Size	Maximum Standards
Up to 2 bedrooms	1 car parking space
3 or more bedrooms	2 car parking spaces

Note: Garages are counted as parking spaces.

B. Other Residential Developments

- 3.2 In addition to the application of the parking standards defined in Table 2, covering the needs of residents, visitors and staff, developers should demonstrate that their proposal provides for any particular exceptional needs, such as service vehicles.
- 3.3 It is recognised that there is a functional difference between a development which is entirely or largely for student residential accommodation, and the non-residential elements of Colleges where there may be a variety of other uses including administrative and teaching activities. In these circumstances it may be appropriate to make additional car parking provision commensurate with the relevant standards for such uses as "offices" and "higher and further education".

Table 2: Other Residential Developments.

Type of Development	Maximum Standards
Guest houses and hotels	2 spaces for every 3 bedrooms and 1 space per resident staff.
	Off-street coach parking to be conveniently located in relation to developments of 40 or more bedrooms.
	Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each room so designed should be provided.
Nursing homes	1 space for every 8 residents, 1 space for every 2 members of staff.
	Provision must be made for ambulance parking.
Retirement homes/sheltered houses	1 space per 4 units, 1 space for every 2 members of staff.
	Provision must be made for ambulance parking. A secure, covered, enclosed area with electricity sockets needs to be provided for electric buggies.
Student residential accommodation where proctorial control or alternative control on car parking exist	1 space per 10 bed spaces or an area for both pick-up/drop-off at the end of term time and visitor parking.
	1 space per resident warden/staff.
	Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each room so designed should be provided.
Student residential accommodation where proctorial control does not exist or where control exists but the development will house conference delegates	1 space per 3 bed spaces.
	1 space per resident warden/staff.
	Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each room so designed should be provided. Controls will be necessary to limit use of car parking outside conference times.
Residential schools, college or training centre	On merit.
	Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each room so designed should be provided.
Hospitals	On merit.

4. Retail, Culture, Leisure and Sports Uses

Table 3: Retail, Culture, Leisure and Sports Uses.

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

Table 4: Assembly, Culture, Leisure and Sports Uses.

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

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

5. Office Use

Table 5: Business and Industrial Uses.

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

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

6. Non-Residential Institutions

Table 6: Non-Residential Institutions

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

7. Provision for People with Disabilities

- 7.1 At least 5% of the total number of car parking spaces should be reserved for disabled people, rounded up to the nearest whole space. Where parking provision is below the standards the required proportion of spaces reserved for disabled people will therefore be higher than 5%.
- 7.2 Higher ratios than the 5% given above may be required in some cases by the local planning authority, for example at medical facilities, residential care homes, community facilities and any other uses where a higher proportion of disabled users/visitors will be expected. It should be noted that provision at the above levels or any required by the local planning authority does not guarantee that the requirements of the Disability Discrimination Act will be met, which is the responsibility of the building occupier or service provider.
- 7.3 Spaces for disabled people should be located adjacent to entrances, be convenient to use and have dimensions that conform to Part M of Building Regulations. If it is impossible to accommodate car parking spaces within the site, disabled car parking spaces should not be located at a distance more than 100 metres from the site.
- 7.4 Disabled car parking spaces should be marked either 'disabled' or with a wheelchair marking.

Appendix 2: Cycle Parking Standards

1. Introduction

- 1.1 The standards in the tables below set out minimum requirements in terms of cycle parking for new developments and changes in use. These standards are derived from the Cambridge Local Plan 2006 and the Cambridge East Area Action Plan.
- 1.2 In addition to the application of these standards, new developments will have to comply with the following principles:
 - a. Cycle racks or stands should conform to the design and dimensions as set out at the end of these standards;
 - b. For residential purposes cycle parking should be within a covered, lockable enclosure. For individual houses this could be in the form of additional space in a shed or garage. For flats or student accommodation either individual lockers or cycle stands within a lockable, covered enclosure are required. The cycle parking should be easily accessible and convenient to use;
 - c. Cycle parking for employees should be in a convenient, secure location and where practical covered;
 - d. Short stay cycle parking, e.g. for visitors or shoppers, should be located as near as possible to the main entrance of buildings and covered by natural surveillance or CCTV. For large developments, the cycle parking facility should be covered;
 - e. References to staff should be taken to mean the peak number of staff expected to be on site at any one time;
 - f. All cycle parking should be located to minimise conflicts between cycles and motor vehicles;
 - g. Some flexibility will be applied to applications where it can be demonstrated that strict adherence to the standards for a multi-purpose site is likely to result in a duplication of provision.

Table 1: Residential Use

Type of Development	Minimum Number of Spaces
Residential dwellings	1 space per bedroom up to 3 bedroom dwellings. Then 3 spaces for 4 bedroom dwellings, 4 spaces for 5 bedroom dwellings etc. Some level of visitor cycle parking, in particular for large housing developments.
Guest houses and hotels	1 space for every 2 members of staff and 2 spaces for every 10 bedrooms.
Nursing homes	1 visitor space for every 10 residents and 1 space for every 2 members of staff.
Retirement homes/sheltered houses	1 space for every 6 residents and 1 space for every 2 members of staff.
Student residential accommodation	2 spaces per 3 bedspaces. 1 visitor space per 5 bedspaces.
Residential schools, college or training centre	(as above)
Hospitals	On merit.

Table 2: Retail, Culture, Leisure and Sports Uses.

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

Table 3: Office Uses.

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

Table 4: Non-Residential Institutions.

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

2. Cycle Parking Design and Layout

2.1. Design Of Rack

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

Sheffield Stand:

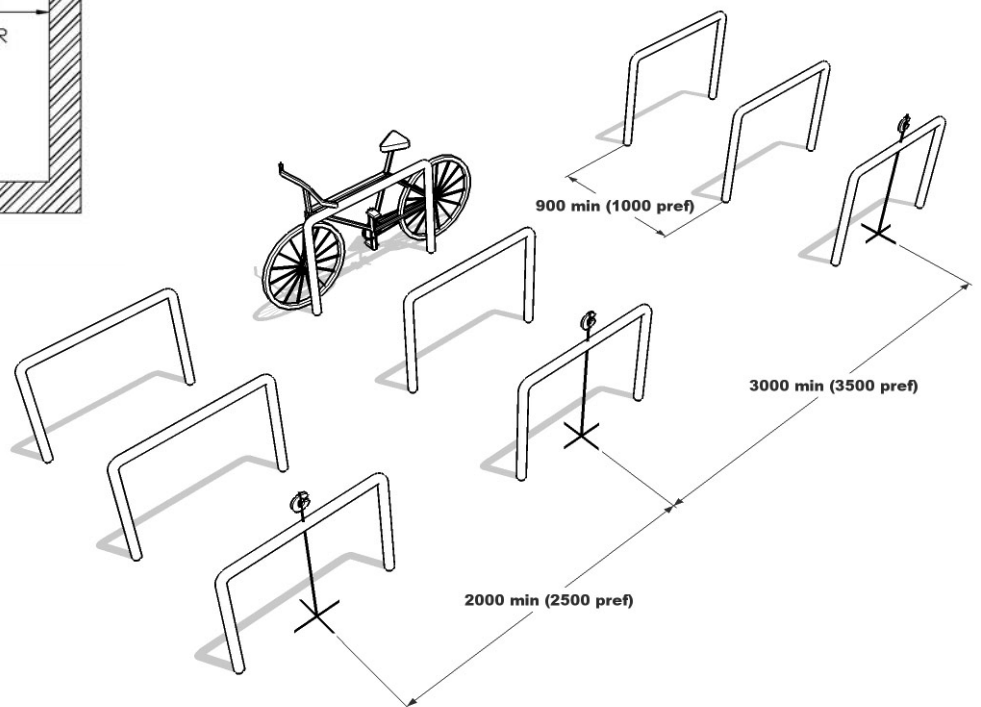
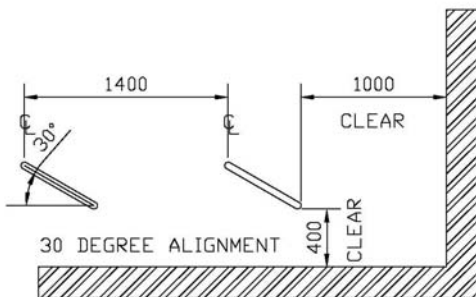
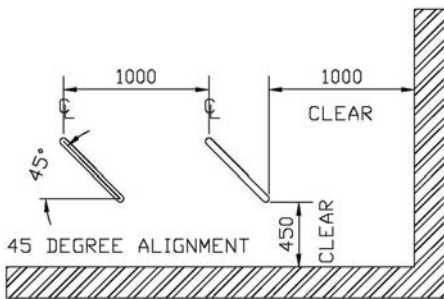
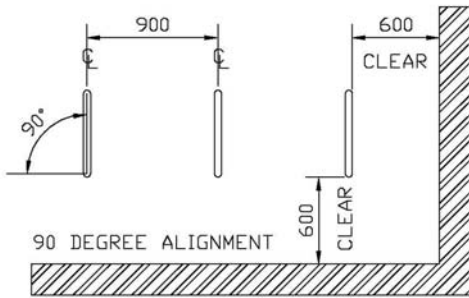


Rounded A Stand:



2.2 Layout

2.2.1 This diagram shows the spacing required for cycle stands. There should be a minimum space of 2000mm between the centres of a single row of stands and a minimum space of 3000mm between the centres of a double row of stands. All measurements shown are in millimetres.



Appendix 3: Open Space and Recreation Standards

1. Introduction

- 1.1 Policy NW23 requires that the development at North West Cambridge should make provision for public open space and sports facilities in accordance with these standards. These standards are derived from the Cambridge Local Plan 2006 and the Cambridge East Area Action Plan.
- 1.2 Under Planning Policy Guidance 17 "Open Space and Recreation" standards are to be set out for quantity, quality and accessibility of open spaces. The standards set out below are standards relating to quantity. The accompanying Open Space and Recreation Strategy provides further details 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.

2. Definition of Public Open Space

- 2.1 The open space required under the standards is defined as 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.
- 2.2 Indoor sports facilities required under the standards must be accessible to the public, secured if appropriate through a Community Use Agreement.

3. The Standards

3.1 Table 1 sets out the standards for different types of open space and recreation provision.

Table 1: The City Council's Open Space and Recreation Standards.

Type of Open Space	Definition	Standard
Outdoor Sports Facilities	Playing pitches, courts and greens	1 sports hall for 13,000 people
Indoor Sports Provision	Formal provision such as sports halls and swimming pools	1 swimming pool for 50,000 people
Provision for children and teenagers	Equipped children's play areas and outdoor youth provision	0.3 hectares per 1,000 people
Informal Open Space	Informal provision including recreation grounds, parks and natural greenspaces	1.8 hectares per 1,000 people
Allotments	Allotments	0.4 hectares per 1,000 people

4. How the Standards Should be Applied

- 4.1 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 accruing from the development using the number of bedrooms in each unit as a guide. The number of people is taken to be the same as the number of bedrooms, except for one bedroom units which will be assumed to have 1.5 people.
- 4.2 The only exception to this will be for student housing, where the number of students to be accommodated will be used.
- 4.3 Having calculated the amount of land required, consideration will then be given as to whether this should be provided on site or through commuted payments for each type of open space or sports provision.

5. Commuted Payments

- 5.1 Any shortfall in provision on site should be met by commuted payments. These are based on the cost of providing and, where appropriate, maintaining that type of open space or sports facility. These will be spent on improving that type of provision or contributing towards new provision. Commuted payments will also be sought for the maintenance of any public open space provided on site.

Appendix 4: Glossary of Terms

Affordable Housing

Affordable housing is:

'Affordable housing includes social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market. Affordable housing should:

- 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.
- 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'.

Social rented housing is:

'Rented housing owned and managed by local authorities and registered social landlords, for which guideline target rents are determined through the national rent regime. It may also include rented housing owned or managed by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Housing Corporation as a condition of grant.'

Intermediate affordable housing is:

'Housing at prices and rents above those of social rent, but below market price or rents, and which meet the criteria set out above. These can include shared equity products (e.g. HomeBuy), other low cost homes for sale and intermediate rent.' The definition does not exclude homes provided by private sector bodies or provided without grant funding. Where such homes meet the definition above, they may be considered, for planning purposes, as affordable housing. Whereas, those homes that do not meet the definition, for example, 'low cost market' housing, may not be considered, for planning purposes, as affordable housing.

Allotments

An allotment is a piece of land that can be rented for the production of fruit or vegetables for consumption by the allotment holder. Flowers may also be planted, although the primary focus of a site should be the cultivation of fruit and vegetables. Livestock, such as chickens or rabbits, may also be kept on some sites, subject to management agreement and any other necessary consents.

Allotment land can be owned by a local council or a private organisation. Many allotments, although publicly owned, are managed by allotment societies. Councils have a legal duty to provide sufficient allotments to meet demand. These allotments may fall within two categories, temporary or statutory. Whilst temporary allotments may be used for this purpose for many years, they were not purchased for permanent use as allotments and they are not legally protected from de-designation. Statutory allotments, however, were obtained only for use as allotments and are further protected by specific legislation in the Allotments Act 1925, which requires consent from the Secretary of State in order to dispose of a site. The Secretary of State cannot consent to the disposal of statutory allotment land unless they are satisfied either that adequate provision will be made for displaced plot-holders, or that such provision is not necessary or is impracticable. The Councils would expect that any allotments provided within the urban extensions would be given statutory protection.

Area Action Plan (AAP)

Local Development Document setting out policy and proposals for specific areas. See Planning and Compulsory Purchase Act 2004 and its supporting guidance and regulatory documents.

Note: The information in this Glossary is an informal, non-technical explanation of some terms and phrases used in the Area Action Plan.

Biodiversity

Encompasses all aspects of biological diversity, especially including species richness, ecosystem complexity and genetic variation.

Biodiversity Action Plan (BAP)

A plan that sets objectives and measurable targets for the conservation of biodiversity.

BREEAM

BREEAM is an acronym for the Building Research Establishment's Environmental Assessment Method. This 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' or 'excellent'.

Brownfield land

Previously developed land (PDL), which is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated with fixed surface infrastructure. The definition covers the curtilage of development. Previously developed land can occur in both urban and rural settings.

Cambridge Area

The area covered by Cambridge City Council and South Cambridgeshire District Council

Cambridge Local Plan

The Cambridge Local Plan sets out policies and proposals for future development and land use to 2016; the Plan will be a material consideration when making planning applications.

Cambridge Northern Fringe West

Land south of the A14 and between the B1049 and the Cambridge Regional College.

Cambridgeshire & Peterborough Structure Plan

Statutory plan that sets out broad development requirements in the County to 2016 (prepared by the County Council).

Cambridge University and College Key Workers

Staff employed by Cambridge University and its Colleges which the University accept as a priority for housing having regard to their level of housing need and their contribution to the functioning and success of the University and its Colleges. This could also include staff employed by other organisations whose presence in Cambridge is directly related to the presence of the University such as the Medical Research Council and other research facilities.

Chalklands

As defined by the Cambridgeshire Landscape Guidelines 1991.

City Centre

Historic Core and Fitzroy/Burleigh Street shopping areas in Cambridge. These areas provide a range of facilities and services, which fulfil a function as a focus for both the community and for public transport; see also Proposals Map.

Climate Change Adaptation

The ability to respond and adjust to actual or potential impacts of climate change in ways that moderate harm or take advantage of any positive opportunities that the climate may afford.

Code for Sustainable Homes

Developed to enable a step 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" homes. At each level there are minimum energy efficiency/carbon emissions and water efficiency standards.

Colleges

Colleges constituting part of Cambridge University. Each is an independent corporate body with its own governance, property and finance. There are 31 such Colleges. The Colleges appoint their staff and are responsible for selecting students, in accordance with University regulations. The teaching of undergraduates is shared between the Colleges and University departments. Degrees are awarded by the University. Academic staff, in some cases, hold dual appointments, one with the University and one with a College.

Combined Heat and Power (CHP)

The simultaneous generation of useable heat and power (usually electricity) in a single process, thereby discarding less waste heat and putting to use heat that would normally be wasted to the atmosphere, rivers or seas. CHP is an efficient form of local energy supply, providing heat and electricity at the same time.

Community facilities

Facilities, which help meet the varied needs of the residents of Cambridge for health, educational and public services as well as social, cultural and religious activities. For the purposes of the Local Plan, community facilities are defined as uses falling within Class D1 "Non-residential institutions" of the Use Class Order with the exception of university teaching accommodation. In addition, the following subcategories of Class C2 "Residential Institutions" are considered to be community facilities: hospitals, residential schools, colleges or training centres.

Conservation Area

Areas identified, which have 'special architectural or historic interest', which makes them worth protecting and improving.

Definitive Map

The Map is a legal record of the public's rights of way. The maps are produced by the Local Authority (in Cambridge and South Cambridgeshire by the County Council). Note there may be additional rights over land that have not yet been recorded on the Map or there may be rights that are incorrectly recorded on the Map.

Development Plan

The Development Plan for Cambridgeshire is not a single document but comprises of a number of documents as required by legislation. These are currently the Cambridgeshire & Peterborough Structure Plan, the Cambridgeshire and Peterborough Waste Local Plan, the Cambridgeshire Local Transport Plan, the Cambridge Local Plan and the South Cambridgeshire Local Plan. The Development Plan is prepared in accordance with the Town and Country Planning (Development Plan) (England) Regulations 1999 and the Town and Country Planning (Transitional Arrangements) (England) Regulations 2004.

District Heating Schemes

In district heating schemes more than one building or dwelling is heated from a central source. They have the advantage of reducing the amount of carbon dioxide entering the atmosphere and the additional benefit of reducing heating bills.

Environmental Impact Assessment (EIA)

Considers the potential environmental effects of land use changes, enabling decisions to be taken with full knowledge of the likely environmental consequences. To be submitted by the developer with their planning application.

Examination in Public (EiP)

Inquiry led by an independent Planning Inspector into proposals for and objections to local development documents (such as the Area Action Plan).

Green Belt

A statutory designation made for the purposes of checking the unrestricted sprawl of large built-up areas, preventing neighbouring communities 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.

Green Infrastructure

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, whilst supporting and enhancing biodiversity and geodiversity, enhancing air and/or water quality and enriching the quality of life of local communities.

Greenspaces

Open spaces covered with grass and other vegetation. Includes commons, allotments, playing fields, cemeteries, churchyards, large gardens, parks, public open land and agricultural land.

Greenfield land

Land which has not previously been developed or which has returned to greenfield status over time.

Greenhouse Gas

A gas that 'traps' energy radiated by the earth within the atmosphere.

Grey Water Recycling Systems

Systems that store and reuse water from sinks, baths and showers for flushing non potable uses, generally toilet flushing.

High technology

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.

High Quality Public Transport (HQPT)

A HQPT service is one that provides a 10 minute frequency during peak periods and a 20 minute frequency inter-peak. Weekday evening frequency should run ½ hourly until 11pm, on a Saturday 1/2 hourly 7am – 6pm, then hourly until 11pm and Sunday hourly service 8am – 11pm (Source: Cambridgeshire & Peterborough Structure Plan, 2003). It should also provide high quality low floor/easy access buses, air conditioning, prepaid electronic ticketing and real time information and branding to encourage patronage.

Infrastructure

Basic structure of systems such as utilities (gas, electricity, water) drainage, flood defences, transportation, roads, healthcare, education and other community facilities.

Key Worker Housing

A subset of affordable housing targeted at specific groups of workers, including teachers, nurses and others, who are unable to meet their housing needs on the open market.

Lifetime Homes Standard

In 1991, the Lifetime Homes concept was developed by a group of housing experts who came together as the Joseph Rowntree Foundation Lifetime Homes Group. Lifetime Homes have sixteen design features that ensure a new house or flat will meet the needs of most households. This does not mean that every family is surrounded by things that they do not need. The emphasis is on accessibility and design features that make the home flexible enough to meet whatever comes along in life: a teenager with a broken leg, a family member with serious illness, or parents carrying in heavy shopping and dealing with a pushchair.

Listed Building

A building or structure of special architectural or historic interest and included in a list, approved by the Secretary of State. The owner must get Listed Building Consent to carry out alterations that would affect its character.

Local Biodiversity Action Plan (LBAP)

The Action Plan works on the basis of partnership to identify local priorities and to determine the contribution they can make to the delivery of the national Species and Habitat Action Plan targets. The Local Biodiversity Action Plan has been prepared by Biodiversity Cambridgeshire (contact via Cambridgeshire County Council) 1999.

Local Centre

Small grouping usually comprising a newsagent, a small supermarket, a sub-post office and occasionally a pharmacy, a hairdresser and other small shops of a local nature.

Local Development Framework (LDF)

A statutory 'portfolio' (or family) of Local Development Documents (LDDs) that sets out the spatial planning policies for a local planning authority area. It is comprised of Development Plan Documents, Local Development Scheme, Statement of Community Involvement, Annual Monitoring Report and Supplementary Planning Documents

Local Plan

Abbreviation used to describe the statutory plans adopted by the City Council and South Cambridgeshire. They are a material consideration in determining planning applications, which should be in accordance with them as part of the Development Plan.

Local Transport Plan (LTP)

Cambridgeshire Transport Plan (LTP2 2006-2011) Cambridgeshire County Council.

Major Development

Defined as:

- Residential development: the erection of 20 or more dwellings or, if this is not known, where the site area is 0.5 hectares or more; or
- Other development: where the floor area to be created is 1,000m² or more, or the site area is 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. Masterplans will normally be adopted as SPD.

Mitigation

The purpose of mitigation is to avoid, reduce and where possible remedy or offset any significant negative (adverse) effects on the environment etc arising from the proposed development.

Mixed use development

Development comprising two or more uses as part of the same scheme. This could apply at a variety of scales from individual buildings, to a street, to a new neighbourhood or urban extension. Mixed use development can help create vitality and diversity and can help to reduce the need to travel, which is more sustainable.

Natural or semi-natural greenspace

Natural or semi-natural greenspace includes woodland, scrub, grassland such as commons and meadows, wetlands, open and running water, wastelands and derelict open land and rock areas (e.g. cliffs, quarries and pits) – all actively managed by humans in order to maintain native wildlife and sustain human beings. In other words these are managed environments including 'encapsulated countryside within the formally designated public open spaces' and elsewhere (ref. English Nature – Accessible natural greenspace in towns and cities, report no. 153 (1995)).

NIAB

National Institute of Agricultural Botany

Open Space

Includes all open space of public value. There is a broad range of spaces that may be of public value – not just land but also areas of water such as rivers and lakes – and includes, parks and gardens; natural and semi-natural urban greenspaces; green corridors; outdoor sports facilities; amenity greenspace; teenagers' and children's play areas; allotments and community gardens; cemeteries and churchyards; accessible countryside in urban fringe areas and civic spaces.

Open Space Standards

The amount of open space required in all developments either on site or through commuted payments.

Park and Ride (P & R)

A system where private motorists are encouraged to leave their car at an out of centre public car park and travel the rest of the way to their destination by public transport.

Parking Standards

Document setting out maximum permissible levels of car parking for various use-classes, along with minimum levels of cycle parking; see bibliography.

Permissive Right of Way

It is possible for landowners to allow access over their land without dedicating a right of way. These accesses are called permissive paths. Permissive paths are commonly found on land owned by a body, which allows public access, such as a local authority, a Railway Authority, or the National Trust.

Planning Condition

Requirement attached to a planning permission. It may control how the development is carried out, or the way it is used in the future. It may require further information to be provided to the Planning Authority before or during the construction.

Planning Obligation

A binding legal agreement requiring a developer or landowner to provide or contribute towards facilities, infrastructure or other measures, in order for planning permission to be granted. Planning Obligations are normally secured under Section 106 of the Town & Country Planning Act 1990.

Planning Policy Guidance Note (PPG)

The guidance is issued on a range of planning issues by the (former) Department of the Environment, Transport and the Regions, Department of Transport, Local Government and the Regions, the Office of the Deputy Prime Minister and now the Department for Communities and Local Government. PPGs must be taken into account when preparing the statutory Local Plan and LDF.

Planning Policy Statements (PPS)

The new versions of PPGs, which indicate Government planning policy formerly issued by the Office of the Deputy Prime Minister, now the Department for Communities and Local Government.

Previously Developed Land (PDL)

See brownfield land.

Public Art

Publicly sited works of art, which make an important contribution to the character and visual quality of the area and are accessible to the public.

Public Right of Way

A public right of way is a route over which the public has a right to pass and re-pass. Public rights of way are more commonly known as either: Footpath (for use on foot only); Bridleway (for use by horses, pedal cycle or on foot); Byway (for use by motor vehicles, horses, pedal cycle or on foot). Public footpaths are not to be confused with highway footways, which are pavements to the side of the road. Public right of ways are legally recorded on the Definitive Map. Wildlife and Countryside Act 1981 and Countryside and Rights of Way Act 2000.

Rainwater Harvesting

The capture of rainwater from buildings to help meet onsite requirements, whether for external use such as irrigation or internal use such as toilet flushing or washing.

Recycling Centre

Run by private companies for Cambridgeshire County Council. The Centres are operated free of charge for members of the public but they do not take waste from businesses. Taking separated household waste to the sites will reduce the amount of waste going to landfill. Site operators will always recycle as much as possible.

Regional Planning Guidance (RPG)

RPG6 – for East Anglia, covers the counties of Cambridgeshire (including Peterborough), Norfolk and Suffolk and was published by the Secretary of State for the Environment, Transport and the Regions on 23 November 2000. This is being updated by the Regional Spatial Strategy.

Registered Social Landlord (RSL)

An organisation registered by the Housing Corporation to provide affordable housing.

Regional Spatial Strategy (RSS)

A strategy for the region to guide development, incorporating the Regional Transport Strategy.

Renewable Energy

Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and from biomass.

Research & Development (R & D)

The investigation, design and development of an idea, concept, material, component, instrument, machine, product or process, up to and including production for testing (not mass production), where the work routine requires daily discussion and action on the part of laboratory and design staff.

Research establishments

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.

Ridge and furrow

Refers to 'ridge and furrow' field systems.

Section 106

See Planning Obligations.

Setting of the City

The interface between the urban edge and the countryside.

Site of Special Scientific Interest (SSSI)

An area that, in the view of Natural England, is of particular interest because of its fauna, flora, or geological or physiographic features. Once designated, the owner of the site is required to notify the relevant authorities and to obtain special permission before undertaking operations that would alter its characteristics. Designated under Section 28 of the Wildlife and Countryside Act 1981.

Strategic Employment Location

An employment location of regional importance identified within Regional Planning Policy and the Cambridgeshire & Peterborough Structure Plan.

Streetscape

The overall character, design quality, and particular physical elements which are formed by a combination of building facades, signage, paving, street furniture (seats, bins, cycle racks etc), lighting and trees and other plantings as well as other elements along a street. The quality of these elements and the degree to which they compliment each other determine the quality of the streetscape.

Structure Plan

The Cambridgeshire and Peterborough Structure Plan (2003) which sets out the broad requirements for new homes, industry, shops and supporting services and infrastructure; see also bibliography. A limited suite of policies have been saved as of September 2007.

Sub-Region (Cambridge Sub-Region or CSR)

The wider Cambridge area covering the City and the surrounding rural area extending to and including the ring of market towns.

Supplementary Planning Guidance (SPG)/Supplementary Planning Document (SPD)

Supplementary Planning Guidance is replaced by Supplementary Planning Documents under the new Development Plans legislation. Can take the form of design guides or area briefs, or supplement other specific policies in a plan. SPG/SPD may be taken into account as a material consideration in determining planning applications.

Sustainable Community Strategy

A strategy for promoting the economic, environmental and social wellbeing of an area and contributing to the achievement of city and district-wide sustainable development. Prepared by the Local Strategic Partnerships for Cambridge City and South Cambridgeshire.

Sustainable Development

Sustainable Development is a very broad term that encompasses many different aspects and issues from the global to local levels. Overall sustainable development can be described as 'development, which meets the needs of the present without compromising the ability for the future generations to meet their own needs' (after the 1987 Report of the World Commission on Environment and Development – the Brundtland Commission).

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 process through the use of surface water storage areas, flow limiting devices and the use of infiltration areas or soakaways.

Swale

A natural depression or a shallow ditch to temporarily convey, store (i.e. take extra water volume in storm conditions) or filter run-off/ surface water. Swales can act as linear soakaways (the surface water may seep into the natural ground). The swale is generally lined with grass so it can be used to improve run-off quality by filtering suspended sediment and heavy metals within the surface drainage system.

Transport Assessment (TA)

The assessment [or consideration] of the potential transport impacts of a proposed development, with an agreed plan to reduce or mitigate any adverse consequences and where appropriate establish how more sustainable modes of travel can be increased.

Travel Plan

Package of measures tailored to a particular site, aimed at promoting more sustainable travel choices (such as walking, cycling, public transport) and reducing car use. It may include initiatives such as car sharing schemes, provision of cycle facilities, improved bus services, and restricting or charging for car parking.

Traveller's Rest Pit

A site south of Huntingdon Road (north of Conduit Head Road); a declared SSSI.

University of Cambridge

The University of Cambridge is a common law corporation. It is a loose confederation of faculties, Colleges and other bodies. The University works with a relatively small central administration and with central governing and supervisory bodies consisting of and mainly elected by, the current academic personnel of the faculties and Colleges. There are over 100 departments, faculties and schools in which the academic and other staff of the University provide formal teaching (lectures, seminars and practical classes) and carry out research and scholarships. In relation to land and property, the University is distinct from the 31 colleges.

Urban Extensions

Development areas on the edge of Cambridge on land proposed for release from the Green Belt – this includes brownfield and greenfield land. Such development is proposed on the edge of the City in a sustainable location.

Use Class Order

The Town and Country Planning (Use Classes) Order 1987 (as amended 2005) established Use Classes, which is a system of categories referred to in the Local Plan.

Use Class A1

Shops where the sale, display or service is to visiting members of the public (shops, hairdressers).

Use Class A2

Financial and professional services where the services are provided principally to visiting members of the public (banks, estate agents).

Use Class A3

Restaurants & cafés – places where the primary purpose is the sale and consumption of food and light refreshment on the premises.

Use Class A4

Public houses, wine bars or other drinking establishments – premises where the primary purpose is the sale and consumption of alcoholic drinks on the premises.

Use Class A5

Take-aways – premises where the primary purpose is the sale of hot food to take-away.

Use Class B1(a)

An office other than within class A2 (financial and professional services).

Use Class B1(b)

Research and development of products or processes.

Use Class B1(c)

Any industrial process that can be carried out in any residential area without detriment to the amenity of that area.

Use Class B2

General industrial uses.

Use Class B8

Use for storage or as a distribution centre.

Use Class C2

Residential institutions considered to be community facilities.

Use Class D1

Non-residential institutions (health centres, schools).

Use Class sui generis

Those uses not allocated to a particular Use Class in The Town and Country Planning (Use Classes) Order 1987 (as amended 2005). Examples given in the Use Classes order include theatres, night clubs, retail warehouse clubs, laundrettes and motor car showrooms.

Waste Local Plan

This document addresses the land-use planning aspects of waste management; prepared by the Cambridgeshire County Council and Peterborough City Council as part of the Development Plan.

Western Claylands

Landscape character area as defined in the Cambridgeshire Landscape Guidelines 1991.

Windfall site(s)

A site which becomes unexpectedly available for development (usually for housing) during the Plan period and which the Local Plan has not already defined as a potential development site.

Appendix 5: Relationship with the Cambridge Local Plan (2006)

The following policies and proposals in the Cambridge Local Plan (2006) will be superseded when the Area Action Plan is adopted:

- a. Policy 9/7 – Land between Madingley Road and Huntingdon Road;
- b. Proposal Site 9.07 – Madingley Road/Huntingdon Road; and
- c. Proposal Site 9.11 – 19 Acre Field and land at Gravel Hill Farm.

The Proposals Maps for the Cambridge Local Development Framework and South Cambridgeshire District Council Local Development Framework will be updated as required.