

North West Cambridge
Area Action Plan

ISSUES AND OPTIONS
REPORT

September 2006

A Joint Area Action Plan prepared by and to be adopted by
Cambridge City Council and South Cambridgeshire District Council

Contents

1. What is the North West Cambridge Area Action Plan?
2. Purpose
3. Other Plans affecting the AAP
4. The extent of the AAP and its character
5. The University's aspirations
6. What will the AAP include?
7. A vision for the area
8. Objectives
9. Key issues
10. Landscape, setting and the Green Belt
11. Housing
12. Employment
13. Travel
14. A new local centre/community facilities/education
15. Recreation and open space
16. Archaeology
17. Biodiversity
18. Energy
19. Construction process/spoil
20. Drainage
21. Waste
22. Phasing and implementation
23. Alternative Options

Appendix 1: Glossary of terms

Note: If you have any difficulties reading this document we can supply it in a larger font size. Similarly we can supply copies of the maps and other graphics in different formats if for example you have difficulty distinguishing the colours used or if the text on the maps, aerial photographs or other graphics is too small for easy reading.

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1. What is the North West Cambridge Area Action Plan?

- 1.1 Cambridge City Council and South Cambridgeshire District Council are working together to prepare a new plan¹ for the North West quadrant of Cambridge between Maddingley Road and Huntingdon Road. This will provide for the long term development needs of Cambridge University including land in the City and in the Parish of Girton in South Cambridgeshire.
- 1.2 It is anticipated that the Area Action Plan (AAP) will go through the following stages:
- Issues and Options consultation (Regulation 25) with key stakeholders and including the wider public for 6 weeks (the current stage) – September/November 2006
 - Pre-Submission public participation (Regulation 26) for 6 weeks – April/June 2007
 - Draft Plan submitted to the Secretary of State (regulation 28) – 6 weeks allowed for objections to be made – October/December 2007
 - Consultation on site allocation objections put forward by objectors (Regulation 32) – 6 weeks – January/February 2008
 - Independent Examination into the soundness of the Plan by a Government Planning Inspector – April/May 2008
 - Inspector's Report (binding on the Councils) – August 2008
 - Adoption – September 2008.
- 1.3 The Plan is needed because the Regional Plan (RPG6) proposes high levels of growth in the Cambridge area to support the local economy and identifies development in and on the edge of Cambridge as the most sustainable location for that development. The North West Cambridge area is identified in the Cambridgeshire and Peterborough Structure Plan 2003 as one where major change is to take place through a review of the Cambridge Green Belt. Policy P9/2b proposes development specifically for predominantly University-related uses between Huntingdon Road and Maddingley Road. The North West Cambridge AAP has to be in conformity with the Regional Plan and have full regard to the Structure Plan
- 1.4 It will also need to take account of policies and proposals affecting areas beyond its boundaries to ensure appropriate links, services and landscaping for this quadrant of Cambridge as a whole. In particular it will need to take account of the housing development which is proposed for the area between Huntingdon Road and Histon Road. David Wilson Estates are proposing around 1,800 new homes on land within the City that is allocated in the Cambridge Local Plan 2006 and are seeking land to be released for residential development on land to the north within South Cambridgeshire for approximately another 1,000 homes through objections to the submission Local Development Framework documents, which show the land

¹ Technically known as a Joint Area Action Plan (AAP). The Plan will be a statutory Development Plan Document and form part of the Local Development Frameworks (the new form of Local Plans) being prepared by the two Councils.

remaining in the Green Belt. This will be considered in principle at the Core Strategy Examination in July, with Inspectors binding report anticipated in the autumn.

Appendix 1 to this document sets out a glossary of terms.

2. Purpose of this report

- 2.1 Before we write the draft plan, we want to know what you think about a number of key issues and the available options for tackling them. In addition, there maybe alternative options which you feel that both Councils should consider as part of the Area Action Plan process.
- 2.2 Given the importance of the issues raised by this development, the Councils consider that the public should be consulted at this stage as well as service providers, agencies, landowners and developers (Regulation 25). Further pre-submission public participation on the Preferred Options (Regulation 26) will take place before the Plan is submitted to the Secretary of State for independent examination. It is for utility and service providers to respond to the consultation if they anticipate problems in providing their services in this locality.
- 2.3 The Issues and Options Report has been subject to a separate Initial Sustainability Appraisal and Strategic Environmental Appraisal, which has been carried out by independent consultants in accordance with government regulations and European Directive. This is to ensure that the issues and options can be considered in the light of information on their social, environmental and economic impacts.

3. Other Plans affecting the AAP

- 3.1 The Plan will need to be consistent with Government planning policy and guidance and take account of a number of other plans which set the overall framework for the development of this site. These include plans at regional and county levels as well as existing plans adopted or in preparation by Cambridge City Council and South Cambridgeshire District Council.
- 3.2 The approved Regional Planning Guidance is currently to be found in Regional Planning Guidance for East Anglia 2000 (RPG6). It covers the period to 2016. The strategy seeks to assist the growth of the research and technology economy of the Cambridge Sub-Region and sets a sequence for housing development, first within the existing built-up area of Cambridge and secondly on the periphery of the City through a review of the Green Belt.
- 3.3 RPG6 will be replaced by a Regional Spatial Strategy (RSS) for the East of England, which is known as the East of England Plan. It will cover the period to 2021. The Plan has been subject to Examination and is due to be approved later in 2006. It will include policies saved from the Cambridgeshire Structure Plan (see next paragraph). The draft RSS proposes to continue the development of the Cambridge

Sub-Region as a centre of excellence and world leader in the fields of higher education and research and technology. It also proposes sustainable and spatially concentrated high quality, socially inclusive development focussed primarily on Cambridge, including new communities on the edge of the City to provide a more sustainable balance between jobs and homes.

- 3.4 The Cambridgeshire Structure Plan 2003 provides for three expanded communities on the north-west, southern and eastern edges of Cambridge. The first of these three expanded communities is to be focussed on the University lands between Madingley Road and Huntingdon Road, and the NIAB lands between Huntingdon Road and Histon Road. They are to be compact, mixed developments with efficient use of land, improved connections between housing, jobs, amenities and services and a very high quality of urban design. The Structure Plan reserves land between Huntingdon Road and Madingley Road for predominantly University-related uses but proposes that development should only be brought forward when the University can show a clear need for the land to be released.
- 3.5 The Cambridge City Local Plan 2006 covers the period to 2016. The land between Huntingdon Road and Madingley Road in the City is identified as an Area of Major Change in Policy P9/7. It reserves this land for predominantly Cambridge University related uses, but development is dependent on the University showing a clear need for the development of:
- Housing, including key worker housing for University or College staff;
 - higher education, including new collegiate provision, academic faculty development, student accommodation and a University conference centre;
 - education; and
 - University related research institutes and commercial research.

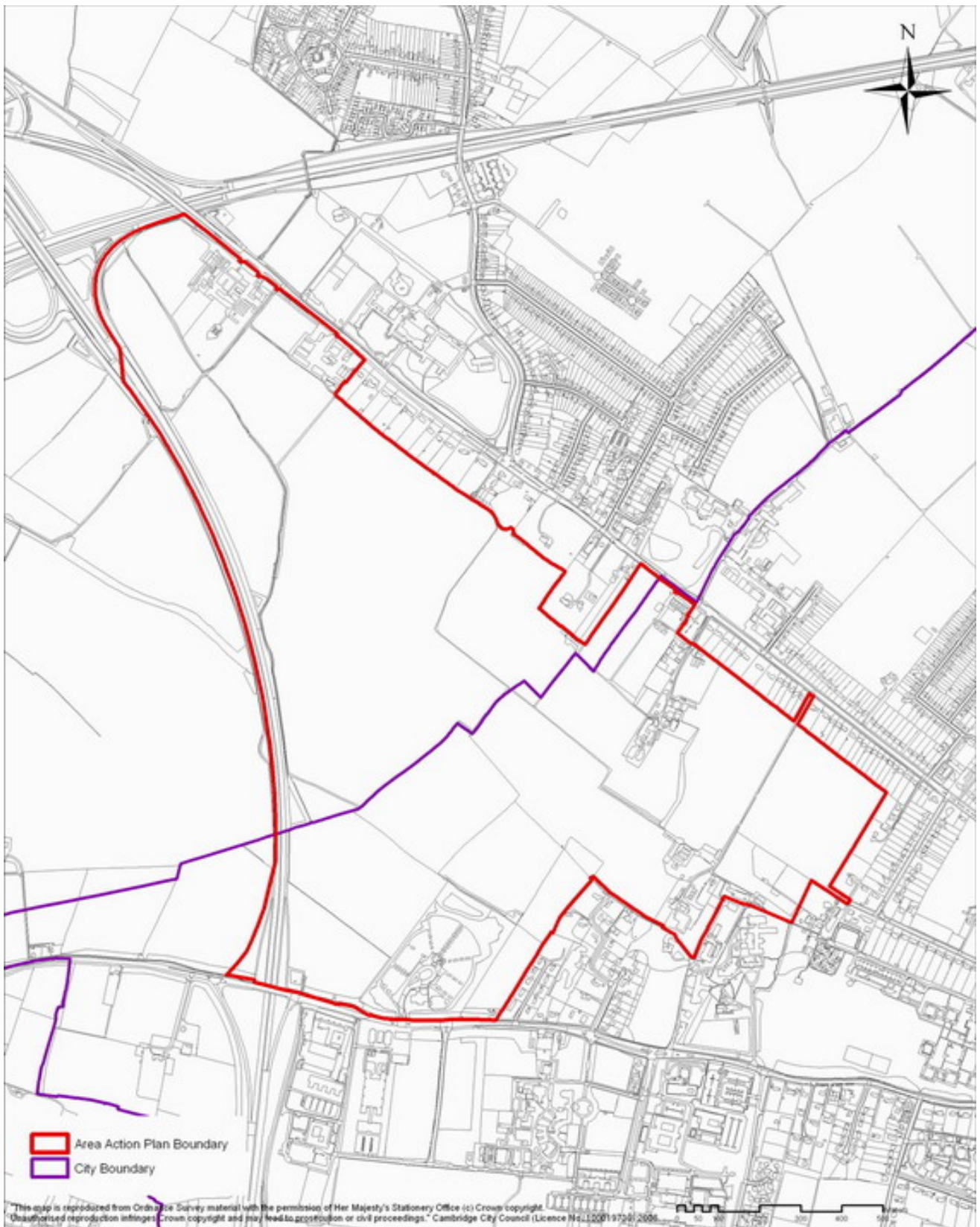
The Local Plan acknowledges that development will take place over an extended period of time and that phasing will be established through the Area Action Plan. The 19 Acre Field can be developed ahead of other parts of the site.

- 3.6 The current South Cambridgeshire Local Plan was adopted in 2004. The area in South Cambridgeshire between Huntingdon Road and Madingley Road is covered by policies for open countryside and Green Belt. It will be superseded in due course by the new South Cambridgeshire Local Development Framework. Development Plan Documents for a Core Strategy, Development Control Policies, Site Specific Policies and three Area Action Plans were submitted to the Secretary of State in January 2006, with Public Examinations starting in July 2006.

4. The extent of the Area Action Plan and its character

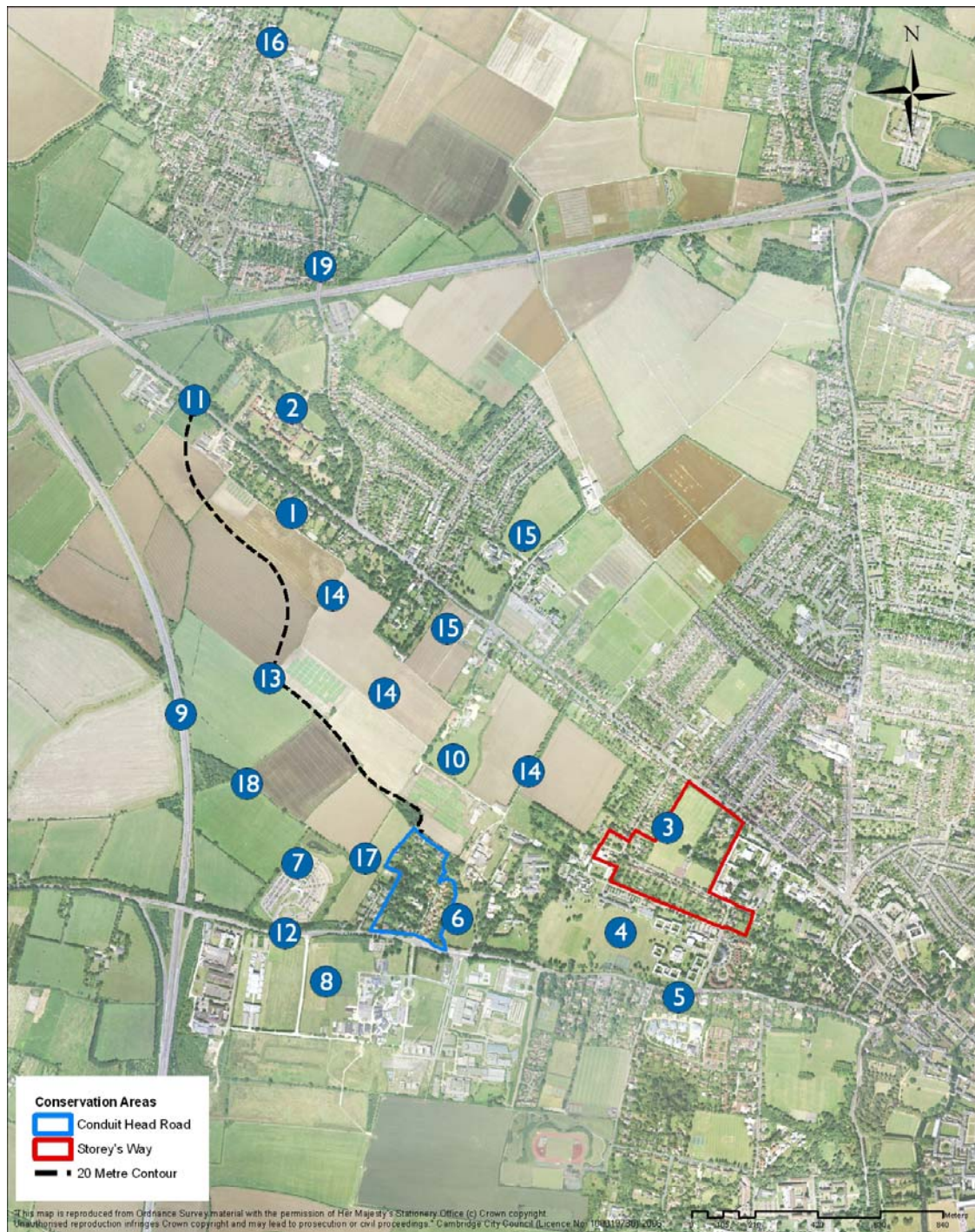
- 4.1 The boundaries of the Plan are illustrated on Map 1, being generally bounded by the M11, Huntingdon Road and Madingley Road. The plan will take into account its wider context including neighbouring parts of the City and of Girton, the University development south of Madingley Road, the countryside to the west and the development area between Huntingdon Road and Histon Road known as the NIAB site. The AAP will exclude existing built-up areas of the City and Girton.

Map 1 – Boundaries of the Area Action Plan



- 4.2 The area available for potential development is predominantly agricultural in character, with built development limited to a small number of farm buildings, including the University Farm although there are also a number of University field stations and associated small scale buildings. There is existing development, mainly housing, along the main road frontages which is not included in the Plan.
- 4.3 The landscape is defined as part of the Cambridgeshire Western Claylands, with gentle, undulating, open, arable fields, with hedgerows along routes and field boundaries and occasional deciduous woodland. Much of the action plan area is prominent in views from the western approaches to Cambridge, most notably from the M11 motorway and from the American Cemetery close to Madingley. It forms an important part of the immediate setting of Cambridge and has been kept free from development by its inclusion in the Cambridge Green Belt.
- 4.4 The following points are illustrated on the aerial photo.
1. Large houses set in large gardens mainly well screened by trees and hedges within the gardens and on boundaries.
 2. Girton College (19th Century Gothic Grade 2* Listed Building) and grounds (historic landscape of local value) – an important landmark at Huntingdon Road whose tower is visible from the wider surrounding area.
 3. Storey's Way houses – more modest and suburban in character, with long narrow gardens with some planting and screening.
 4. Distinctive development of large scale University buildings set in extensive landscaped grounds, including Churchill College and the University Observatory
 5. Madingley Road – houses are large and detached dating from the late 19th Century
 6. Conduit Head Road – substantial houses with estate character and mainly mid-late 20th Century
 7. Park and Ride site.
 8. West Cambridge site being developed for University faculty development, research institutes, commercial research and development, a sports complex and residential and associated uses.
 9. M11 motorway (which links onto the A14 Trunk Road) in part on the embankment which partly isolates the site from the rest of the surrounding countryside.
 10. Traveller's Rest Pit Site of Special Scientific Interest (SSSI).
 11. Huntingdon Road forms an important approach to historic Cambridge.
 12. Madingley Road forms an important approach to historic Cambridge.
 13. The 20 metre contour forms a key break of slope.
 14. Plateau of relatively level ground.
 15. Strategic Green Belt gap separates Girton and Cambridge.
 16. Girton Church Tower visible from A14 and from north of Huntingdon Road.
 17. Fields with historic ridge and furrow.
 18. Historic field boundaries from medieval West Field of Cambridge.
 19. Girton Village has a strong linear character, on both sides of the A14.

Aerial Photograph of North West Cambridge.



5. The University's Aspirations

- 5.1 Cambridge University has identified this area, which is in its ownership, as its only option for meeting its long term development needs. As a result, the Structure Plan, the Cambridge Local Plan and the Submission Draft South Cambridgeshire Core Strategy recognise that North West Cambridge should be developed to meet the University's needs but that development should only take place when the University has demonstrated that a development is needed and cannot be accommodated on land elsewhere.
- 5.2 The University has illustrated its aspirations in a Masterplan which it has prepared and has been the subject of consultation through a number of workshops and exhibitions. The Councils have not yet formed any view on the University's aspirations.
- 5.3 The University's stated aspirations for development for the period up to 2025 are:
- Accommodation for 2,000 undergraduate and post-graduate students which might include accommodation at new colleges or extensions to existing ones;
 - 2,000 to 2,500 dwellings, a "significant proportion" of which should be affordable housing for University staff;
 - A new Geography/Earth Sciences Faculty;
 - Academic facilities;
 - Sui-generis research institutes;
 - Commercial research and development space;
 - Community facilities such as a primary school and shops;
 - Public open recreational space;
 - Nature conservation areas;
 - Park-and-Ride and Park-and-Cycle facilities.
- 5.4 The University has estimated that the land requirement for this development amounts to some 120 ha, made up as follows:

Land Use	Area (Hectares)
Housing for University/College staff and open market housing	39.5 ha
Colleges	1.0 ha
Academic/related research	35.5 ha
Community facilities	1.0 ha
Playing fields	6.0 ha
Commons/public open space	19.5 ha
Existing uses	7.5 ha

5.5 The Structure Plan and the Cambridge City Local Plan both require the University to demonstrate clearly a need for land in North West Cambridge to be brought forward for development. A key issue for the Plan and for the phasing of development will be for the local planning authorities to determine whether the University has adequately met that requirement. The mechanism by which such decisions are reached will need to be included in the AAP in a similar way to the policy which is now included in the Cambridge City Local Plan 2006.

6. What will the Area Action Plan include?

6.1 The Plan will need to consider the form of development and the specific targets and standards that will need to be applied to development proposals within its area.

6.2 It will also need to look beyond its boundaries to consider transport links, service provision and the impact, for example in landscape terms, on other areas, including adjoining parts of the City, nearby villages and the wider countryside. This is particularly crucial for the proposed residential development within the City boundary between Huntingdon Road and Histon Road, which is proposed to be complemented by landscape and public access improvements in the adjoining land in South Cambridgeshire². Key issues to be resolved in respect of these two developments with implications for the Plan for land between Huntingdon Road and Madingley Road are:

- the size and location of any new centre(s) to serve the wider North West quadrant of Cambridge; and
- transport links, especially any orbital/connecting route.

6.3 A Masterplan is being prepared for the land between Huntingdon Road and Histon Road. The Area Action Plan will help to inform the way in which this adjoining development should be shaped.

6.4 Areas adjacent to the Plan within Cambridge City and South Cambridgeshire will be covered by policies in the Cambridge City Local Plan and the South Cambridgeshire LDF Core Strategy and Development Control Policies respectively.

6.5 Regard will also be had to adjacent Conservation Areas. A Storey's Way Conservation Area Appraisal is currently being prepared. The aim of this Appraisal is to outline the special character area of the area and to demonstrate that the present Conservation Area, and a proposed extension, are worthy of conservation status. The Appraisal incorporates aspects of both the built and the natural environment, and the Ascension Parish Burial Ground. A similar Appraisal is planned for Huntingdon Road in the future.

7. A Vision for the Area

² Representations have been made to the South Cambridgeshire Local Development Framework documents seeking residential development in the district in addition to that in Cambridge City. This issue will be resolved by the binding Inspector's Report following public examination.

Option 7.1

North West Cambridge will create a new University quarter for Cambridge which will also contribute to meeting the needs of the wider city community. Development will be of the highest quality in keeping with the reputation of the University as a centre of excellence and a world leader within the fields of higher education and research, and will address a wide range of the University's long-term development needs. There will be a new neighbourhood centre which will act as a focus for the development but which will also provide facilities and services for nearby communities. A new landscaped urban edge will be created which will enhance the setting of the City and maintain the separate identity of Girton village.

Reasonable alternatives?

RA1 - No other reasonable alternatives have been identified for consideration because the Structure Plan provides a clear context for the development of this area for predominately University related uses in a recent higher order plan. The approach is also endorsed in the Cambridge Local Plan, adopted in July 2006. The need for a neighbourhood centre is regarded as essential for a development of this scale. Landscaping on the new edge of the urban area and maintaining separation from Girton are also important requirements based upon the landscape study (refer to paragraph 10.3) and the purposes of the Cambridge Green Belt as set out in the Structure Plan.

- 7.1 The identification of this land for development will require a Vision to guide the development of the planning policy framework and to help create a high quality development and setting with its own identity in keeping with the Cambridge tradition.
- 7.2 It is important that this vision is set out to help develop the new University quarter's own identity and to guide the policy framework in the Area Action Plan.

8. **Objectives**

Option 8.1

- a) To ensure sustainable development;
- b) To identify a new Green Belt boundary which allows for the development of the site without fundamentally undermining the purposes of the Green Belt;
- c) To provide an appropriate landscape setting and high quality edge treatment for Cambridge;
- d) To ensure appropriate separation between Cambridge and the village of Girton to maintain village character and identity;
- e) To create a new community which respects and links with adjoining communities;
- f) To create a satisfactory mix of uses, taking into account:

- i. Identified University-related uses
- ii. The need for Key Worker housing with the emphasis on University and College staff;
- g) To maximise walking and cycling and public transport use;
- h) To determine what transport infrastructure is needed to link the development to key destinations in Cambridge and to the wider network and how it is to be delivered;
- i) To provide standards for infrastructure provision including renewable energy, open space and car and cycle parking;
- j) To determine the level, type and general location of community uses needed to satisfactorily serve the development;
- k) To determine appropriate phasing of development taking into account that development should only proceed when the University can prove the need for it;
- l) To ascertain what funding and investment is available to secure the infrastructure needs of the development;
- m) To protect existing wildlife and secure a net increase in biodiversity.

Reasonable alternatives?

RA2 - No other reasonable alternatives have been identified for consideration because the objectives are drawn from strategic policy and national policy guidance and are all essential aspects of good planning for a major new urban extension or specifically relevant in view of the development being for predominately University related uses.

9. Key Issues for the AAP

The following key issues have so far been identified:

Landscape and the Green Belt

- a) What is the extent to which land can be removed from the Green Belt without undermining its purposes of protecting the historic character of Cambridge, maintaining its setting and preventing the coalescence of communities?
- b) What is the most appropriate landscape setting and high quality edge treatment for Cambridge?
- c) How can the Plan ensure appropriate separation between Cambridge and the village of Girton to maintain village character and identity?
- d) What would be the most appropriate location and alignment of a green corridor to run across the site from Huntingdon Road to Madingley Road?

Developing the site

- e) What is the full development potential of the area?
- f) How can the development contribute to sustainability?

- g) How will the new community respect and link with nearby communities?
- h) What factors will determine the land-use components and what would be the most satisfactory mix of uses, taking into account:
 - i) University-related uses
 - j) Key Worker housing with the emphasis on University and College staff
 - k) The level of University/research employment that would be compatible with strategic employment policy?

Transport and other infrastructure

- l) What transport infrastructure is needed and how it is to be delivered, taking into account changes in travel behaviour including the encouragement of more sustainable modes?
- m) What are the appropriate standards for infrastructure provision including renewable energy, open space and car parking?
- n) What is the level, type and general location of community uses needed to satisfactorily serve the development?

Phasing and implementation

- o) What is the appropriate phasing of development given that development can only proceed when the University can prove the need for it?
- p) What funding and investment is available to secure the infrastructure needs of the development?

Reasonable alternatives?

RA3 - No other reasonable alternatives have been identified for consideration because the key issues reflect local circumstances and need to be addressed in the AAP. They also reflect the content of the Structure Plan which is a relatively detailed strategic plan and sets the framework for the development of proposals within the AAP.

Question 9.1) Does this list properly represent the key issues? Are there others which should be included and why?

10. Landscape, Setting and the Green Belt

10.1 The purpose of the Cambridge Green Belt as set out in the Structure Plan is to:

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

10.2 Additional context for this section is formed by a new study of the landscape of this area of Cambridge and by the Cambridge Local Plan Inspector's Report.

Green Belt, the setting of Cambridge and the separation of communities

- 10.3 In order to inform the AAP process, consultants were commissioned to prepare a detailed study to examine the landscape of the area, and identify its main characteristics and features which should be respected in developing options for development³.
- 10.4 The open countryside setting of Cambridge, studded with attractive villages, forms the setting for the City as a whole, not just the historic centre. For North West Cambridge, the Girton ridge with Huntingdon Road is visible as the rising land that is so widely seen approaching Cambridge on the A14 and M11 and from the higher ground around Madingley and the A1303 approach to Cambridge. Properties fronting Huntingdon Road are themselves hardly visible behind their tree screening. From the west and south west, the view of Girton College's tower rising above the screen of pines atop the ridge is one of the quintessential Cambridge views, like that of the University Library from the west. The rising land of the ridge is also prominent in these available views and this is a critical element of the immediate setting of Cambridge.
- 10.5 The land to the north of Madingley Road rises eastward significantly from the Washpit Brook near the M11 at less than the 10 metres contour to the 20 metre contour and then continues to rise much more gently to just over the 25 metres contour level at the University Farm. Effectively, the land east of the 20 metres contour is a very gently modulated plateau and is much less visible.
- 10.6 The North West Cambridge AAP includes parts of the medieval 'West Field' of Cambridge and includes several fields with visible ridge and furrow, furlong S-shaped field boundaries and a veteran oak pollard that marks the boundary between the City and the Parish of Girton. This is therefore an area where the history of Cambridge is written on the land and is still legible. Huntingdon Road runs on the course of the *Via Devana* Roman road and two other Roman roads, now not visible above ground, run through this area. These last remnants of Cambridge's historic landscape setting will form a constraint to development, regardless of Green Belt status.
- 10.7 In order to maintain a key principle of the Cambridge Green Belt it is important that the new built developments do not appear to merge either physically or visually with the surrounding villages of Histon and Girton. The existing gap between Girton and Cambridge is at its narrowest at Huntingdon Road, but widens out with distance from the road. The narrowness of this gap makes it all the more crucial, and also emphasises the importance of keeping a Green Belt gap in all development proposals.
- 10.8 There is evidence from work undertaken in the preparation of the AAPs for other areas that a minimum of 200 metres is required to create a landscape which would achieve effective and perceptible separation. However, it is not just a matter of

³ North West Cambridge Area Action Plan Green Belt Landscape Study 2006

distance but also of landscape treatment which should be sympathetic to local landscape character. In the existing narrow gap between Cambridge and Girton the character is of small hedged fields. To be more effective the narrow gap, which is no more than 150 metres would need significant landscape enhancement.

- 10.9 As the Green Belt gap leaves Huntingdon Road its effectiveness could be increased by widening to at least 200 metres and then either opening out into the wider countryside towards the west to merge with the wider countryside encompassing the M11, or towards the south to merge with the Madingley Road green corridor.
- 10.10 Another factor which will be crucial in determining the perception of the Green Belt gap will be the height and mass of buildings and the landscaping adjacent to it. Large scale buildings with little or no landscaping could damage the perception of openness and separation.
- 10.11 The study identifies a number of options for the Green Belt in this location which provide different balances between accommodating the aspirations of Cambridge University for development and impact on the purposes of the Green Belt and other features and elements of importance in this location. The following features and elements are considered by the study to form constraints of very substantial weight on the extent of development possible:
- The visually important rising landform of the Girton ridge between Washpit Brook and the brow of the slope at the 20 metres AOD contour;
 - Views of defining local landmarks that give Cambridge its 'sense of place', such as Girton College, Girton Church and St John's College Chapel;
 - Retained elements of the historic Cambridge West Fields and Impington open field;
 - Views to the historic core of the City;
 - Green corridors linking the City to its rural setting;
 - Strategic green spaces to prevent coalescence of settlements;
 - Ecological features of value to endangered species; and
 - SSSI.

These have informed the options presented below as has the Local Plan Inspector's Report.

The Cambridge Local Plan Inspector's Report (May 2006)

- 10.11 The Inspector's Report concludes that the Girton Gap should be retained as Green Belt primarily to prevent coalescence with Girton. However, in order to give the necessary freedom in devising a Masterplan for the area the Inspector considers that none of the open land fronting Madingley Road in the City should remain in the Green Belt. Whilst the Structure Plan Key Diagram shows a green corridor north of Madingley Road, and the strong hedge north of the Park and Ride site has the necessary characteristics to form a suitable Green Belt boundary, the Inspector considers that the open land north of Madingley Road is not prominent to travellers on the M11, as views of it are limited. The Inspector states that a green corridor

should be provided through the area running on a north-south axis with its precise whereabouts and the boundaries of the Green Belt being established in the AAP. The Inspector concludes that the hedge line referred to above may be the most suitable Green Belt boundary which is capable of enduring, but that this is a matter to be assessed in the context of an analysis of all the factors which the AAP will take into account. The University's Masterplan does not indicate building in this area, but it is only indicative at this stage. The Inspector notes that suitable land can be added back into the Green Belt via the AAP.

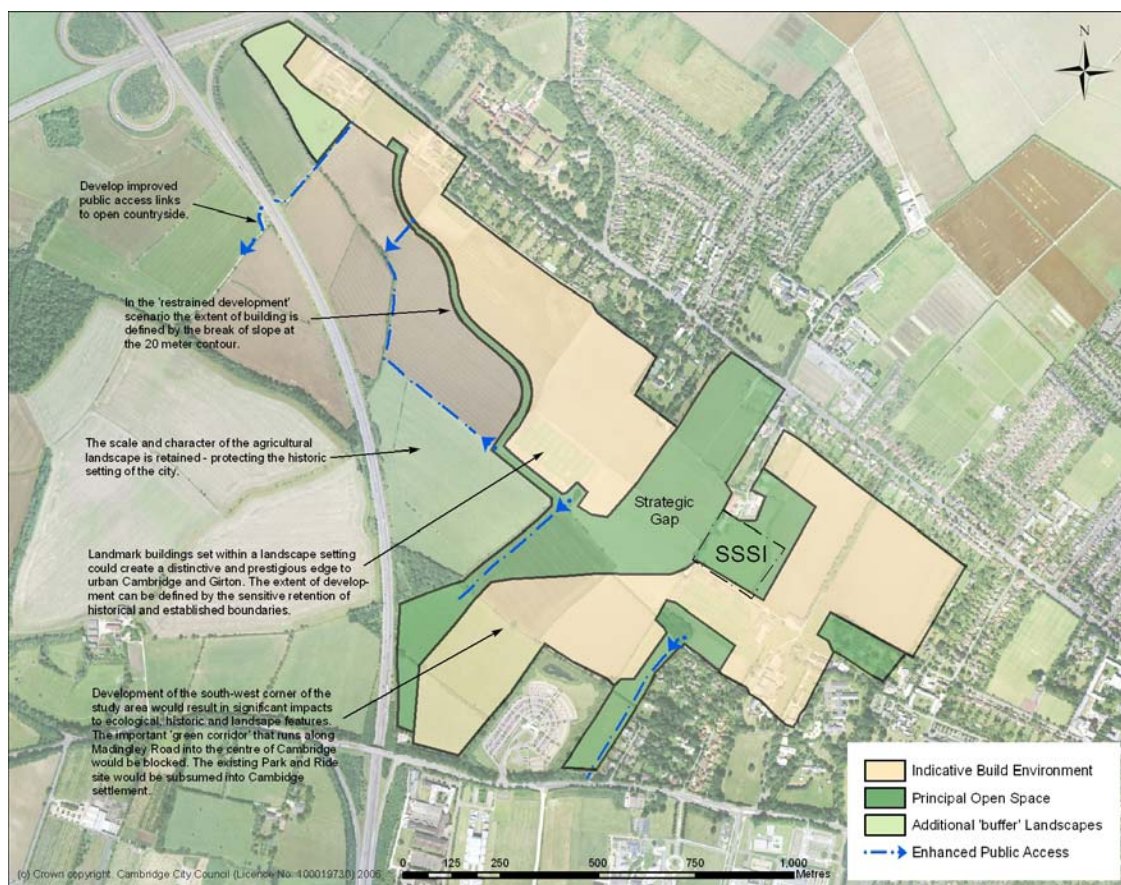
Option 10.1 (Map 2)



This option accords with the Masterplan prepared on behalf of the University in 2005 and would meet their development aspirations. In this option, development is allowed down the slope towards the Washpit Brook leaving at its narrowest a 100 to 200 metre wide strip of 'landscape buffer' between the M11 and the edge of development. The development would therefore essentially begin where the land starts to rise. The Green Belt Study 2006 identifies several problems which arise from this. The sweep of open rising ground that is so important to the setting of Cambridge is effectively lost. The proximity to the M11 and the falling landform will lead to this area not being perceived as a significant foreground. Views of Girton College would be lost from a number of viewpoints. Areas of historic interest would be permanently

lost. The level of development raises infrastructure issues that, in turn, may well have adverse landscape and other environmental impacts. Valuable ecological features are lost and others damaged. Mitigation cannot replace these features and elements. There would be a severe level of harm to the function of the Green Belt as protection for the setting of the historic City of Cambridge and the character of the city on the north west would be fundamentally changed. This option returns the fields just to the north of Madingley Road, including the Park & Ride site to the Green belt.

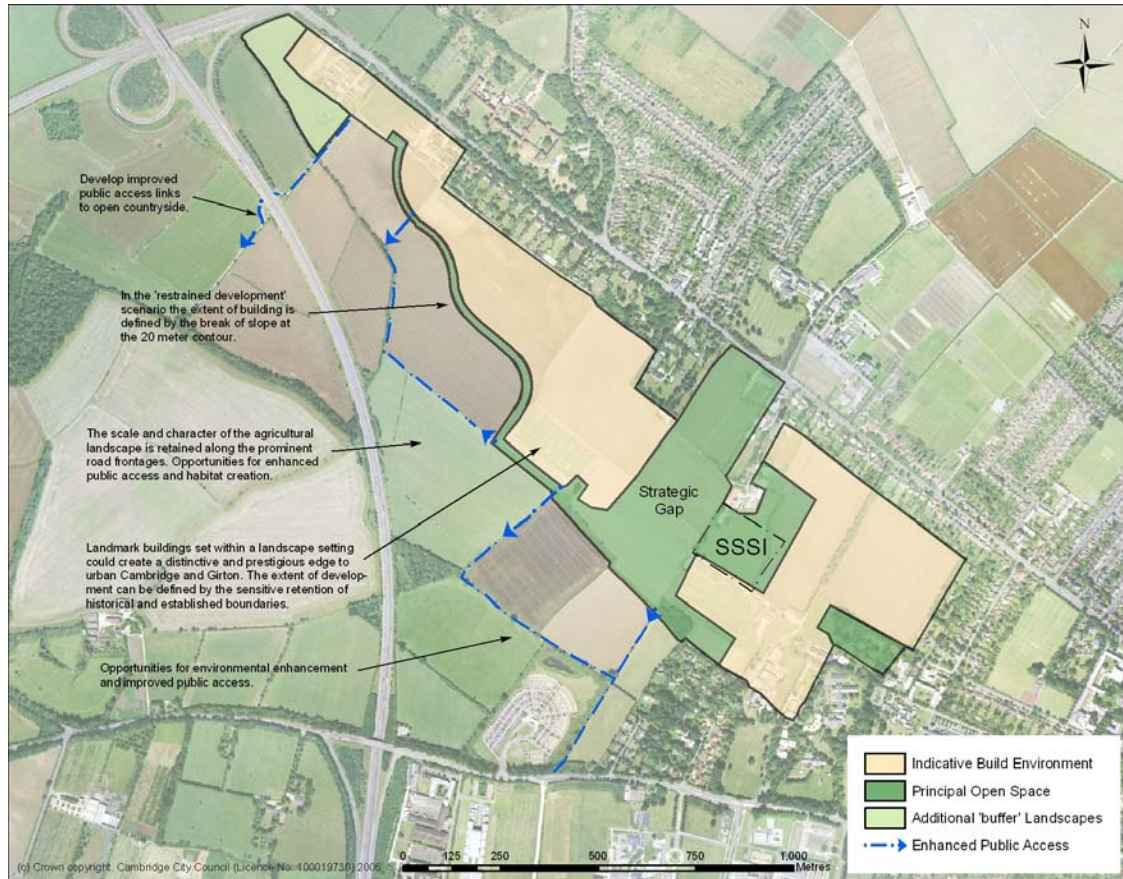
Option 10.2 (Map 3)



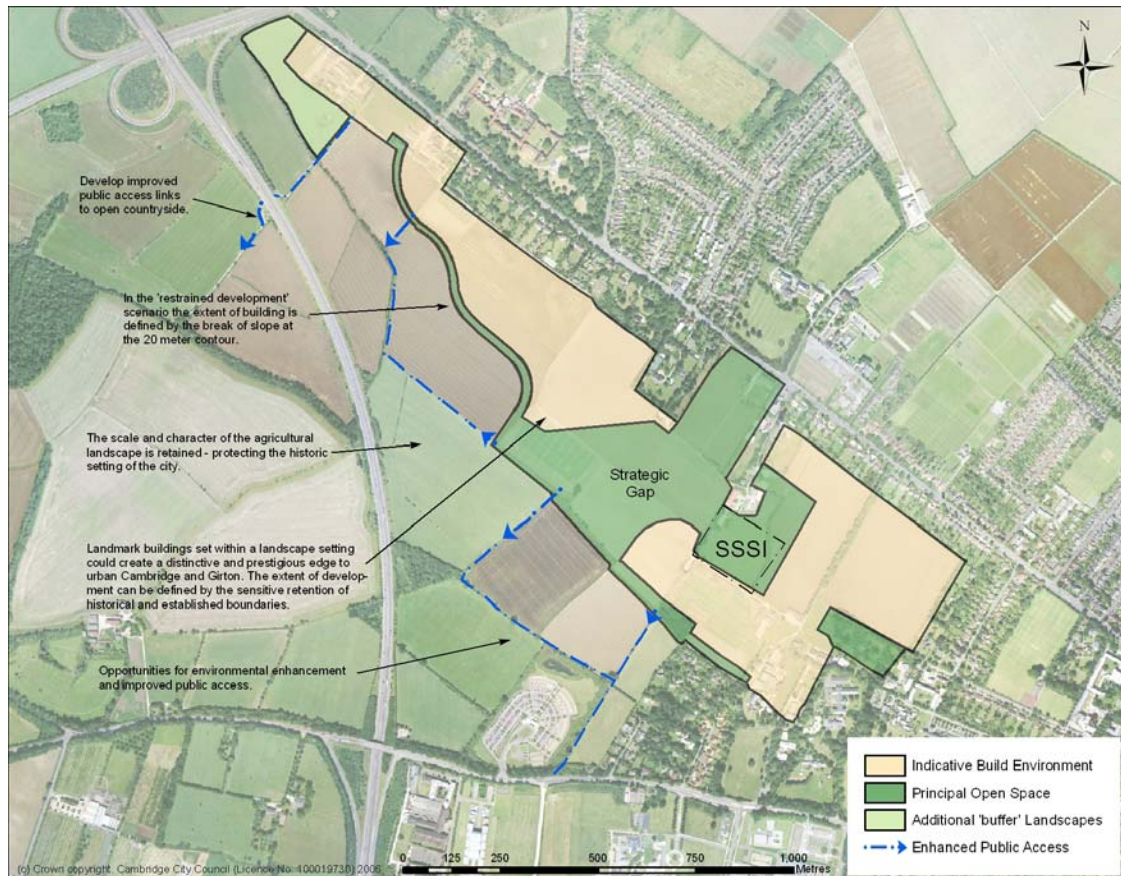
This option is a variant of option 10.1 in that it would meet the development aspirations of the University but on a slightly different built footprint. This option seeks to test the scope for development around the Madingley Road Park & Ride site. Map 3 shows a development on the University land that extends over the ecologically and historically valued fields to the south-west but limits development on the west-facing slope further north. This option arises from the removal of the south-western fields from Green Belt protection by the most recent Cambridge Local Plan. The Inspector allowed for the potential review of this area within the AAP and, if necessary, a return of these fields into the Green Belt. In landscape setting, heritage, and ecological terms the Green Belt Study 2006 is in no doubt that these fields should not be developed and should be returned to Green Belt protection in recognition of

their resource value and contribution to the setting of the City. The University's consultants do not propose development on these fields.

Option 10.3 (Map 4)



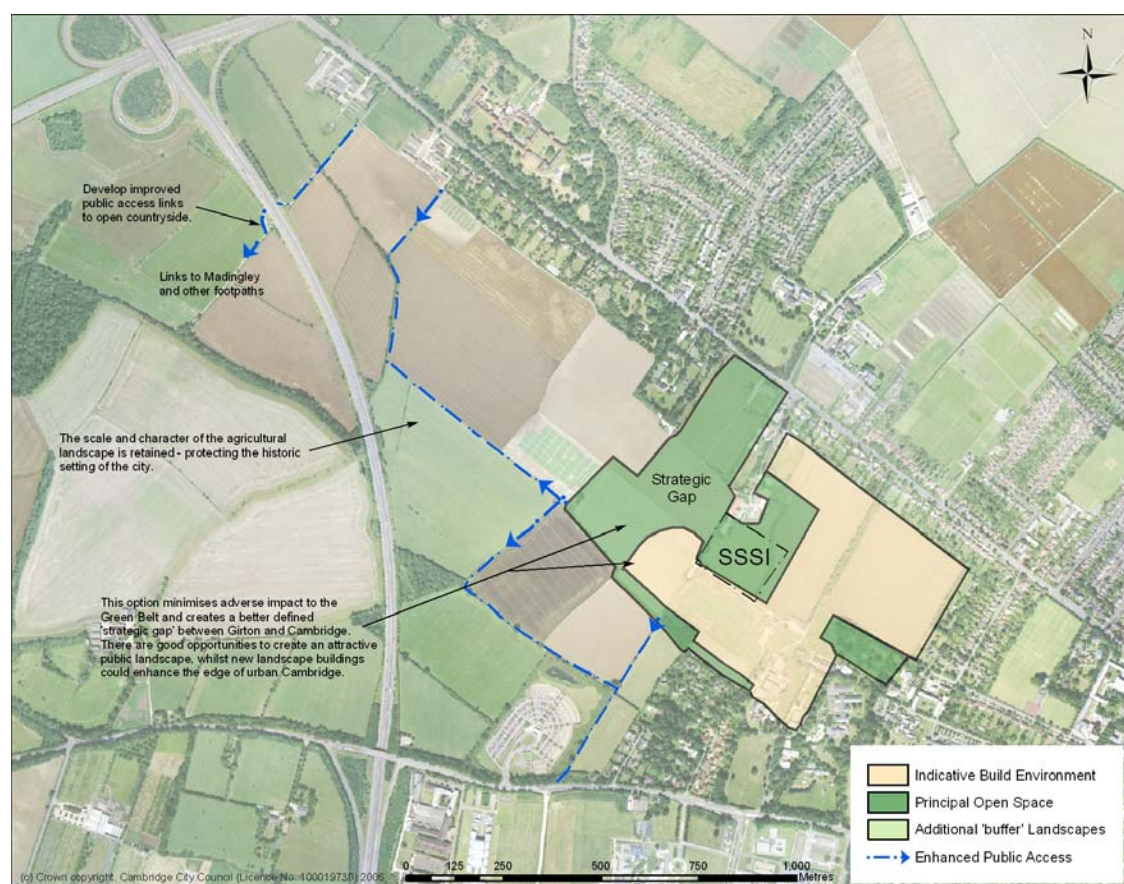
Option 10.4 (Map 5)



These options accept a moderate degree of harm to the purposes of the Cambridge Green Belt and to other significant features of the landscape whilst accommodating a significant amount of development. In these options the rise of the land from Washpit Brook is retained as open agricultural land but the proposed development would sit prominently at the top of this slope. With careful design, new landmark buildings – of the quality and architectural merit of the Schlumberger building, the Chapel at the American Cemetery or of Girton College – could be sited here and could form an appropriate urban edge. Pulling the buildings back and accepting the views of Girton College as an architectural design constraint would also preserve this important element of local character and retain a better ‘sense of place’ than would be the case with Options 10.1 and 10.2. The edge of the city would be seen over a working agricultural foreground rather than washing up to the M11 with an urbanized ‘landscape buffer’. By retaining the historic and ecologically valuable fields to the south-west of the University land, much of the special interest of these areas could be retained, although the proximity of the new development would

still result in moderate adverse effects on this resource. Even where land is not to be Green Belt, historic and ecological features will remain a constraint to be taken into account in future Masterplanning and Development Control decisions. Although moderate harm has been generated in this option, a workable Green Belt setting function is retained, and fields just to the north of Madingley Road, including the Park & Ride site are returned to the Green Belt. Option 10.3 and Option 10.4 offer two alternatives ways in which the strategic gap/green corridor could be treated. Option 10.3 maintains the thrust of the strategic gap towards Madingley Road, whilst Option 10.4 turns the gap westwards. Option 10.3 thus shows a strategic gap which runs broadly north to south through the development and would provide opportunities for a large central open area for both amenity and recreation, while also protecting the SSSI. This would result in greater development further out from Cambridge which is more closely attached to Girton village. Option 10.4 shows a strategic gap which turns more east to west through the development and would link more directly with the open countryside beyond the M11 and result in a greater development directly on the edge of Cambridge and less development adjoining Girton village.

Option 10.5 (Map 6)



This Option would have limited visual impact and would effectively protect ecological and historic landscape interests. It also fully protects the

settlement character of Girton, whereas the other options change the form and balance of the settlement to a greater or lesser extent. Option 10.5 retains almost all of the new development within the city boundary. It does not extend the already weak strategic gap to Girton by making this 'pinch point' into a long and narrow corridor. In terms of Green Belt purposes alone it is therefore the best option. However it would return land to the Green Belt which has just been removed in the new Cambridge Local Plan in order to meet the development needs of the University and so clearly those needs would fall far short of being met.

Reasonable alternatives?

RA4 - No other reasonable alternatives have been identified for consideration because

- 1) Options 10.1 and 10.2 would meet the development aspirations of the University***
- 2) Option 10.5 represents a "business as usual" option in that it confines development to the City on land already from the Green Belt in the Cambridge Local Plan 2006.***
- 3) Options 10.3 and 10.4 represent intermediate options both based upon the evidence of the North West Cambridge Area Action Plan Green Belt Landscape study 2006.***

11. Housing

- 11.1 The actual housing capacity of the site will ultimately be dependent upon the land which is available for development once the Green Belt boundary and the land requirements of other land uses have been determined.
- 11.2 The site would need to accommodate in the order of 2,000 to 2,500 homes plus accommodation for 2,000 undergraduate and postgraduate students if the University's aspirations are to be realised.

Affordable Housing

- 11.3 Affordable Housing includes a wide range of housing provided for those who cannot meet their housing need in the open market.

Option 11.1

The target for Affordable Housing will be to secure 50% affordable housing as currently set out in the Cambridge Local Plan.

Reasonable alternatives?

RA5 - No other reasonable alternatives have been identified for consideration because the nature and quantity of affordable housing to be provided in this area was considered at the recent Cambridge Local Plan examination and the

Inspector concluded that the target should be set at 50% of all housing, subject to viability. He also concluded that at North West Cambridge, all the affordable housing should be targeted towards meeting the housing needs of University staff through the provision of key worker housing. It is reasonable that this applies to the whole site in both districts.

Housing Density

- 11.5 Other urban extensions to Cambridge such as the Cambridge Southern Fringe and Cambridge East are contributing housing at an overall net density of at least 50 dwellings per hectare (dph) in order to make best use of Green Belt land released for development whilst providing a basis for sustainable living where services and facilities can be located nearby for most residents. In North West Cambridge the need to make best use of land is even more critical because a sensitive area of land is being released from the Green Belt that otherwise would not have been, specifically to meet the needs of the University because they are so important to the continued success of Cambridge. Higher densities could average around 75 dph although in some parts even higher densities should be achievable with a high proportion of apartment accommodation. It would also provide opportunities for landmark buildings and different character areas. Lower densities could bring forward a higher proportion of family houses with gardens and a softer landscaped edge to the development, allowing the development to be assimilated into the wider landscape where it faces open countryside. However, not all the area will be developed for housing as other uses will also need to be accommodated (see paragraphs 5.3 and 5.4). Some of these other uses, such as colleges and academic and research facilities, might be more appropriate for locations on the edge of the development, thus helping to maintain a Cambridge identity and which would also help to protect the green gap between Cambridge and Girton and the character of the adjoining countryside.

Option 11.2

Higher densities will be located away from existing housing and close to the main public transport routes and services and facilities. Lower densities and other College, University or research related buildings with extensive green settings will be located adjacent to existing housing.

Reasonable alternatives?

RA6 - No other reasonable alternatives have been identified for consideration because of the need to ensure sensitive integration with existing development which will have regard to the amenity, character and density of that adjoining development. A range of densities would help to encourage a wide range of different types of housing and allow for lower densities close to existing housing, compensated by higher densities elsewhere close to the main public

transport routes, services and facilities⁴, so creating a focus for the development and enabling more journeys to be made on foot or by bicycle. Efficient use of land is a requirement of national policy guidance and Structure Plan policy.

Issue: Relationship between University Housing, Student Housing, Affordable Housing, and Market Housing.

- 11.6 The Plan will need to consider the physical relationship between the University's housing and the market housing in the development. Should the market housing and University key worker housing be mixed across the site in groups or in distinct quarters? It is generally accepted good practice for affordable housing to be distributed in small clusters within a development to encourage social inclusion and help create a mixed and integrated community. In this case, however, given the special needs of the University for key worker housing, options do arise. Student accommodation has different characteristics and needs. It is usually built to a high density within a green setting, but with very limited car parking enforced by a system of proctorial control over car ownership operated by the Colleges.

Option 11.3

The various components of housing development, student accommodation, University key worker and market housing will be mixed and integrated across the site.

Option 11.4

Student accommodation will be developed as part of a separate and distinct University quarter, whilst the University key worker and market housing will be mixed and integrated across the site.

Option 11.5

Student accommodation and University key worker housing will be developed as a separate and distinct University quarter within the site.

Reasonable alternatives?

RA7- No other reasonable alternatives have been identified for consideration because the only other option would be to develop the key worker housing as part of a separate and distinct university quarter with the student accommodation and market housing mixed and integrated across the site. This option is not considered to be a reasonable alternative because it would increase the social exclusion of the key workers. Furthermore this option would not be sufficiently distinct from option 11.3.

12. Employment

⁴ Such as a primary school, community uses and local shopping.

- 12.1 The emphasis on the strategy for the Cambridge Sub-Region as set out in the RPG and Structure 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. Substantial land to provide for the employment needs of the Cambridge area is included at the Cambridge Northern Fringe, Northstowe, and Cambridge East.
- 12.2 The Cambridge City Local Plan includes 14 hectares for academic D1 uses and up to 6 hectares for University related sui generis research institutes and commercial research uses within Use Class B1(b) for land within Cambridge City. In addition to this, the University has also indicated a need for a further 15.5 hectares of land for academic D1 uses and related sui generis research institutes and commercial research uses within use Class B1(b).
- 12.3 However, any significant additional employment in the form of commercial research could undermine the thrust of the overall strategy by fuelling additional housing demand and thus not addressing the main thrust, which is to address the current imbalance of jobs and homes close to Cambridge. On the other hand, the University considers that an element of commercial employment is necessary for funding its developments and argues that it has the benefit of encouraging the working relationships between academic research and the commercial sector.

Option 12.1

Employment development at North West Cambridge will be limited to the teaching and research institution requirements of Cambridge University and will not include any additional element of commercial research beyond the level which is currently proposed in the Cambridge Local Plan.

Option 12.2

Employment development at North West Cambridge will include a mix of commercial research as well as the teaching and research requirements of Cambridge University to meet the aspirations of Cambridge University.

Question 12.1) If Option 12.2 is considered appropriate, what areas of land would need to be devoted to these different land uses?

Reasonable alternatives?

RA8- No other reasonable alternatives have been identified for consideration because Option 12.1 represents a “business as usual” option in that it confines the commercial research to that proposed in the Cambridge Local Plan which is appropriate to the whole site in both districts, whereas Option 12.2 seeks to meet the aspirations of the University. There is no evidence upon which to base an intermediate option.

13. Travel

- 13.1 The Plan will need to consider how people move about within the new Quarter and gain access to other parts of the City and beyond. In order to establish the transport infrastructure needs of the development, the County Council commissioned WS Atkins to prepare a Transport Study to help inform the AAP. This considers land between Huntingdon Road and Histon Road together with the area to be covered by this Area Action Plan. To create a sustainable development, policies will need to encourage most journeys within the site to be made by foot and cycle and to promote good links beyond the site by bus and cycle. Cambridge already has one of the highest proportions of journeys made by bicycle, especially for students and other University activities, and this tradition should be built upon.
- 13.2 Good urban design, with safe routes and higher densities will help to encourage people to move about by foot, cycle and bus.
- 13.3 There are also important key locations to which North West Cambridge will need to be linked. Those living and working on the site will travel to other locations within and around the City, for access to jobs, shops, leisure and other services, such as health facilities. The most important locations are:
- City Centre;
 - Development between Huntingdon Road and Histon Road;
 - Cambridge Northern Fringe/Science Park;
 - University West Cambridge Site;
 - Addenbrooke's;
 - Cambridge East; and
 - Northstowe
- 13.4 These should be connected by sustainable travel modes - foot, bicycle and public transport, with the car as the least attractive option. The priority for infrastructure investment would have to be for the sustainable modes.
- 13.5 Development of North West Cambridge as a whole, including land in South Cambridgeshire, will add to traffic generation to and from this area. The Plan therefore needs to consider whether the provision of north facing slip roads would be appropriate given the level of development which is proposed beyond that in the Cambridge City Local Plan.
- 13.6 The transport infrastructure for all the major developments is guided by the transport strategy set out in the Structure Plan policy P9/9. This is amplified by a Long Term Transport Strategy for the Sub-Region which has been adopted by the County Council as part of their Local Transport Plan 2006-2011. This strategy is available on-line at www.cambridgeshire.gov.uk/lts.
- 13.7 The Guided Bus scheme (which has been approved following the Transport and Works Act public inquiry) will provide a high quality public transport system from Huntingdon/St Ives through Cambridge to Addenbrooke's and Trumpington. Using the route of the former railway, it will connect to the Cambridge Northern Fringe at which point its routes will travel on-road with bus priority down both Milton Road and

Histon Road to the City Centre. The plans for North West Cambridge can consider how development could be linked into this scheme.

- 13.8 Policy P9/9 of the Structure Plan recognises the need to accommodate some orbital movements around Cambridge avoiding the city centre and connecting major development sites, employment locations and park and ride sites with priority given to public transport along such routes.
- 13.9 The Preferred Route announcement for improvements for the A14 is expected later in 2006. The emerging proposals, however, indicate an on-line improvement and widening, with junction improvements along the Cambridge Northern Bypass and with a major interchange with the A428 at Girton, although this would not provide for all movements to take place. It does not include any changes to the Maddingley Road (A1303) interchange where currently only south facing slip roads are provided.

Issue: Road access into the development

- 13.10 Road access into the development will be from both Huntingdon Road and Maddingley Road in order to minimise the impact on these busy radial routes into the City.

Issue: A new orbital connecting route

- 13.11 As part of the development of North West Cambridge, the scope for a new orbital route should be considered. Potentially, this could provide an alternative route for traffic moving between different sectors of the City, taking pressure off the existing radial routes, especially Histon Road, Huntingdon Road and Maddingley Road together with the outer and inner ring roads.
- 13.12 In considering the potential for new orbital routes, however, it is important to be aware that new road building can release suppressed demand for car travel and hence create adverse traffic impacts. The Cambridge City Local Plan states that a through road from Maddingley Road to Huntingdon Road would only be possible if its impacts on the transport network and on amenity were acceptable.
- 13.13 Any consideration of an orbital route should thus consider the possibility of the new route being only for cycling and public transport, in order to encourage movements by more sustainable modes.
- 13.14 If a new route were to be created, whether for general traffic or public transport/cycling alone, there is the need to decide whether it should be aligned along the open gap between the City and Girton or should it be designed in as part of the new development? There is also the need to consider how an orbital route would relate to the wider road network, including future potential for a link from Huntingdon Road to Histon Road and the potential for linkage with the Guided Bus route to the North.

Option 13.1

A new all purpose route will be developed linking Madingley Road and Huntingdon Road. The route will lie within a green corridor within the University's development.

Option 13.2

A new all purpose route will be developed linking Madingley Road and Huntingdon Road. This road will be designed within and as part of the developments with regard to slower speeds and safe crossings for pedestrians.

Option 13.3

A new orbital route limited to cyclists and public transport will be developed linking Madingley Road and Huntingdon Road.

Option 13.4

A new orbital route limited to cyclists and public transport will be developed linking Madingley Road and Huntingdon Road. This road will be designed within and as part of the developments with regard to slower speeds and safe crossings for pedestrians.

Reasonable alternatives?

RA9 - No other reasonable alternatives have been identified for consideration because Options 13.1 to 13.4 represent a full range of reasonable alternatives. It would be unreasonable for there to be no orbital connections across the site, because this would force longer journeys to access jobs, childcare, primary and secondary schools, shops, health services and open spaces.

Issue: North facing access roads for the M11 at Madingley Road (A1303)

- 13.15 The current and emerging proposals for the A14 improvements do not include any alteration to the limited interchange of the M11/A1303 at Madingley Road. Government plans to improve the M11 from Stansted to the A14 are uncertain.
- 13.16 Providing north facing slip roads at the M11/A1303 interchange would allow southbound traffic from the A14 and M11 to enter Cambridge via Madingley Road whereas currently Huntingdon Road is the only access point. Similarly, traffic travelling southwards along the M11 would have another option to enter Cambridge via Madingley Road as well as Barton Road and Trumpington Road as at present.
- 13.17 However, the Inspector for the Cambridge City Local Plan concluded that “there is insufficient evidence that such slip roads will be both required and suitable”. The Inspector thus decided that reference to them should not be kept in the Local Plan, but replaced with “ if necessary, development should contribute to measures to

mitigate any significant adverse traffic impacts on the M11 and the surrounding highway network”. Measures to be investigated could include separate road links from the M11/A14 Girton interchange (which is likely to be extensively changed as part of proposals for widening the A14) as well as links in the form of north facing slip roads at the M11/Madingley Road junction. Any new road or junction links would need to be subject to thorough studies of their costs and benefits.

Option 13.5

New road links to and from the north (M11/A14) to Madingley Road will be provided. Such links would help to minimise traffic impacts from development by allowing more traffic to use Madingley Road as an alternative to Huntingdon Road

Option 13.6

That such new road links should not be provided as part of the development.

Reasonable alternatives?

RA10 - No other reasonable alternatives have been identified for consideration because 13.5 and 13.6 represent all reasonable alternatives.

Cycle links

- 13.18 The development of North West Cambridge offers the opportunity to improve cycle linkages, in line with the Supplementary Planning Guidance “Proposed Future Expansion of the Cambridge Cycle Network” produced by Cambridge City Council.
- 13.19 Possible improvements include an orbital cycle route around the north western part of the City between Histon Road and Madingley Road, linking a number of key locations. There is also the opportunity to consider further links proposed beyond the boundaries of the AAP, including the Cambridge Northern Fringe, West Cambridge and the Addenbrookes area. This will add to a comprehensive network around the City, as well as linking the new community to the wider countryside for recreation. Improvements to cycle links set out above should be delivered through developer contributions as part of the development of North West Cambridge, as described above. No alternative options have been identified for consultation.

Option 13.7

New and improved cycle links will be provided as part of the development.

Reasonable alternatives?

RA11 - No other reasonable alternatives have been identified for consideration because cycling is a sustainable transport mode which has the potential to substitute for many short car trips as set out above.

14. A new Local Centre/Community Facilities

- 14.1 The development of North West Cambridge is of such a scale that it will require the provision of a local centre, especially given the lack of such provision in this part of Cambridge. The local centre will provide a focus for services and facilities. It may also provide services and facilities for adjacent parts of the City such as the University's development at West Cambridge, south of Maddingley Road. However it will be important to ensure that existing services, especially in Girton village are not put at risk.
- 14.2 It is anticipated that the following service and facilities will be required:
- A primary school of 2,500 sqm on 2.3 ha to provide a two forms of entry school with 420 places, together with early years and childcare provision which should be co-located with the school;
 - An appropriate scale of shopping provision;
 - A library and life long learning centre to serve the North West quadrant;
 - Flexible meeting space(s) probably adjacent to the primary school for a range of community activities; and
 - Emergency services provision including the police requiring a building of 290 sqm needed for the North West quadrant
- 14.3 The provision of such services and facilities will also generate small scale employment opportunities.

Issue: Location and scale of the local centre and relationship with adjacent areas.

- 14.4 A key issue is the relationship of the local centre to the proposed development between Huntingdon Road and Histon Road and whether that development should provide for all of its own needs in its own local centre, or whether some community facilities to serve both developments would be best located close to Huntingdon Road to serve both sites. This in turn will help to determine the scale and location of the local centre.

Option 14.1

A local centre will be established, close to the heart of the new development to serve primarily the needs of the development between Maddingley Road and Huntingdon Road.

Option 14.2

A local centre will be established close to the heart of the new development to serve primarily the needs of the development between Madingley Road and Huntingdon Road, with some common community services and facilities to be located close to Huntingdon Road on either the north or south of the road.

Reasonable alternatives?

RA12 - No other reasonable alternatives have been identified for consideration because options 14.1 and 14.2 encompass the two most reasonable spatial alternatives to the provision of a local centre and community services and facilities.

Issue: The need for a Secondary School at North West Cambridge.

- 14.5 The County Council is currently undertaking a review of Secondary School Catchment Areas for Cambridge and as part of this they have indicated that there will be a need for a secondary school to serve the whole North West quadrant. The new school would need good access to new orbital links to enable staff, children and parents to get to school. School sites can require around eight hectares of land and need level ground for playing fields. A decision is likely to be confirmed by the County Council later in 2006.
- 14.6 A key issue is to identify which sector the school should be located in within the quadrant. This could either be on land between Madingley Road and Huntingdon Road or on land between Huntingdon Road and Histon Road.

Option 14.3

Land between Madingley Road and Huntingdon Road is an appropriate location for a secondary school.

Option 14.4

Land between Madingley Road and Huntingdon Road is not an appropriate location for a secondary school.

Reasonable alternatives?

RA13 - No other reasonable alternatives have been identified for consideration because options 14.3 and 14.4 encompass the only two alternatives.

- 14.7 Should land between Madingley Road and Huntingdon Road be identified as the appropriate sector for the secondary school, another issue to consider is whether it would be appropriate to locate playing fields in land to be retained as or returned to

the Green Belt, for example, in the strategic gap shown on the options maps. Government guidance on Green Belts (PPG2) indicates that green belt land can be used for outdoor sport and recreation and this approach is being used in the green corridor to the south of the City between Trumpington and Addenbrooke's where a secondary school is now planned. However, it is not being proposed for the green corridor running through the Airport site in the Cambridge East AAP.

Option 14.5

That if a secondary school is to be provided that none of its playing fields are located in the strategic gap separating Cambridge from Girton.

Option 14.6

That if a secondary school is to be provided that its playing fields can be located in the strategic gap separating Cambridge from Girton.

Reasonable alternatives?

RA14 - No other reasonable alternatives have been identified for consideration because options 14.5 and 14.6 encompass the two most reasonable spatial alternatives.

15. Recreation and Open Space

15.1 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. The following types of open space should be provided according to the standards included in the Cambridge City Local Plan:

- Outdoor sports facilities (Playing pitches, courts and greens);
- Indoor sports provision (Sports Halls and swimming pools);
- Provision for children and teenagers (equipped play areas and outdoor youth provision);
- Informal Open Space (Recreation grounds, parks, and natural green spaces); and
- Allotments

15.2 In addition to this provision should be made for Strategic Open Space, which is the sub-regional network of green spaces and linkages. This could include improved access from North West Cambridge into the wider countryside and other areas of Strategic Open Space, such as Coton Countryside Reserve.

Issue: Location of the new public open space

15.3 A key issue is how much of the open space and recreation provision should be made within the North West Cambridge site. There is scope under the Cambridge

City Local Plan for some provision to be made through commuted payments (payments to allow provision to be made off site either by provision on another site or via improvements to an existing area or facility).

Option 15.1

Open space and recreation facilities should be provided on site.

Option 15.2

Some of the open space and recreation facilities, could be provided by commuted payments.

Reasonable alternatives?

RA15 – No other reasonable alternatives have been identified for consideration because options 15.1 and 15.2 encompass the only two alternatives.

16. Archaeology

- 16.1 As might be expected of a site on the fringes of the City there is evidence of continuous development and use from the earliest period. There are no Scheduled Monuments, but a number of sites have been recorded in the Cambridgeshire Sites and Monuments record. An archaeology desk based assessment undertaken in 2001 confirms the potential for archaeology for several periods, notably Roman, with known archaeology, specifically a Roman road running from the east along the northern edges of the area.

Option 16.1

Given the potential of archaeological remains, in accordance with Government policy, suitably qualified persons should be engaged to undertake a fully analytical, archaeological investigation, prior to any development of the site. This will be necessary to facilitate a detailed understanding of the evolution and significance of the site, based on the assumption that any surviving remains should be preserved in situ, or at least subject to detailed recording following excavation. The results of the study should be published and made available for public examination.

Reasonable alternatives?

RA16 - No other reasonable alternatives have been identified for consideration because this approach is consistent with national policy guidance.

17. Biodiversity

- 17.1 The majority of the site is made up of improved pasture and arable fields with limited amounts of hedgerows which are predominantly Hawthorn and Blackthorn with small amounts of other species. Currently these areas do not support significant levels of wildlife. However, there are some parts of the area where there is more woodland, hedgerows and ponds which do provide habitats. There is therefore a need to respect and retain existing habitats and considerable potential for enhancing the wildlife value of the area.
- 17.2 The most significant features providing rich habitats for wildlife occur in the southern and south western parts of the site. There are three small copses, each with mature trees and a dense understorey. The Washpit Brook is the main watercourse within the area although its wildlife value is limited by the current management regime and the close proximity of the M11. A badger sett has been recorded within the area. Two ponds in the south of the area have records of Great Crested Newts although further survey is required to confirm this.
- 17.3 There is a geological Site of Special Scientific Interest (SSSI) within the site at the Traveller's Rest Pit.

Option 17.1

The AAP provides the opportunity to ensure that existing habitats are protected or enhanced by improved planting and management and to create new habitats so that, despite development there is an overall increase in biodiversity. The AAP can establish a strategy based on:

- **Existing areas of woodland, hedgerows and mature trees being retained;**
- **Improvements in the management of the areas where there is to be no built development could offset the loss of habitats elsewhere within the site;**
- **Providing habitats within the development through the careful design and management of open spaces and the use of building materials and incorporating wildlife features within the built environment;**
- **Ensuring that all wildlife areas connect to each other to provide a network; and**
- **Water features, including ponds and the Washpit Brook being managed as a wetland habitat to maximise their biodiversity value. Complementary marginal habitats could also be provided where space allows.**

Reasonable alternatives?

RA17 - No reasonable alternatives have been identified for consideration because the objective is consistent with national policy guidance towards

biodiversity. These principles should help the development to achieve a significant increase in biodiversity.

Energy

- 18.1 Renewable sources of energy such as the sun, wind, water power, and geothermal energy can offer diversity and security of supply and can reduce harmful greenhouse gas emissions. The Government's target is to generate 10% of UK electricity from renewable sources by 2010, with an aspiration to generate 20% by 2020.
- 18.2 The scale of development at North West Cambridge enhances the potential for a comprehensive approach towards the provision of energy. It offers the opportunity for innovative measures, including the use of renewable energy and combined heat and power or district heating, especially as the majority of the development will remain in the ownership of the University including 50% of the housing provision. In particular, both Authorities would support the development of an energy services company (ESCo) to provide this energy infrastructure. The ESCo would then maintain the system and bill users for their energy consumption. It could be partially or wholly owned by the community, if interest was shown.
- 18.3 The renewable energy provision could take various forms including:
- Onsite wind turbines
 - Solar thermal
 - Photo-voltaic cells (PV)
 - Biomass for community heating
 - Ground source heat pumps

Policy 8/16 of the new Cambridge Local Plan already requires 10% of energy requirements to be met from on-site renewable energy sources. A similar policy is contained in the Submission Draft South Cambridgeshire LDF.

- 18.4 Combined heat and power (CHP) is a proven technology that generates electricity onsite and uses the waste heat to heat the buildings and provide hot water. It can be run on a variety of fuels, including gas and biomass. By capturing the waste heat and using it, CHP significantly reduces CO₂ emissions when compared to obtaining electricity from the grid and independently heating buildings and providing hot water. It will depend on the demands of the site whether CHP will be viable. However, if it is not suitable, a district heating scheme is likely to be and this will also result in CO₂ savings, although these are not as substantial as for CHP. It is vital the infrastructure for these is put into major new developments as it can be costly to retrofit.
- 18.5 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. Potential impacts may be acceptable if they are minor, or are outweighed by wider benefits, such as the national need for energy from non-fossil fuels which will contribute to reducing CO₂ and other emissions.

- 18.6 Sites of national or local environmental importance should be avoided if alternative sites exist, each application will be judged on its merits, and renewable energy schemes are not automatically ruled out at these sites. Renewable energy schemes will only be acceptable in the Green Belt if applicants can demonstrate that development is appropriate, or that there are very special circumstances for their development in this location.

Option 18.1

The AAP should require housing and other developments to provide at least 10% of the development's total predicted energy requirements on-site, from renewable energy sources.

Option 18.2

The AAP should require housing and other developments to provide at least 20% of the development's total predicted energy requirements on-site, from renewable energy sources.

Option 18.3

That in addition to renewable energy requirements set out in Option 18.1 and 18.2 that the AAP strongly support and, if possible, require the provision of combined heat and power to meet the energy needs of a considerable proportion of the development at North West Cambridge.

Option 18.4

That if a combined heat and power scheme is not suitable that the AAP strongly support and, if possible, require the provision of a district heating scheme to meet the heating needs of a considerable proportion of the development at North West Cambridge.

Reasonable alternatives?

RA18 - No other reasonable alternatives have been identified for consideration because options 18.1 to 18.4 are consistent with current national policy guidance and any other options which do not provide for renewable energy, CHP or district heating would increase the carbon footprint of development and so be less sustainable.

19. Construction Process / Spoil

- 19.1 Development on this scale will generate a considerable amount of spoil and waste building materials. The disposal of this material can have implications for amenity, public safety, and the landscape setting of Cambridge and Girton if it is not properly planned.

Option 19.1

The construction process will need careful management in order that disruption to the adjacent parts of the City and Girton is avoided. Avoidance of impact will be the objective but, where this is not possible, disruption will be kept to a minimum both in magnitude and duration. Realistically it will not be possible to avoid any impact when development is being undertaken immediately adjoining existing areas but measures should be taken to reduce that impact as far as possible.

It would not be appropriate to transport spoil over considerable distances as this would be unsustainable and simply transfer the problem to elsewhere. The general principle should be for construction spoil to be treated and utilised on-site.

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.

Reasonable alternatives?

RA19 - No reasonable alternatives have been identified for consideration because development on the scale proposed will lead to a significant amount of construction spoil. Experience has shown that accommodating this material requires a careful strategy if it is not to have an adverse impact on amenity, public safety and the landscape. 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 landform into this area.

20. Drainage

- 20.1 The eastern and northern parts of the site lie above the surrounding land, and the site then slopes down to the Washpit Brook, 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 for the site itself.
- 20.2 However, storm water run-off will increase as a result of the development which will create impermeable areas and therefore full attenuation measures will need to be considered for 100 year storms. The development must be designed so as not to create new or worsen existing off site flooding or drainage problems.

Option 20.1

Storm water drainage for the site should be designed as far as possible in line with sustainable drainage systems (SuDS) principles and water storage areas should be designed and integrated into the development with drainage, recreation, biodiversity and amenity value. Although the site lies

some way from the Indicative Floodplains defined by the Environment Agency, in accordance with Government policy, a flood risk assessment will be needed. This will address any potential flood risk, and will identify the types of SuDS drainage facilities proposed and options for future adoption and maintenance arrangements. Surface water drainage would be controlled by means of a series of underground cells and pipes and surface water channels. These could form a variety of design features through the development, feeding to water holding features.

Reasonable alternatives?

RA20 - No reasonable alternatives have been identified for consideration because this approach is consistent with national policy guidance and with the approach set out in the Structure Plan with policy P6/4.

Management and Maintenance of all Water Bodies and Watercourses

20.3 It will be important to ensure that surface water drainage will be suitably managed and maintained in perpetuity, beyond the lifetime of construction. The options for this are for maintenance and management to be the responsibility of one of the following:

- The City and/or District Councils;
- A water company, such as Anglian Water;
- A publicly accountable trust; or
- The University

20.4 It is important to ensure that the body made responsible has adequate expertise and is financially stable in perpetuity. Milton Keynes' water maintenance is undertaken by a publicly accountable trust, which draws its income from commercial property within the town. This was assigned to it by the developers.

Option 20.2

All water bodies and watercourses would be maintained and managed by a specific trust which would be publicly accountable. This trust would be funded in perpetuity by taking ownership of commercial property developed as part of the urban extension.

Option 20.3

All water bodies and watercourses would be maintained and managed by the two Councils. However, the Councils could not guarantee having the necessary resources and expertise to undertake this task.

Option 20.4

All water bodies and watercourses would be maintained and managed by Anglian Water. However, Anglian Water is a commercial organisation and could not guarantee being able to fulfil this function in perpetuity.

Option 20.5

All water bodies and watercourses would be maintained and managed by Cambridge University. However, the University could not guarantee having the necessary resources and expertise to undertake this task.

Reasonable alternatives?

RA21- No other reasonable alternatives have been identified for consideration because options 20.2 to 20.5 encompass the full range of reasonable alternatives.

Water Conservation

20.5 There are a number of ways to conserve water through:

- The use of water saving devices;
- Use of rainwater; and
- Greywater recycling.

The development of a major new urban quarter allows the opportunity to design water conservation measures into buildings to reduce the demand for water. This should be a fundamental approach of the development. The principle of reuse and recycling of water is also important as part of an integrated approach to water management that will facilitate the use of water from drainage as a design feature in the development. For example, use of rainwater (rainwater harvesting) could lower surface water run-off resulting in lower water levels in watercourses and the water table than would otherwise be the case. This could have an adverse impact on biodiversity.

Option 20.6

The aim should be to reduce water consumption generally, but to seek a balance in the management of water recycling so that there is no adverse impact on the water environment and biodiversity. Opportunities for community water recycling measures should be investigated as well as measures that could be adopted in the home.

Reasonable alternatives?

RA22 - No reasonable alternatives have been identified for consideration because East Anglia is the United Kingdom's driest but fastest growing region and the Cambridge Sub-Region will be the fastest growing part of that region. Even allowing for the impact of climate change, careful husbandry of water resources will be crucial if the economic potential of the sub-region is to

continue to be realised.

21. Waste

- 21.1 Waste is a key issue affecting the Cambridge Area. The Cambridgeshire and Peterborough Structure Plan 2003 says that proposals for major new developments will be required to make adequate provision for strategic and/or local waste management facilities. This can range from facilities within homes to store recycling materials and design that aids easy collection to waste recycling facilities and potentially waste management facilities to serve the development and even the wider area.
- 21.2 It is not the role of the Area Action Plan to include policies for waste. Waste policies are contained in the Structure Plan and the Waste Local Plan 2003. These plans form part of the development plan applying to North West Cambridge and will need to be read alongside the Area Action Plan.
- 21.3 The adopted Waste Local Plan 2003, prepared by Cambridgeshire County Council as the waste planning authority, responds to the need for sustainable waste management to be in place for existing and new communities. It identifies all major new developments as “preferred” locations where “proposals for major waste management facilities (other than landfill) will be considered favourably” (Policy WLP 18). It also states that suitable locations for household waste recycling centres “may include preferred sites identified in policy WLP 18, land identified for general employment uses, and as part of major development proposals” (Policy WLP 20). Developers are advised to talk to the County Council, as waste planning authority, at an early stage.
- 21.4 The County Council is embarking on the preparation of a Waste and Minerals Local Development Framework, with initial consultation in summer 2005, Preferred Options public participation in November 2006 and submission to the Secretary of State in September 2007.
- 21.5 The Masterplanning process for North West Cambridge will need to take account of all components of the development plan, and will be the vehicle for bringing together the overall policy framework for the sector and taking forward the provision of waste facilities.

22. Phasing and Implementation

- 22.1 North West Cambridge will be an important urban extension because it will also provide for the long term needs of the University. The phasing and timing of development will be dependent upon the University demonstrating that its needs cannot be met elsewhere, so the timing of the various phases will be linked to that process. A key issue will be which parts of the site should be developed in sequence.

22.2 There are two different ways in which development could proceed. The first is for the early stages of development to take place close to existing development on the edge of the City and then proceed outwards. This would have the advantage of maintaining open land in the most sensitive locations until they were required for development but could delay the establishment of a local centre and housing around it which would help create a sustainable community at an early stage.

22.3 The alternative would be to develop a first stage around a local centre and build outwards from that. This would have the advantage of establishing the local centre early on and provide services and facilities for those living and working in North West Cambridge from the very beginning. It could, however, mean that development would take place in more open land and appear to be isolated from the existing built up area. Clearly options are linked to the location of the local centre.

Option 22.1

The first phase of development would take place close to the existing built up area of Cambridge in the eastern part of the site, moving outwards and westwards as the needs of the University are proved.

Option 22.2

The first phase of development would take place around a local centre, moving outwards in all directions as the needs of the University are proved.

Reasonable alternatives?

RA23 - No other reasonable alternatives have been identified for consideration because options 22.1 and 22.2 encompass the two most reasonable spatial alternatives.

Strategic Landscaping

22.4 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 digging footings, land drains, surface water attenuation lakes etc. Woodlands, individual trees and hedgerows will also be planted.

Option 22.3

An agreed landscape strategy 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, and that appropriate landscaping is completed promptly upon the completion of each phase of development.

Reasonable alternatives?

RA24 - No reasonable alternatives have been identified for consideration because the successful integration of the development into the setting of Cambridge will be dependant upon the provision of landscaping as well as being important to the amenity of the development itself.

Timing of services, facilities and infrastructure

- 22.5 The principle that development will fund in full the services, facilities and infrastructure that are required to enable the development to proceed and to meet the needs of its residents and other users is well established in planning law and government policy.

The Plan will need to include a timetable for the provision of services, facilities and infrastructure, and will ensure that those needed at every stage of the development are available. The providers of services, facilities and infrastructure at the new urban quarter have not yet determined in full what is required and how they will make provision.

Option 22.4

That the AAP require the development to provide physical and community infrastructure to meet the needs of its residents and other users to an agreed timetable.

Reasonable alternatives?

RA25 - No reasonable alternatives have been identified for consideration because this approach is in accordance with national policy guidance and Structure Plan Policy P9/8.

23. Alternative Options

- 23.1 This report includes all the key issues and available options for tackling them which the Councils consider appropriate. However, there may be alternative options which you consider important and should be considered as part of the Area Action Plan process.

Question 23.1) Do you think there are any other issues and options to consider? If so, what are they and why?

Appendix 1: Glossary of Terms

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

Affordable Housing	Housing provided for people who cannot afford to rent or buy housing locally on the open market to meet their housing needs. It includes affordable supported housing and can refer to dwellings offered at a reduced rent/price.
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.
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 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.
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 fulfill a function as a focus for both the community and for public transport; see also Proposals Map.
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.
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.
Community Strategy	Prepared by the Local Strategic Partnerships for Cambridge City and South Cambridgeshire.

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 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.
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.
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.
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.
Household Waste Recycling Centre (HWRC)	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.
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 structures 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 general grocery store, a sub-post office and occasionally a pharmacy, a hairdresser and other small shops of a local nature.
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 2001-2006 Cambridgeshire County Council; currently under review.
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).

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; teenager's 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 and now the Office of the Deputy Prime Minister. PPGs must be taken into account when preparing the statutory Local Plan.

Planning Policy Statements

The new versions of PPGs which indicate Government planning policy issued by the Office of the Deputy Prime Minister.

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. Details as per adopted Public Art SPG; see bibliography.

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.
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.
Registered Social Landlord (RSL)	An organisation registered by the Housing Corporation to provide affordable housing.
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 the '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 which, in the view of English Nature, 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.
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.
Sub-Region	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 making planning decisions such as determining planning applications

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 which 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 etc.

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 at a sustainable location.
Use Class Order	The Town and Country Planning (Use Classes) Order 1987 (as amended) 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 etc.)
Use Class A2	Financial and professional services where the services are provided principally to visiting members of the public (banks, estate agents etc.)
Use Class A3	Restaurants & cafes – places where the primary purpose is the sale and consumption of food and light refreshment on the premises.
Use Class A4	Public house, wine bar 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 etc.).
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.

