

Local Development Framework

North West Cambridge  
Area Action Plan

Preferred Options  
Volume 1

Development Plan Document  
Preferred Options Draft

October 2007



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## **PREFACE**

### **Background**

The Area Action Plan (AAP) for North West Cambridge, as a joint plan, will form part of the Development Plan for Cambridge City and South Cambridgeshire District. It identifies land to be taken out of the Green Belt to allow for development which will help to meet the long-term needs of Cambridge University.

The location is identified in Policy P9/2c of the Cambridgeshire and Peterborough Structure Plan 2003 as one where land should be released from the Green Belt for housing and mixed-use development and reserved for predominantly University-related uses and only brought forward when the University can show a clear need for the land to be released. This policy is consistent with RPG6 as well as the emerging Regional Spatial Strategy, the East of England Plan, and is to be “saved” within that plan which is due to be adopted towards the end of 2007.

The Councils consulted both stakeholders and the wider public on Issues and Options (Regulation 25) during September and October 2006. An Initial Sustainability Appraisal was undertaken by consultants and was also subject to consultation.

Further consultation as part of this process took place during April and May 2007 with key local stakeholders on the assessment criteria for determining the site footprint and the revised Green Belt boundary.

The current stage in the AAP process is the selection of Preferred Options (Regulation 26), which will be the subject of Pre-Submission public participation for a six-week period in October-December 2007.

### **Preferred Options**

The Preferred Options have been set out in two volumes.

**Volume 1 (Preferred Options Draft AAP)** takes the form of a draft plan which includes policies and their reasoned justification. It covers the main elements of the plan which will guide development, with sections on:

- a. Vision, Objectives and Development Principles
- b. Site and Setting
- c. Housing
- d. Employment
- e. Travel
- f. Community Services and facilities
- g. Recreation
- h. Natural Resources
- i. Delivery
- j. Monitoring.

It also includes sections on standards for car and cycle parking and open space and recreation.

Volume 1, as the draft AAP, includes plans comprising:

- a. The Proposals Map
- b. A Concept Plan
- c. A Preferred Highways Option Concept Diagram.

The draft policies have been subject to a Draft Final Sustainability Appraisal by consultants.

**Volume 2 (the Development of Preferred Options)**, records how each Preferred Option was chosen. The Preferred Options form the basis of the draft policies in Volume 1 and is an important element of the Councils' evidence base and audit trail for the development of the policies.

Volume 2 sets out for each policy area:

- a. The Options which have been the subject of consultation
- b. Any new Options arising from the Community Involvement (this applies only to the site and setting section)
- c. A summary of the results of Community Involvement
- d. A summary of the Initial Sustainability Appraisal of the Options
- e. The Councils' response
- f. Any changes resulting from the Draft Final Sustainability Assessment report on the emerging Preferred Options
- g. How it performs against the Tests of Soundness as set out by Regulations
- h. Conclusions and identification of the Preferred Option

The Preferred Options, Volumes 1 and 2 take account of the following supporting documents:

- a. North West Cambridge Transport Study (Cambridgeshire County Council)
- b. North West Cambridge Green Belt and Landscape Study (David Brown and Associates)
- c. Junction Access Study into Huntingdon Road
- d. Site Footprint Assessment (Cambridge City Council/South Cambridgeshire District Council).

### **Consultation on Preferred Options**

The Preferred Options are the subject of Pre-Submission public participation from 22<sup>nd</sup> October to 3<sup>rd</sup> December 2007. Representations are invited, either in support or objection to the draft policies set out in Volume 1. Volume 2 assists consultees by providing details of the process by which the Councils developed the draft AAP policies.



## Next Steps

Following the consultation on Preferred Options, the AAP will go through the following stages to adoption as a Development Plan document:

- a. Draft AAP to be submitted to the Secretary of State (Regulation 28), 6 weeks allowed for objections to be made, June – July 2008
- b. Consultation on site allocation objections put forward by objectors (Regulation 32) for 6 weeks, July – October 2008
- c. Independent Examination into the soundness of the Plan by a Government Planning Inspector, November – December 2008
- d. Inspector's Report, binding on the Councils, May 2009
- e. Adoption, July 2009.



## 1. INTRODUCTION

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

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

## 2. VISION, OBJECTIVES & DEVELOPMENT PRINCIPLES

### Preferred Option Policy NW1: Vision

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

- 2.1 Cambridge University has identified this area, which is in its ownership, as its only option to address its long-term development needs for a number of uses, including housing. As a result, the Structure Plan, the Cambridge Local Plan and the South Cambridgeshire Core Strategy recognise that North West Cambridge should be developed to respond to 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.
- 2.2 The University's stated aspirations for development at North West Cambridge for the period up to 2025 include:
  - a. Accommodation for 2,000 undergraduate and post-graduate students which might include accommodation at new colleges or extensions to existing ones;
  - b. 2,000 to 2,500 dwellings, a "significant proportion" of which should be affordable housing for University staff;
  - c. Academic facilities;
  - d. Sui-generis research institutes;
  - e. Commercial research and development space;
  - f. Hotel and conference facilities;
  - g. Community facilities such as a primary school and shops;
  - h. Public open recreational space; and
  - i. Nature conservation areas.
- 2.3 The Structure Plan and the Cambridge Local Plan both require the University to demonstrate need before land is brought forward for development.
- 2.4 The vision will guide the development of the planning policy framework and help create a high quality development that seeks to help meet the aspirations of the University.

## Objectives of the Area Action Plan

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

2.5 These objectives relate to the Area Action Plan and Masterplanning and to the preparation and determination of planning applications. They are derived from national and regional planning guidance, the Structure Plan, local circumstances and from the evidence base.

## Preferred Option Policy NW2: Development Principles

### 1. North West Cambridge will be planned and developed:

- a) As an attractive and distinctive mixed-use development well integrated with the City and connected to surrounding communities and the countryside;

- b) To a high level of design quality for all parts of the community to create accessible developments and neighbourhoods with their own character and legibility;
  - c) As a balanced, viable and socially inclusive community where people can live in a healthy and safe environment;
  - d) To a flexible design which will be energy efficient, and built to be an exemplar of sustainable living with low carbon and greenhouse gas emissions and able to accommodate the impacts of climate change;
  - e) To avoid the necessity for noise and air quality mitigation measures that would detract from the landscape setting of Cambridge.
2. Development proposals should, as appropriate to their nature, location, scale and economic viability:
- f) Protect and enhance the biodiversity of the site and incorporate historic landscape and geological features;
  - g) Provide a high quality landscape framework for the development and its immediate setting;
  - h) Provide safe and convenient access for all to public buildings and spaces, and to public transport, including those with limited mobility or those with other impairment such as of sight or hearing;
  - i) Have a design and layout that minimises opportunities for crime;
  - j) Provide integrated refuse and recycling facilities and reduce the amount of waste produced through good design;
3. Planning permission will not be granted where the proposed development or associated mitigation measures would have an unacceptable adverse impact:
- k) On residential amenity;
  - l) On the quality of the urban edge;
  - m) On air quality;
  - n) On biodiversity, archaeological, historic landscape and geological interests;
  - o) On flooding and flood risk;
  - p) On quality of ground or surface water;
  - q) On local traffic movement;
  - r) On adjacent Conservation Areas; and
  - s) On protected trees and trees of significance.
4. Planning permission will not be granted where a development would be exposed to levels of noise, vibration, air pollution, lighting and other forms of pollution that are unacceptable in relation to the nature of that development.

2.6 There are a number of overarching development principles that will guide the development of North West Cambridge to ensure that it is a sustainable and vibrant new community that takes account of its context. These

principles are consistent with the policy context for North West Cambridge provided by the Cambridge Local Plan, the South Cambridgeshire Core Strategy DPD, the Structure Plan and national planning policy. The principles primarily relate to protecting and enhancing amenity and health, to ensuring a sustainable development and to preventing unacceptable adverse impacts on matters of acknowledged importance.

- 2.7 This policy provides headline guidance for developers to help ensure that these principles are properly considered and addressed. All new development will have an impact on its surroundings and be affected by them. The aim must be that the development of this major urban extension to Cambridge responds to its surroundings, including existing buildings, open spaces and existing urban and village edges, to ensure an integrated scheme that does not harm local amenity and wherever possible, brings benefits to the area. The development principles set out in policy NW2 complement the individual subject based policies of the plan and should be read alongside them.
- 2.8 A number of Studies and Strategies need to be in place before planning permission can be granted, to ensure that the policy requirements of the plan are met and a high quality, sustainable development is achieved. The purpose of these is addressed in the relevant topic chapters. In addition, a Biodiversity Strategy will address the protection and enhancement of biodiversity interests on the site, and a Landscape Strategy will address the landscape treatment within and on the edge of the development, including its immediate setting. A Lighting Strategy will also be required to consider the effects on residential and wider amenity and will address lighting of key buildings, routes across the strategic gap and the lighting treatment of the urban edge. Other studies may also be required to consider how best to incorporate the Travellers Rest Pit geological Site of Special Scientific Interest into the development and to address noise and air pollution concerns that may arise. The Travellers Rest Pit provides a unique exposure of fossiliferous cold stage gravels, sands and silts of a high-level terrace (Observatory Gravels) of the River Cam. Close liaison with Natural England will be required during the planning process to ensure that the scientific value of the site is not compromised by the development at North West Cambridge.
- 2.9 It is important that the design of the development fully takes into account the impact of noise and air pollution arising from the M11 and A14, in relation to the amenity and health of residents, workers and school children, the amenity and use of open spaces and impact upon the setting of Cambridge. The use of certain types of physical acoustic barrier such as a fence alongside the M11 is unlikely to be acceptable in this sensitive location.
- 2.10 All planning applications for major development are required to submit a Sustainability Appraisal and a Health Impact Statement to demonstrate that



they have addressed sustainability issues, including impact on health, in their development proposals. Major development is defined as:

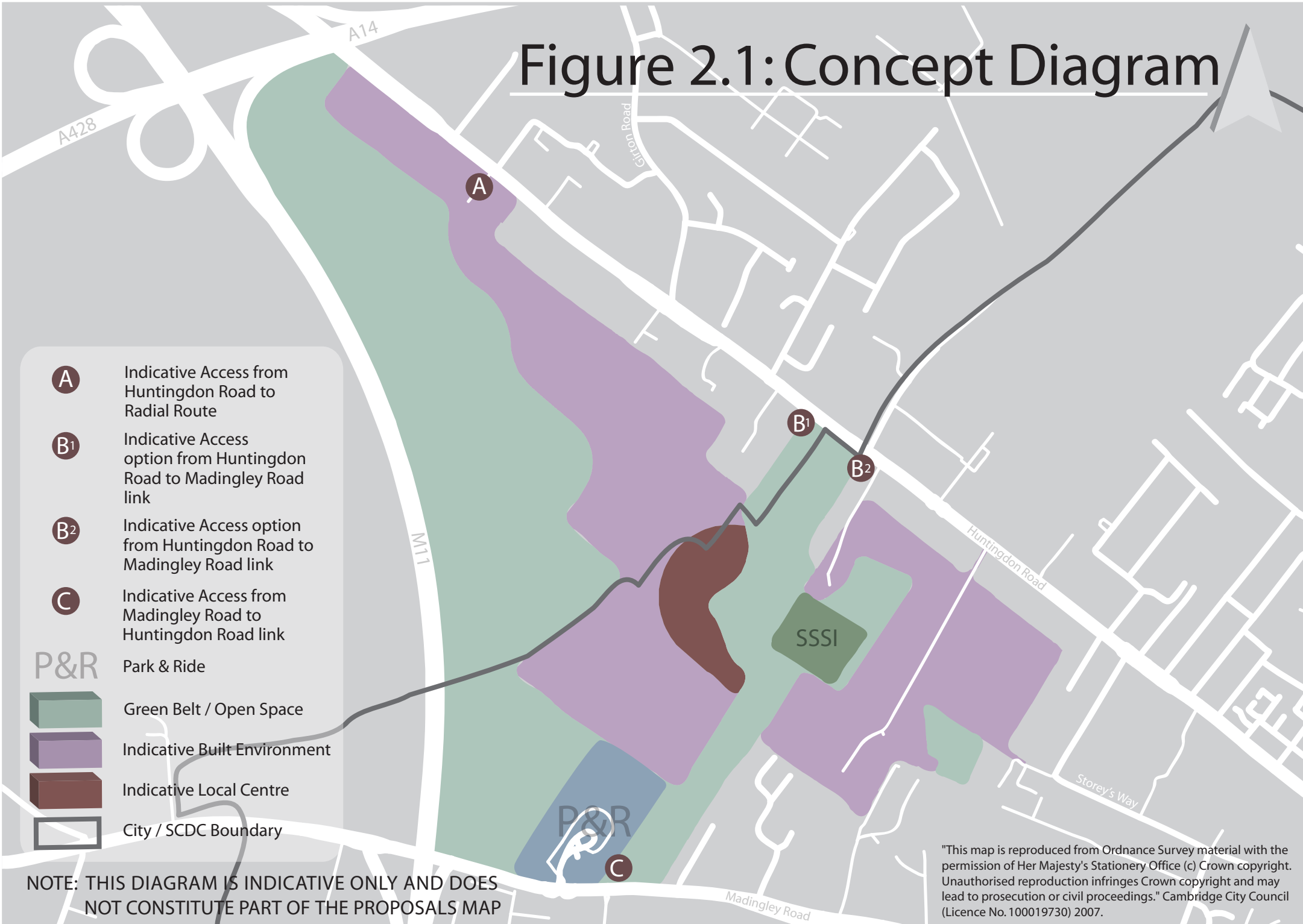
- a. Residential development: the erection of 10 or more dwellings, or, if this is not known, where the site area is 0.5 hectares or more; or
- b. Other development: where the floor area to be created is 1,000 m<sup>2</sup> or more, or the site area is 1 hectare or more.

- 2.11 For all development, an urban design led approach will ensure that every proposal, whatever its scale, responds positively to the particular characteristics of a site and its surroundings and reinforces local distinctiveness.




### **Preferred Policy Option NW3: Implementing the Area Action Plan**

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

# Figure 2.1: Concept Diagram



- A** Indicative Access from Huntingdon Road to Radial Route
- B<sub>1</sub>** Indicative Access option from Huntingdon Road to Madingley Road link
- B<sub>2</sub>** Indicative Access option from Huntingdon Road to Madingley Road link
- C** Indicative Access from Madingley Road to Huntingdon Road link

- P&R** Park & Ride
-  Green Belt / Open Space
-  Indicative Built Environment
-  Indicative Local Centre
-  City / SCDC Boundary

NOTE: THIS DIAGRAM IS INDICATIVE ONLY AND DOES NOT CONSTITUTE PART OF THE PROPOSALS MAP

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### 3. SITE AND SETTING

#### Preferred Policy Option NW4: Site and Setting

Land between Madingley Road and Huntingdon Road, comprising two areas totalling approximately 68ha, as shown on the Proposals Map, is allocated for predominantly University-related uses. A strategic gap is retained between the two parts of the site to ensure separation is maintained between Cambridge and Girton village and to provide a central open space for reasons of biodiversity, landscape, recreation and amenity, whilst ensuring a cohesive and sustainable form of development. Development will create a high quality built edge to the urban area and provide an appropriate setting to Cambridge that maintains the purposes of the Cambridge Green Belt.

- 3.1 Land is released from the Cambridge Green Belt through the Area Action Plan to contribute to meeting the development needs of Cambridge University in both the short and long term. This area was identified during the preparation of the Cambridgeshire Structure Plan as performing important Green Belt functions such that it should not be released for general development. However, in the light of evidence of need presented by the University, a lack of suitable alternative locations, and the importance of the University to Cambridge, the Structure Plan identified that land should be released from the Green Belt between Madingley Road and Huntingdon Road specifically to help provide for the University's long term development needs, and only brought forward for development when the need arises.
- 3.2 The Structure Plan requires that all the urban extensions to Cambridge are planned so that any areas required to maintain the purposes of the Cambridge Green Belt are retained in the Green Belt. The purposes of the Cambridge Green Belt, as set out in the Structure Plan, Cambridge Local Plan and the South Cambridgeshire Core Strategy are:
  - a. To preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;
  - b. To maintain and enhance the quality of its setting;
  - c. To prevent the communities in the environs of Cambridge from merging into one another and with the city.
- 3.3 The development footprint at North West Cambridge is required to maintain and enhance the quality of the setting of Cambridge. North West Cambridge includes the Girton ridge, which rises from Washpit Brook immediately to the east of the M11 motorway and is prominent in short and medium distance views from public viewpoints to the west.
- 3.4 It is important that the extent of development does not prejudice the maintenance of sufficient landscape foreground to provide an appropriate

Green Belt setting to the urban area. Studies demonstrate that retaining the slope of the Girton ridge in the Green Belt would best protect the Green Belt setting in this area whilst allowing a substantial area of land to be developed and the outer site boundary therefore generally follows the 20m contour. However, in the interests of maximising the site footprint to provide for the University's stated aspirations, land below the 20m contour in the southern part of the area, which is less sensitive in views and impacts, and can be screened on this lower lying land through enhancement of existing hedgerows, is included in the site. This area has some historic landscape interest and masterplanning will need to incorporate important features into the development as far as possible.

- 3.5 Notwithstanding the containment of the development at the 20m contour, the development will be visible in the landscape and it is important that the masterplan for the area ensures the provision of a complementary high quality and distinctive built edge to the extended urban area and appropriate landscaping.
- 3.6 The site footprint is in two parts either side of a strategic gap that runs broadly north to south through the development. The principal function of this area is as Green Belt to ensure that Girton does not coalesce with Cambridge. This is particularly important at the northern end of the strategic gap where it joins with the Green Belt outside the Area Action Plan on the north side of Huntingdon Road that also separates Cambridge from Girton village.
- 3.7 The strategic gap broadens to the south from Huntingdon Road to create a large open space at the heart of the new development to provide for amenity, recreation, landscaping and biodiversity. Further south, the strategic gap narrows to ensure that the two parts of the development have good physical links to provide for a cohesive and sustainable community and to provide high levels of access to centrally located community services and facilities at a new local centre.
- 3.8 Whilst the development will abut existing development in Girton Parish that fronts onto Huntingdon Road, the development is unlikely to have any direct links with that part of Girton, and will function as an urban extension to the built up area of Cambridge, to which it will link across the strategic gap. As such, it should be regarded as a new neighbourhood of Cambridge. For the purposes of the Area Action Plan, it will be referred to as "Girton South".

## 4. HOUSING

### Preferred Policy Option NW5: Housing Supply

1. Approximately 2,000 to 2,500 dwellings will be provided, with a priority on providing for University needs. An average net housing density of at least 50 dwellings per hectare will be achieved across the development as a whole. A range of densities will be provided following a design-led approach, including higher densities in and around the local centre and at public transport stops, and with development of an appropriate scale and form where it adjoins existing housing.
  2. Approximately 2,000 units of student accommodation will also be provided.
- 4.1 Land at North West Cambridge was identified for a strategic level of development for predominantly University related uses including residential in Structure Plan policy P9/2c. Its development will help to satisfy the housing targets set for Cambridge and South Cambridgeshire in the East of England Plan. Illustrative masterplanning undertaken by Cambridge University has indicated that between 2,000 and 2,500 dwellings could be provided on a slightly larger site. As the purpose of this development is to address the University's needs, the priority must be on the provision of housing for Cambridge University and College key workers. This is addressed by Policy NW6 on affordable housing. However, the Cambridge Local Plan accepts that provision of open market housing is necessary to make the whole development viable.
- 4.2 The University forecast a need for up to an additional 2,234 student units between 2004 and 2025 in addition to those to be brought forward by the Colleges in its evidence to the Cambridge Local Plan Inquiry. Student accommodation will therefore also be provided on the site.
- 4.3 A fully integrated and responsive design-led approach to development is needed. In the case of residential development, it will allow significant increases in residential densities, extend the range of housing choice and, at the same time, improve the environmental quality and integration of new development. Higher densities and smaller gardens place added importance on the need for quality landscaping and open space in developments in order to maintain quality of life.
- 4.4 Achieving higher density development will require innovation in both building design and development layout, to ensure that the significant scale of development that will take place over the plan period is designed with people in mind and results in places where people want to live. This will include layouts of residential areas that are permeable and easy to move around and that are legible.

- 4.5 National guidance in PPS3 encourages the efficient use of land and sets a national minimum of 30 dwellings per hectare (dph) net. The site is bounded to the north and east by adjoining residential areas consisting of large detached houses developed at very low densities. New residential development on these boundaries should be developed at a scale and form that will enable it to respect the adjoining residential.

#### **Preferred Policy Option NW6: Affordable Housing**

**Housing developments will only be permitted if they provide at least 50% affordable housing to meet the needs of Cambridge University and College key workers<sup>1</sup> (as distinct from units of student accommodation), but account will be taken of any particular costs associated with the development (e.g. infrastructure provision) and other viability considerations, whether there are other planning objectives that need to be given priority, and the need to ensure balanced and sustainable communities. The occupation of such housing will be limited to Cambridge University and College key workers in housing need. It must be available over the long-term. Contributions for off-site provision will not be appropriate.**

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

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<sup>1</sup> See Glossary for definition

### Preferred Policy Option NW7: Balanced and Sustainable Communities

1. Affordable housing will be intermingled with the market housing in small groups or clusters, whilst the student accommodation will primarily be developed as part of a separate and distinct University quarter.
  2. A suitable mix of house types, sizes and tenure (including affordable housing) will be provided, attractive to and meeting the needs of, all ages and sectors of society including those with disabilities. This should include a proportion of new homes designed to Lifetime Home Mobility Standards. The mix in each particular development will be determined by evidence at the time of planning permission, including housing need, development costs and viability, and the achievement of mixed and balanced communities.
- 4.8 The provision of sustainable, inclusive, mixed communities is a key national policy objective. Provision needs to be made for specific groups in particular families with children, older and disabled people as well as for singles and couples. Architectural variety and housing mix would be facilitated if land were to be made available for self-build schemes and other individual bespoke developments. The findings of the Strategic Housing Market Assessment and other local evidence will be relevant to the masterplanning of the site, and to the determination of planning applications for residential development.
- 4.9 Student housing is better provided primarily in a separate University quarter. It is more densely occupied, to a different daily timetable than other housing, and predominantly by young people who have different lifestyles than the general population. Its inclusion can sometimes lead to amenity issues that can be avoided on this site. Furthermore, Cambridge University student housing is essentially car free, and the road safety and traffic noise benefits which arise from this to the student community would be lost if it were to be located amongst general housing. Notwithstanding this, some limited provision may be appropriate away from the University quarter to make the best use of sites, for example above retail provision in the local centre or where accommodation has a need to be located adjacent to an academic or research facility.
- 4.10 Lifetime mobility standards for dwellings have been developed by the Joseph Rowntree Foundation to provide dwellings that cater for the needs of residents throughout their lifetime, including the possibility of impaired mobility. These standards exceed the requirements of the Building Regulations. Affordable housing is already providing a proportion of lifetime homes. In market housing, a proportion of dwellings designed to lifetime mobility standards will be sought.





## 5. EMPLOYMENT & UNIVERSITY USES

### Preferred Policy Option NW8: Employment Uses

1. North West Cambridge will provide employment land for:
    - a) predominantly D1 educational uses, associated sui generis<sup>1</sup> research establishments<sup>1</sup> and academic research institutes where it is in the national interest or where they can show a special need to be located close to the University in order to share staff, equipment or data, and to undertake joint collaborative working.
    - b) a mix of commercial research uses within Use Class B1(b) that can demonstrate a special need to be located close to the University.
  2. The occupation of development will be controlled by condition or legal agreement, for a period of 10 years from the first date of occupation.
- 5.1 The emphasis on the strategy for the Cambridge sub-region as set out in Regional Planning Guidance, the Structure Plan and carried forward largely unchanged into the East of England Plan, is to provide more housing close to Cambridge in order to meet the housing needs generated by employment growth that has taken place and is planned for the area. Any substantial additional employment generating proposals in or on the edges of Cambridge have the potential to undermine the strategy for development in the sub-region by fuelling additional housing demand, and not addressing the current imbalance of jobs and homes close to Cambridge. Furthermore, this development is for predominantly University-related needs over the longer term and land must be husbanded to enable it to perform that function. It is therefore important to ensure that firms that locate in North West Cambridge can demonstrate a clear need to be located at North West Cambridge close to the University.
- 5.2 The Councils will therefore be looking at employment land at North West Cambridge not to provide land for general research and development, but to provide a development cluster focussing on occupiers with strong University links and academic association with cognate University activities that would benefit from proximity. This will encourage the development of the higher education cluster benefiting from close proximity to the University and thus benefit the economy of Cambridge and the UK. It will be appropriate for occupiers to demonstrate a need to be close to other research facilities associated with the University.
- 5.3 Considerations of national interest could take into account such factors as:
- a. whether or not the proposed development would otherwise locate overseas;

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<sup>1</sup> See Glossary for definition

- b. what Government support the project attracts and/or what views appropriate arms of Government might have;
- c. the views of the University of Cambridge and other local research interests; and
- d. whether the proposal is at the forefront of national and international research and what export potential it may have.

#### **Preferred Policy Option NW9: Employment Uses in the Local Centre**

**Small-scale local B1 employment uses, under 300m<sup>2</sup>, will be provided within the local centre as demand requires, of an appropriate scale to a generally residential area.**

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

#### **Preferred Policy Option NW10: Mix of Uses**

**Employment development at North West Cambridge will constitute:**

- a Up to 70,000 m<sup>2</sup> of higher education uses, including new collegiate provision, academic faculty development and a University Conference Centre, within Use Class D1; and
- b. Up to 30,000m<sup>2</sup> of University related sui generis research institutes and commercial research uses within Use Class B1 (b)

- 5.5 The University has submitted evidence to the Council at the Inquiry into the Local Plan 2006 that indicates that they have a need for a further 35.5ha upon which they would like to accommodate 100,000m<sup>2</sup> of academic and non-university research space at North West Cambridge.
- 5.6 The Councils have commissioned an Employment Land Review in Cambridge and South Cambridgeshire to identify future needs for employment land. Initial findings from the Employment Land Review are indicating a plentiful supply of land for research and development in the Cambridge area.
- 5.7 The Councils recognise the need for sui generis research institutes at North West Cambridge to be embedded within the development of academic uses to encourage the cross-fertilisation of ideas. This policy seeks to define an appropriate mix of uses on the site while still providing the flexibility to allow the embedding of commercial research within University uses.
- 5.8 The figures included in the policy are based upon the split of uses agreed within the Cambridge Local Plan 2006 policy 9/7. The amount of

commercial and sui generis research institutes is also being limited in reflection of the substantial commitments to these uses in the City and South Cambridgeshire at the current time and the availability and rate of take up of other land in the University's ownership.



## 6. TRAVEL

### Preferred Policy Option NW11: Sustainable Travel

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

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

- f. Employee travel plans and residential travel planning, including personal journey to work travel planning for residents of the development;

### Access to Development

#### Preferred Policy Option NW12: Highway Infrastructure

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

#### Preferred Policy Option NW13: Vehicular Access

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

#### Preferred Policy Option NW14: Madingley Road to Huntingdon Road Link

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

#### Preferred Policy Option NW15: Highway Provision

Highway provision will be funded by development, as appropriate, and key links will be in place prior to first occupation of each phase of development.

- 6.4 The overall approach to transport is to provide for the necessary vehicular trips associated with the development whilst managing the need to travel by car and promoting the use of other sustainable modes of travel. In accordance with DfT Circular 2/07 (Planning and the Strategic Road Network), development in North West Cambridge will be based on a preference for solutions to travel demand which do not require the provision of new strategic road capacity. However, the Strategic Highway Authorities (Highways Agency and Cambridgeshire County Council) need to be assured that development can be delivered in such a way that it minimises any additional burden on other users of the strategic road network. Thus, if transport assessments indicate adverse impacts from development on the strategic road network (despite the use of all possible demand management measures) then development will need to contribute to appropriate

mitigation measures on the strategic road network which are necessary to cater safely and efficiently for anticipated traffic levels.

- 6.5 A limited number of vehicular accesses are proposed in order to limit the impact upon the key radial corridors of Huntingdon Road and Madingley Road. A maximum of two accesses from Huntingdon Road and one from Madingley Road are proposed for general traffic, as indicated on the concept diagram and preferred highway option diagram (Fig 6.1).
- 6.6 A new road is proposed as part of the development of North West Cambridge, as shown in Figure 6.1. This road is intended primarily to provide access for the proposed development. Nevertheless, a link road from Madingley Road to Huntingdon Road will only be possible if its impacts on the transport network and on amenity are acceptable: it is important that the road should not release suppressed demand for car travel and hence create adverse traffic impacts. The design will provide for cycling and public transport, in order to encourage movements by more sustainable modes (see Policy NW16 and NW17). Any new road will need to be designed to not impact on the purposes and amenity of the strategic gap within the development area.
- 6.7 The design will also need to consider how the route would relate to the wider road network and development proposed north east of Huntingdon Road (the NIAB site). In conjunction with other development there is potential for a link from Huntingdon Road to Histon Road, giving the potential for linkage with the Guided Bus route to the North. The design of the junction at Huntingdon Road must be capable of linking satisfactorily with the proposed route from Huntingdon Road to Histon Road to ensure the wider transport benefits are achieved, particularly in terms of segregated public transport provision.

#### **Preferred Policy Option NW16: Public Transport Provision**

**High Quality Public transport provision will be provided to support development, including:**

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

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

6.9 It is proposed that there will be two principal public transport routes within the area, as shown in Figure 6.1:

1. A route internal to the development area, running northwest to south east through the site; and
2. A route, running internally through the area between Huntingdon Road and Madingley Road.

These routes will be designed to be consistent with wider public transport improvements emerging from the County Council's Long Term Transport Strategy.

6.10 Development will be planned to give short walk distances to these routes: no more than 400m. The two routes will intersect giving a wide range of route options.

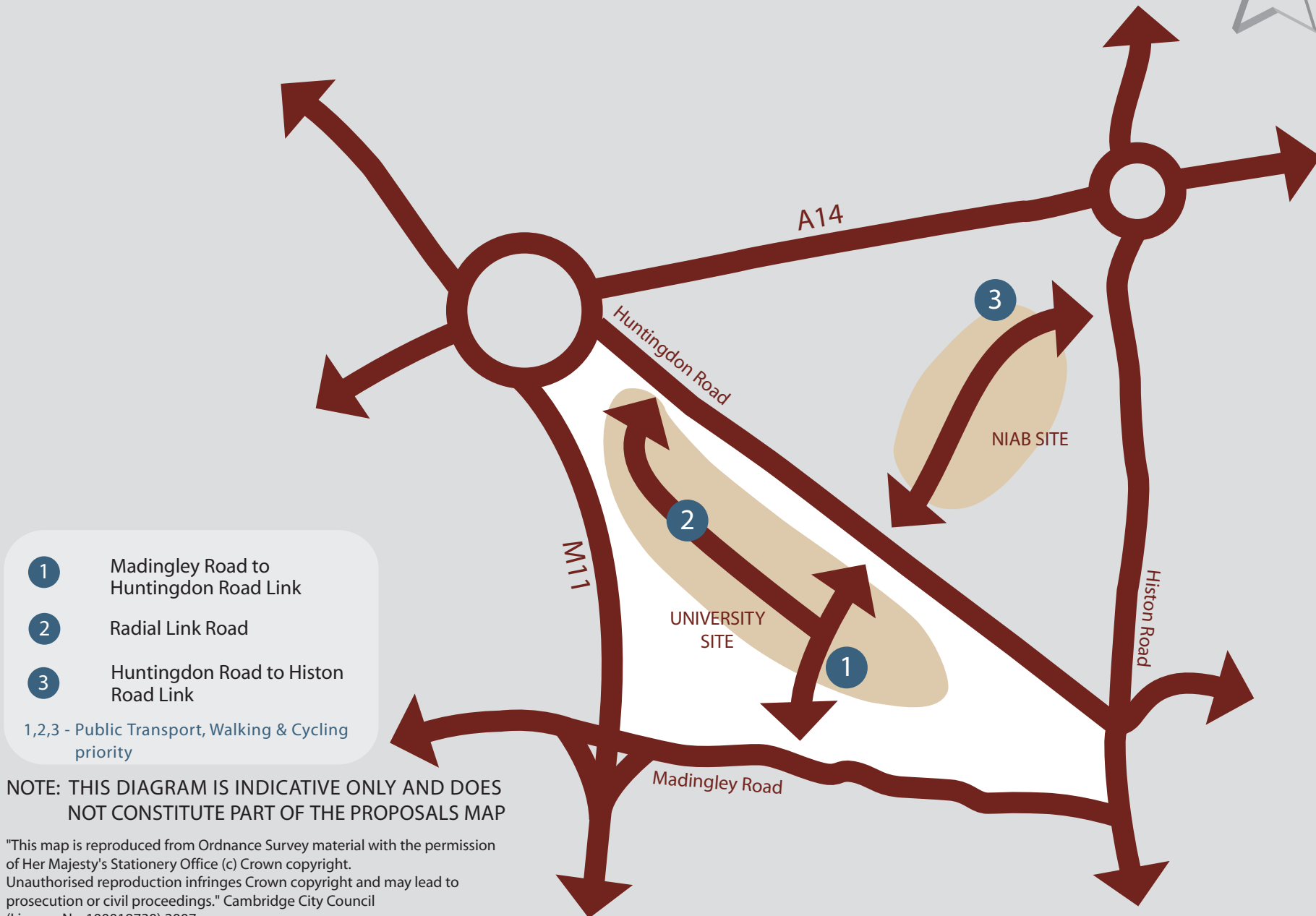
6.11 The northwest to southeast route will act as a public transport spine through the new development and will provide:

- a. Connection to the Madingley Road to Huntingdon Road route, to allow a new bus service to operate through the development and then continue in to the City Centre with possible onward connection to the Cambridge Railway Station and Addenbrooke's Hospital;
- b. Connection to Huntingdon Road in the northwest of the site. This provides the facility for some (but not all) existing bus service on Huntingdon Road to divert into the site, thereby taking advantage of bus priority facilities that could be provided;
- c. Direct connection to development in the northwest corner of the development; and
- d. A link between the Madingley Road to Huntingdon Road route and major development sites, employment locations and park and ride sites.

6.12 The proposed route, running between Huntingdon Road and Madingley Road, provides the option for buses to avoid the city centre (although many services will have this as a destination) and gives more direct connections to other areas of the City. It will provide links with development north of Huntingdon Road and with the University's West Cambridge site to the south. A connection could be provided from the Madingley Road Park and Ride site to allow bus services to operate into the University's West area and/or onwards to the NIAB site.



# Figure 6.1: Preferred Highway Option



NOTE: THIS DIAGRAM IS INDICATIVE ONLY AND DOES NOT CONSTITUTE PART OF THE PROPOSALS MAP

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- 6.13 This route, if continued north-eastwards beyond Huntingdon Road, also allows connection with the Cambridge Guided Busway (CGB) scheme at Histon Road. The CGB will provide (from 2009) a high quality public transport system, from Huntingdon/St Ives to Cambridge. The CGB passes through the Cambridge Northern Fringe, giving the opportunity to connect North West Cambridge with wider public transport provision, including the proposed Chesterton Sidings station.

#### **Preferred Policy Option NW17: Cycling Provision**

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

- a) Giving priority to cycling links between Huntingdon Road and Madingley Road and to the City centre;
  - b) Giving priority to cycling within the development, including connections to key destinations, including the local centre, bus stops, the primary school and employment; and
  - c) Linking the development with the surrounding walking and cycling network and orbital routes including links to nearby villages and open countryside.
- 6.14 Development will be designed to maximise the permeability of the site and the legibility of cycling routes to encourage short distance trips to be made by cycling and so reduce the dependence on private cars. Within the development area, excellent facilities therefore need to be provided for cyclists including:
- a. A network of segregated cycle lanes within the development providing maximum permeability for cyclists to the surrounding cycle network and to the local centre;
  - b. Cycle parking provision for all development, including the local centre;
  - c. Cycle storage for all dwellings; and
  - d. Schemes to promote cycling, including consideration of cycle sharing schemes and information on routes to residents and employees.
- 6.15 Cycle facilities within the development need to be linked to the wider cycle network, as outlined in 'Protection and Funding for the Future Expansion of the City Cycle Network' (2004). This includes links to the City centre, to development north of Huntingdon Road, and to West Cambridge, as well as linking the new community to the wider countryside for recreation.
- 6.16 Radial provision is needed to give cyclists spinal routes through the new development which link with existing routes, including to and from the City centre. This will give alternatives to existing cycle route along Huntingdon Road and Madingley Road (although existing routes may also be improved).

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

#### **Preferred Policy Option NW18: Walking Provision**

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

- a) Giving priority to walking links between Huntingdon Road and Madingley Road and to the City centre;
  - b) Giving priority to walking routes within the development connecting to key destinations, including the local centre, bus stops, the primary school and employment; and
  - c) Linking the development with the surrounding walking network, including links to an improved rights of way network and to nearby villages and open countryside.
- 6.18 Development will be designed to maximise the permeability of the site and the legibility of walking routes to encourage short distance trips to be made by walking and so reduce the dependence on private cars. The majority of walking trips generated by the development will be internal to the development site, but opportunities also exist for walking trips to be made to key external destinations, including schools and colleges in the vicinity of the site, the University West Cambridge site and Cambridge City Centre.
- 6.19 A grid system of direct walking routes should be provided within the development sites, providing maximum permeability to destinations within the development, particularly local centres. The grid system should connect to existing walking routes on Huntingdon Road and Madingley Road, via as many connections as possible. Where feasible these links should be in the form of separate cycle and footpath links and should include safe and convenient routes to bus stops.

#### **Preferred Policy Option NW19: Parking Standards**

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

- 6.20 The amount of car and cycle parking will be in accordance with the standards set out in Appendix 1 and 2 of this Plan – for car parking these are **maximum** standards, and for cycle parking **minimum** standards. The

standards will be applied to discourage unnecessary car use and to encourage cycle use.

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

## **7. COMMUNITY SERVICES AND FACILITIES**

### **Preferred Policy Option NW20: Provision of Community Services and Facilities, Arts and Culture.**

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

### Preferred Policy Option NW21: A Local Centre

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

- 7.5 A local centre will act as the focus for the new community and help to establish its special character and identity. By co-locating as many services and facilities, there can be a more efficient use of scarce land and buildings through shared buildings and facilities which can lead to better customer service and considerable savings especially for operational efficiency. The provision of such services and facilities in a local centre will also enable small-scale employment to be located within and/or alongside the local centre to reinforce its function.
- 7.6 By linking the local centre to the network of pedestrian and cycle routes as well as public transport routes, the development can become an exemplar of sustainable living. A single centre will also enable a journey for one purpose to serve another, thus reducing the overall number and length of journeys and providing opportunities for social interaction.
- 7.7 The location of the local centre at the heart of the development will assist in bringing together the two parts of the development either side of the strategic gap and thus encouraging the creation of a cohesive community. The location adjacent to the strategic gap with its recreation and amenity function will enhance its attraction as a community focus. It also provides the opportunity for the playing fields associated with the primary school to be located within the green area of the gap.
- 7.8 The local centre can also provide for some of the needs of those who live or work in neighbouring communities, particularly the sector of North West Cambridge which will be developed to the north of Huntingdon Road and the University's West Cambridge Site, south of Madingley Road.
- 7.9 It is anticipated that, subject to the required strategies and masterplanning, the local centre will include:
- a. a primary school and pre-school care
  - b. an appropriate level of local shopping
  - c. a library, life-long learning centre and information access point
  - d. flexible community meeting rooms and spaces adjacent to the primary school
  - e. provision for the emergency services including the police
  - f. a children's play area
  - g. neighbourhood recycling point.

- 7.10 Some of these facilities may be provided outside the development, for example in a local centre in the new neighbourhood being established north of Huntingdon Road. In these circumstances, a financial contribution will be sought from the development where this is consistent with Circular 5/05.
- 7.11 The development will generate a need for additional secondary school provision. The County Council proposes to meet this need through a new school to be built on land in the area between Huntingdon Road and Histon Road. The development of North West Cambridge will make an appropriate financial contribution towards this provision.

### **Preferred Policy Option NW22: Public Art**

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

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





## 8. RECREATION

### Preferred Policy Option NW23: Open Space and Recreation Provision

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

- 8.1 It is important to ensure that those living, working and visiting North West Cambridge have easy access to high quality open spaces and recreation facilities which can lead to healthy lifestyles and a high quality of life and entertainment. Its provision will also enhance the setting of the City and add to its special character, amenity and biodiversity. Many open space uses are not mutually exclusive. For instance allotment provision can also enhance amenity and biodiversity, and natural greenspaces are valuable for children's play. The open space provided could also be used for the storage/recycling of water to benefit flood protection and encourage sustainable drainage. However, open space used in this way must be designed to be enjoyed and used by the public if it is to count towards meeting the standards.
- 8.2 The following types of open space should be provided according to the Open Space and Recreation standards set out in Appendix 3:
  - a. Outdoor sports facilities (playing pitches, courts and greens);
  - b. Indoor sports provision (sports halls and swimming pools);
  - c. Provision for children and teenagers (equipped play areas and outdoor youth provision, distributed to properly serve local needs);
  - d. Informal Open Space (Recreation grounds, parks, and natural green spaces); and
  - e. Allotments.
- 8.3 Where appropriate such provision should be made on site or otherwise through commuted payments. In most cases on site provision is preferred as the facility will be close to the development. However, for some facilities this will not be possible and in such cases a commuted sum will be required.
- 8.4 In addition to this, provision should be made for Strategic Open Space, which 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 the Coton Countryside Reserve. These linkages will be important to those living and working in North West Cambridge to ensure access to the wider countryside and also to provide connectivity for reasons of biodiversity.

- 8.5 The Strategic Gap running from Huntingdon Road to Madingley Road provides a large high amenity value recreational space for the entire development and would be able to accommodate both formal and informal open space uses.
- 8.6 North West Cambridge may also provide the opportunity to host a facility which may serve a wider area and the University community as a whole, such as an ice rink.
- 8.7 A Recreation Strategy will be required to address the sports, open space and play needs of the development for the lifetime of the development.

## 9. NATURAL RESOURCES

### Energy

#### Preferred Policy Option NW24: Climate Change & Sustainable Design and Construction

1. Development will be required to demonstrate that:
  - a) It has been designed to adapt to the predicted effects of climate change; and
  - b) Residential development will achieve a high degree of sustainable design and construction in line with the Code for Sustainable Homes. Code level 4 will be sought for residential buildings, increasing to code level 5 for any planning application approved after April 2012.
  - c) Non-residential development will achieve a high degree of sustainable design and construction in line with BREEAM standards; “Very good” will be sought for non-residential buildings, increasing to “excellent” for any planning applications approved after April 2012.
2. The above requirements are subject to wider economic, viability and social testing.

9.1 In response to climate change, national objectives have been set to reduce the UK’s carbon dioxide emissions by at least 60% by 2050, with real progress towards this target by 2020. In addition, the Government has set out its aims for all new development to be zero carbon by 2016, with a 25% improvement in energy/carbon performance by 2010<sup>1</sup>. North West Cambridge will need to play its part in helping to reach this goal, balancing the overall increased emissions due to the scale of the development, with the opportunities that new development offers for reducing carbon emissions, through such measures as sustainable design and the provision of decentralised and renewable energy sources. A Carbon Reduction Strategy for the site addressing these issues will be required to be submitted with any planning application.

9.2 Climate change adaptation is the adjustment in natural or human systems in response to actual or expected climatic stimuli or their effects, which moderates harm or exploits beneficial opportunities. New development will need to adapt to unavoidable changes in climate without further increasing emissions with active heating and cooling systems. There is much that can be achieved through ‘passive measures’ such as the location, layout, orientation, aspect and external design of buildings and landscaping

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<sup>1</sup> Department for Communities and Local Government (2006). Building a Greener Future: Towards Zero Carbon Development

around buildings that can help occupants to cope more easily with the effects of climate change.

- 9.3 Development at North West Cambridge offers an opportunity to seek a high level of sustainable design and energy conservation measures in all new buildings. Energy conservation of buildings is an important part of meeting that requirement. The policy requires a high degree of measures to increase the sustainable design of buildings in line with the Code for Sustainable Homes, which also covers minimum standards for water consumption. Other measures such as energy efficiency are dealt with by Building Regulations.

#### **Preferred Policy Option NW25: Renewable Energy**

1. A minimum of 20% of the developments predicted energy requirements will need to be provided from on-site renewable energy sources. These requirements may be relaxed if it can be clearly demonstrated that to require full compliance would not be viable;
  2. In addition to a minimum of 20% renewables, the provision of Combined Heat and Power (CHP), preferably fuelled by renewable energy sources, will also be required to meet the needs of a substantial proportion of the development. If it can be demonstrated that this would not be viable, then provision of a District Heating Scheme, again preferably fuelled by renewable energy sources, to meet the requirements of a substantial proportion of the development would be required.
- 9.4 The scale of development at North West Cambridge enhances the potential for a comprehensive approach to provision of energy. It offers the opportunity for innovative measures, including the use of renewable energy and combined heat and power or district heating.
- 9.5 The renewable energy provision could take various forms, including:
- a. Onsite wind turbines;
  - b. Solar thermal;
  - c. Photo-voltaic cells (PV);
  - d. Biomass for community heating or CHP;
  - e. Ground source heat pumps

The energy infrastructure necessary for CHP and/or District Heating will need to be explored at a very early stage and designed in at the front end of development in order to minimise costs and to phase appropriately the installation with the build out of the development. Preferably CHP and/or District Heating should be fuelled by a renewable energy source such as biomass with systems powered by fossil fuels used only if a renewable energy source is not viable, as such systems cannot be considered to be

renewable. However, the infrastructure needs to be in place at the outset of development, which will allow the type of fuel used to be altered more easily than if the infrastructure was put in later. This will allow the potential to change over to a renewable fuel. An Energy Strategy for the site will be required to be submitted with the planning application, which will include a feasibility study to identify which technologies would be most suitable. Any feasibility work will be tested by the Councils.

- 9.6 In determining which types of technologies would be most suitable for this site, there would be a requirement to minimise any potential impacts to the environment or local amenity by careful site selection, choice of technologies and mitigation measures. 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 CO<sub>2</sub> and other emissions.
- 9.7 Both Authorities would support the development of an energy services company (ESCo) to provide this energy infrastructure. The ESCo would maintain the system and bill users for their energy consumption. The community could partially or wholly own it, if interest is shown.

### **An Integrated Water Strategy**

#### **Preferred Policy Option NW26: Surface Water Drainage**

- 1. Surface water drainage for the site should be designed as far as possible as a sustainable drainage system (SuDS) to reduce overall run-off volumes leaving the site, control the rate of flow and improve water quality before it joins any water course or other receiving body;**
  - 2. The surface water drainage system will seek to hold water on the site, ensuring that it is released to surrounding water courses at an equal, or slower, rate than is the case prior to development;**
  - 3. Water storage areas should be designed and integrated into the development with drainage, recreation, biodiversity and amenity value; and**
  - 4. Any surface water drainage scheme will need to be capable of reducing the down stream flood risk associated with storm events as well as normal rainfall events. All flood mitigation measures must make allowance for the forecast effects of climate change.**
- 9.8 The eastern and northern parts of the site lie above the surrounding land. The area then slopes down to the Washpit Brook and as such surface water at the site drains naturally in that direction. Apart from the immediate area along the Washpit Brook, there is little evidence of flood risk to the site itself.
- 9.9 However, surface water run-off will increase as a result of development, which will create impermeable areas. As a result full attenuation measures

will be required to ensure that surface water run-off from the development does not increase the risk of flooding to the site itself and areas downstream of the development.

- 9.10 The principles of Sustainable Drainage Systems (SuDS) should be employed where possible on the site to deal with surface water drainage. SuDS are an alternative approach to drainage that replicate as closely as possible the natural drainage of the site before development. This reduces the risk of flood downstream of the development, helps replenish ground water and remove pollutants gathered during run-off, benefiting local wildlife.
- 9.11 Strategic Water and Drainage Strategy will be required to support a planning application. This will include a strategic scale flood risk assessment for the site and any impact on the wider catchment, and will identify the types of SuDS proposed and options for future adoption and maintenance arrangements.

#### **Preferred Policy Option NW27: Foul Drainage and Sewage Disposal**

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

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

#### **Preferred Policy Option NW28: Management and Maintenance of Surface Water Drainage Systems**

1. All water bodies and watercourses required to serve the development will be maintained and managed by one or more publicly accountable bodies to ensure a comprehensive and integrated approach to surface water drainage with defined areas of responsibility;
2. No development shall commence until the written agreement of the local planning authorities has been secured stating that organisations

**with sufficient powers, funding, resources, expertise and integrated management are legally committed to maintain and manage all surface water systems on the North West Cambridge site in perpetuity.**

- 9.14 North West Cambridge's surface water drainage systems will need to be managed in perpetuity, during and beyond the lifetime of construction. The options for this are for maintenance and management to be the responsibility of one or more of the following:
- a. The City and/or District Council;
  - b. A water company such as Anglian Water;
  - c. A publicly accountable trust.
- 9.15 It is important to ensure that the body or bodies made responsible have adequate expertise and are financially stable in perpetuity. It will be the responsibility of the developer to secure and fund a suitable management and maintenance body/bodies in agreement with the Authorities.

#### **Preferred Policy Option NW29: Water Conservation**

- 1. All development on the North West Cambridge site will incorporate water conservation measures, including water saving devices, rainwater harvesting and grey water recycling. The aim should be to reduce per capita water consumption by at least 30% compared to 2006 levels, rising to a 47% reduction compared to 2006 levels for anything approved after April 2012;**
  - 2. Management of water conservation measures must ensure that there is no adverse impact on the water environment and biodiversity.**
- 9.16 The East of England has the lowest rainfall in the country and is described officially as semi-arid. A high proportion of the available water resource is already being exploited and as such, even allowing for the impact of climate change, careful management of water resources will be crucial if the economic potential of the Cambridge Sub-Region is to continue to be realised. Development at North West Cambridge provides an opportunity to design water conservation measures into the infrastructure and buildings in order to reduce per capita demand for water. This should be a fundamental approach of the development.
- 9.17 Improving the efficiency of water use in buildings can be relatively easily achieved by installing water saving devices. Rainwater harvesting systems for garden or landscape irrigation and/or toilet flushing are also available, as well as grey water recycling systems. At the outline planning application stage, a Water Conservation Strategy with basic information as to how this target will be met will be required, with further details of the measures proposed required at the reserved matters stage.

- 9.18 The principle of reuse and recycling of water is also an important part of an integrated approach to water management that will facilitate the use of water from drainage as a design feature of the development. Care must be taken to ensure that water reuse and recycling does not have an adverse effect on biodiversity, or the wider water environment, in accordance with the requirements of the Water Framework Directive.



## 10. DELIVERY

### Construction Process

#### Preferred Policy Option NW30: Construction Process

Where practicable the development will:

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

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

appropriate for haul routes to further mitigate their impact through landscaping in locations where the duration and scale of the development is extensive.

- 10.6 A Construction Environmental Management Plan including a Site Waste Management Plan will be required to support a planning application.

### Strategic Landscaping

#### Preferred Policy Option NW31: Strategic Landscaping

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

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

### Phasing and Need

#### Preferred Policy Option NW32: Phasing & Need

1. A Needs Statement must be submitted to demonstrate that the University has a need for the land to be released for development.
  2. Phasing of the development will be determined through masterplanning and as the needs of the University are proven.
  3. Land not required for development until after 2016 will be safeguarded to meet the long term development needs of the University.
- 10.8 The Structure Plan and Cambridge Local Plan clearly state that this land should only be brought forward when the University can show a clear need for it to be released. The site is in proximity to the University's existing West Cambridge site, south of Madingley Road, which is the current focus for the growth of the University. Other sites in the City are allocated for University and student housing uses in the Cambridge Local Plan. Accordingly, a Needs Statement is required to support planning applications for built development to satisfactorily demonstrate the need for the development and that it cannot reasonably be met elsewhere. This would take into account factors such as viability, land availability, ownership, location, accessibility and suitability.
- 10.9 This land is also identified as a Strategic Employment Location in the Structure Plan and again is subject to the University proving the need for the

development; the site therefore will enable the long-term growth of the University education and research cluster in Cambridge. There is, however, a generous supply of other land for some of these uses on the West Cambridge site and elsewhere in the City.

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

### Planning Obligations

#### Preferred Policy Option NW33: Infrastructure Provision

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

- 10.12 The development of North West Cambridge will create additional demands for physical and social infrastructure, as well as having impacts on the environment. In such cases planning obligations will be required, in accordance with Government guidance, to make any necessary improvements, provide new facilities, or secure compensatory provision for any loss or damage created. The nature and scale of contributions sought will be related to the size of the development and to the extent it places additional demands upon the area.
- 10.13 Contributions will be necessary for some or all of the following:
- a. Affordable Housing, as required by Policy NW6
  - b. Education (including nursery and pre-school care);
  - c. Health care;
  - d. Public open space, sport & recreation facilities;
  - e. Improvements (including infrastructure) for pedestrians, cyclists, equestrians, highways and public and community transport;
  - f. Other community facilities (e.g. community centres, youth facilities, library service, social care and the provision of emergency services);
  - g. Landscape and biodiversity
  - h. Drainage/flood prevention;
  - i. Waste management
  - j. Arts and cultural provision;
  - k. Community development workers and youth workers;
  - l. Energy infrastructure

m. Other utilities and telecommunications

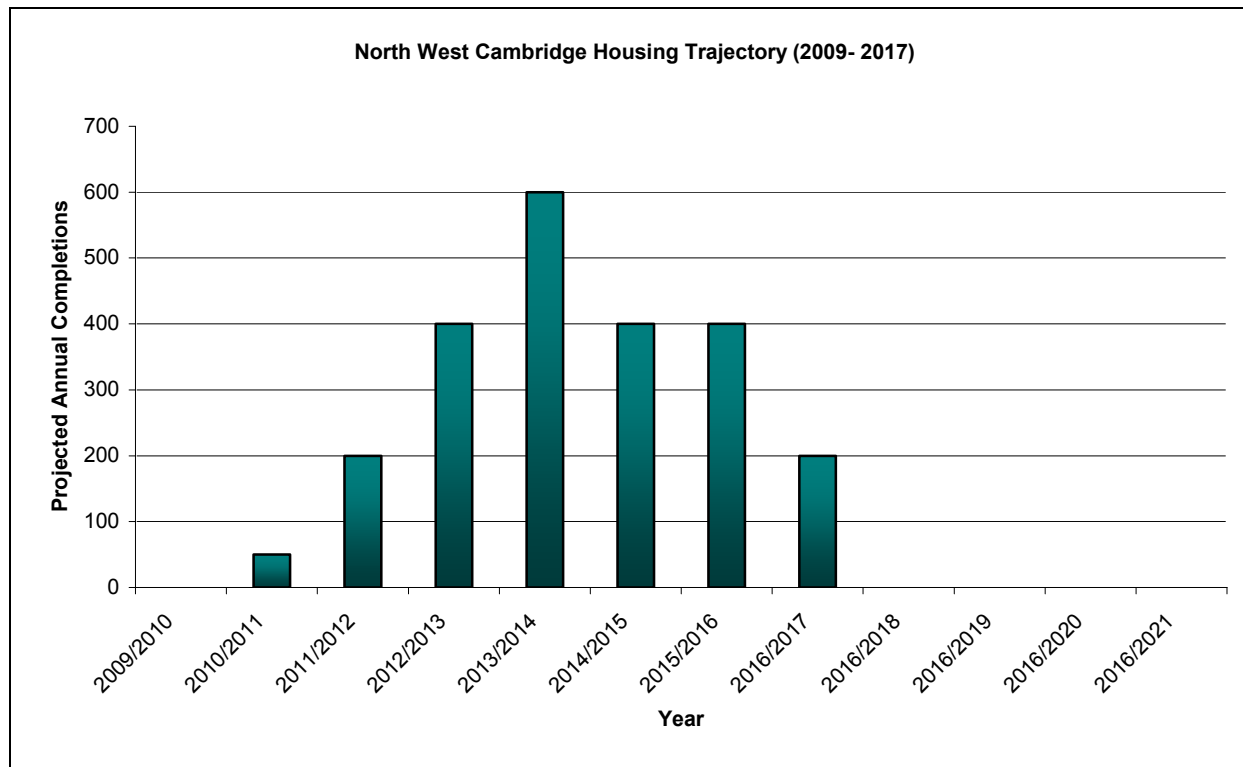
- 10.14 Depending on the nature of the services and facilities, contributions may also be required to meet maintenance and / or operating costs either as pump priming or in perpetuity, through an obligation.
- 10.15 The overall viability of the development will be taken into consideration in the decision on the level of planning obligations to be incorporated into the Section 106 Agreement at the planning application stage.
- 10.16 A schedule of services, facilities and infrastructure together with a timetable for their provision during the development of North West Cambridge will be set out in a legal agreement. In order to ensure the timely provision of services, facilities and infrastructure, trigger points will be set according to when the need for them is forecast to arise.

### **Housing Trajectory**

- 10.17 The plan making system has an increased emphasis on demonstrating how the policies of the plan will be delivered, particularly housing. Planning Policy Statement 12 requires that all plans involving housing include a housing trajectory. This attempts to estimate the start date for housing being delivered on the ground and the build rate per year to test how reasonable it is to rely on policies to deliver the identified housing requirement.
- 10.18 In preparing the housing trajectory for North West Cambridge, the Councils have had regard to a number of factors:
- a. The anticipated date of adoption of the Area Action Plan, before which only limited planning permissions could be granted for the development on land allocated in the Cambridge Local Plan, in particular the 19 Acre Field;
  - b. The landowners stated intentions in terms of submitting planning applications;
  - c. A reasonable build rate for the development, agreed with the landowner/ developer, based on current expectations of the housing market and the capacity and intentions of the housing building industry.
- 10.19 However, all these assumptions must be heavily caveated that in the event of any changes, the housing trajectory will not reflect actual delivery. Many of these factors are beyond the control of the local planning authorities or development industry. The role of monitoring will be an important in assessing the actual performance in terms of delivery of this and other parts of the development strategy.

**Housing Trajectory For North West Cambridge (2009 - 2017)**

Period 2009 - 2025	PROJECTIONS												
	2009 / 2010	2010 / 2011	2011 / 2012	2012 / 2013	2013 / 2014	2014 / 2015	2015 / 2016	2016 / 2017	2017 / 2018	2018 / 2019	2019 / 2020	2020 / 2021	Total
Projected annual completions	0	50	200	400	600	400	400	200	0	0	0	0	2250





## **11. MONITORING**

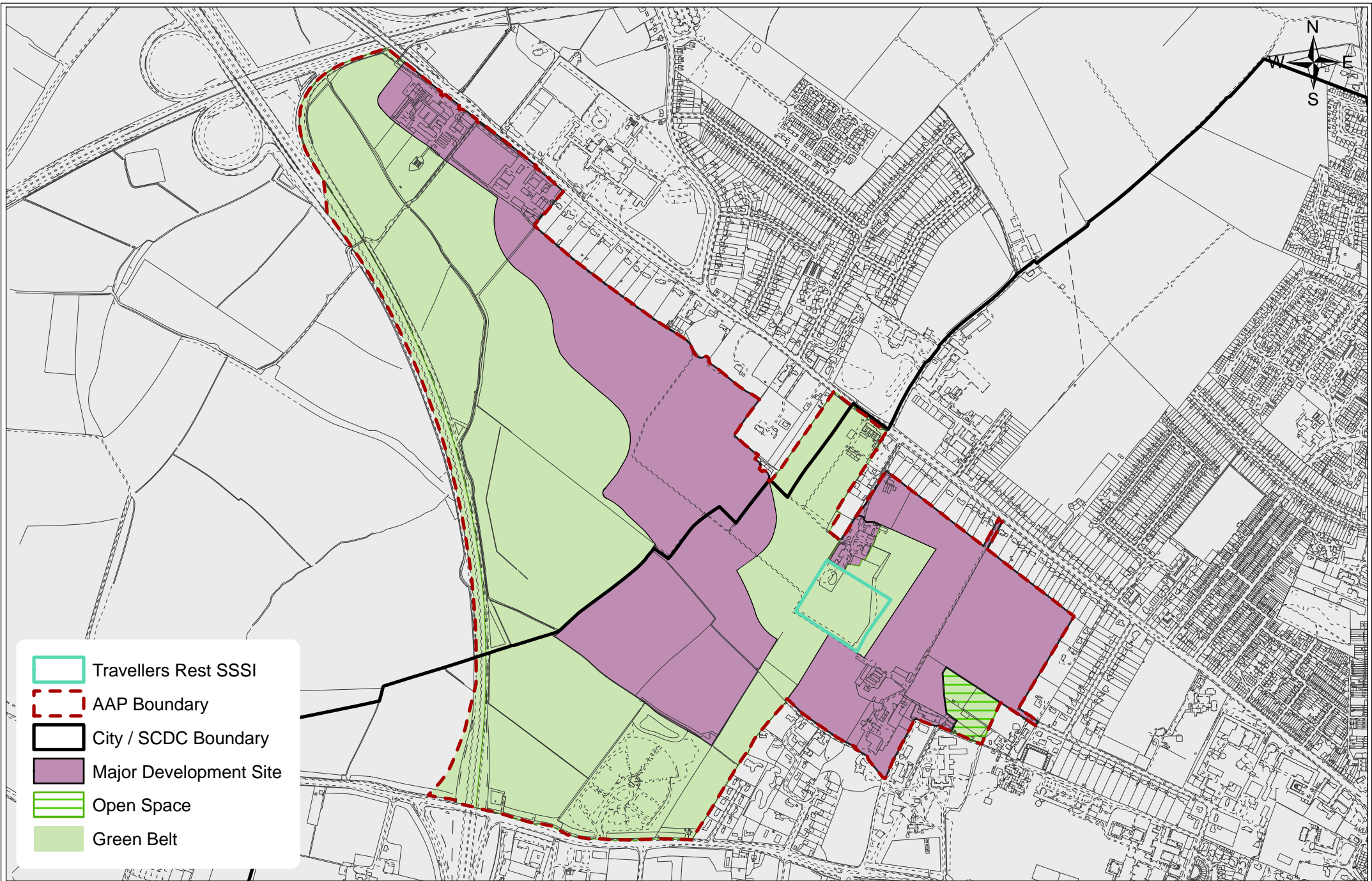
- 11.1 Monitoring provides information on the performance of policy, the delivery of development and impacts on the environment. Monitoring will help the local planning authorities to assess whether the plan remains sound or whether adjustments need to be made in order to meet the plan's objectives.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

Table 11.1: North West Cambridge Core and Local Output Indicators

Indicator number	Indicator	Type of Indicator	Related Preferred Policy Options	Targets
NWC01	Total no. of: (1) Units of student accommodation completed (2) Housing Completions / Annual Rate	Core	NW5	To provide an adequate supply of land for housing for development (1) , for 2,000 University students, and (2) for 2,000 to 2,500 open market and affordable dwellings. <i>The total housing completions and annual rate of completions for North West Cambridge will be monitored against the North West Cambridge AAP housing trajectory in each Council's Annual Monitoring Report.</i>
NWC02	Housing Density	Core	NW5	At least 50 dwellings per hectare average net density.
NWC03	Percentage of Housing which is Affordable	Core	NW6	At least 50% affordable housing must be provided to meet the needs of Cambridge University and College key workers.
NWC04	Employment Land Supply by type	Core	NW8, NW10	(1) Up to 70,000m <sup>2</sup> of higher education uses, including new collegiate provision, academic faculty development and a University Conference Centre, within Use Class D1; and (2) Up to 30,000m <sup>2</sup> of University related sui generis research institutes and commercial research uses within Use Class B1(b).
NWC05	Employment Uses in the Local Centre	Core	NW9	Small-scale local B1 employment uses under 300 m <sup>2</sup> .
NWC06	Distance to Public Transport	Local	NW16	Majority of development within 400m of a bus stop.
NWC07	Amount (and percentage) of completed non-residential development complying with car parking standards	Core	NW19	Car parking standards are set out in Appendices 1 and 2.



NWC08	Public Open Space and Recreation Facilities	Local	NW23	Standards for provision of public open space and recreation facilities are set out in Appendix 3.
NWC09	Sustainable Development	Local	NW24	Amount of Residential development designed in line with the Code for Sustainable Homes: (1) Percentage approved up to April 2012, designed to Code level 4, and (2) Percentage approved after April 2012, designed to Code level 5.  Amount of Non-residential development designed in line with BREEAM: (1) Percentage approved up to April 2012, designed to Very Good, and (2) Percentage approved after April 2012, designed to Excellent .
NWC10	Renewable energy installed by type	Core	NW25	(1) Percentage of the development's energy requirements provided by renewable energy (at least 20% required), and (2) Percentage of the development served by a Combined Heat and Power (CHP) plant or a District Heating Scheme fuelled by renewable energy sources.
NWC11	Water Conservation	Local	NW29	(1) Percentage of development completed up to April 2012 which reduces water consumption by 30% , based on 2006 per capita levels and (2) Percentage of development completed after April 2012 which reduces water consumption by 47% based on 2006 per capita levels.
NWC12	Investment secured for infrastructure and community facilities through developer contributions.	Core	NW33	Targets to be detailed through S106 agreement or planning obligations.



- Travellers Rest SSSI
- AAP Boundary
- City / SCDC Boundary
- Major Development Site
- Open Space
- Green Belt

**Inset A - North West Cambridge, Area Action Plan  
Pre-Submission Proposals Map 2007**



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Date: 27/07/07
Produced by: James Wilson
Section/Department: Policy & Projects, Environment & Planning
Scale: 1:11,996

## **APPENDIX 1 CAR PARKING STANDARDS**

### **1 Introduction**

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

### **2 Application of the Standards**

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

### 3 Residential Uses

#### A RESIDENTIAL DWELLINGS

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

**Table 1: Residential Development**

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

Note: Garages are counted as parking spaces

#### B OTHER RESIDENTIAL DEVELOPMENTS

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

**Table 2: Other Residential Developments**

Type of Development	Standard
Guest houses and hotels	2 spaces for every 3 bedrooms and 1 space per resident staff.

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

Hospitals	On merit.
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#### 4 RETAIL, CULTURE, LEISURE AND SPORTS USES

Table 3: Retail, Culture, Leisure and Sports Uses

Use	Standard
Food retail	1 space per 50 m <sup>2</sup> GFA <sup>1</sup> up to 1,400 m <sup>2</sup> and 1 per 18 m <sup>2</sup> thereafter, including disabled.
Non-food retail	1 space per 50 m <sup>2</sup> GFA, including disabled.
Financial and professional services	1 space per 40 m <sup>2</sup> GFA, including disabled car parking.
Food and drink takeaways	1 space per 20 m <sup>2</sup> drinking / dining area, including disabled. 1 space for proprietor when resident.

TABLE 4: ASSEMBLY, CULTURE, LEISURE AND SPORTS USES

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

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

## 5 OFFICE USE

**Table 5: Business and Industrial Uses**

Use	Standards
Offices, General Industry	1 space per 40 m <sup>2</sup> GFA, including disabled.
Storage	1 space per 100 m <sup>2</sup> GFA, including disabled.

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

## 6 NON-RESIDENTIAL INSTITUTIONS

**Table 6: Non-Residential Institutions**

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

## 7 PROVISION FOR PEOPLE WITH DISABILITIES

7.1 At least 5% of the total number of car parking spaces should be reserved for disabled people, rounded up to the nearest whole space. Where parking provision is below the standards the required proportion of spaces reserved for disabled people will therefore be higher than 5%.

7.2 Higher ratios than the 5% given above may be required in some cases by the local planning authority, for example at medical facilities, residential care homes, community facilities and any other uses where a higher proportion of disabled users / visitors will be expected. It should be noted that provision at the above levels or any required by the local planning authority does not guarantee that the requirements of the Disability Discrimination Act will be met, which is the responsibility of the building occupier or service provider.

7.3 Spaces for disabled people should be located adjacent to entrances, be convenient to use and have dimensions that conform to Part M of the Building Regulations. If it is impossible to accommodate car parking spaces within the site, disabled car parking spaces should not be located at a distance more than 100 metres from the site.

- 7.4 Disabled car parking spaces should be marked either 'disabled' or with a wheelchair marking.



## APPENDIX 2 CYCLE PARKING STANDARDS

### 1 Introduction

1.1 The standards in the tables below set out minimum requirements in terms of cycle parking for new developments and changes in use. These standards are derived from the Cambridge Local Plan 2006 and the Cambridge East Area Action Plan.

1.2 In addition to the application of these standards, new developments will have to comply with the following principles:

- a. Cycle racks or stands should conform to the design and dimensions as set out at the end of these standards.
- b. For residential purposes cycle parking should be within a covered, lockable enclosure. For individual houses this could be in the form of a shed or garage. For flats or student accommodation either individual lockers or cycle stands within a lockable, covered enclosure are required. The cycle parking should be easily accessible and convenient to use.
- c. Cycle parking for employees should be in a convenient, secure location and where practical covered.
- d. Short stay cycle parking, e.g. for visitors or shoppers, should be located as near as possible to the main entrance of buildings and covered by natural surveillance or CCTV. For large developments the cycle parking facility should be covered.
- e. Reference to staff should be taken to mean the peak number of staff expected to be on site at any one time.
- f. All cycle parking should be located to minimise conflicts between cycles and motor vehicles.
- g. Some flexibility will be applied to applications where it can be demonstrated that strict adherence to the standards for a multi-purpose site is likely to result in a duplication of provision.

**Table 1: Residential Use**

Type of Development	Number of Spaces
Residential dwellings	<ul style="list-style-type: none"> <li>• 1 space per bedroom up to 3 bedroom dwellings.</li> <li>• Then 3 spaces for 4 bedroom dwellings, 4 spaces for 5 bedroom dwellings etc.</li> <li>• Some level of visitor cycle parking, in particular for large housing developments.</li> </ul>
Guest houses and hotels	1 space for every 2 members of staff and 2 spaces for every 10 bedrooms.

Nursing homes	1 visitor space for every 10 residents and 1 space for every 2 members of staff.
Retirement homes/ sheltered houses	1 space for every 6 residents and 1 space for every 2 members of staff.
Student residential accommodation	<ul style="list-style-type: none"> <li>• 2 spaces per 3 bedspaces.</li> <li>• 1 visitor space per 5 bedspaces.</li> </ul>
Residential schools, college or training centre	(as above)
Hospitals	On merit.

Table 2: Retail, Culture, Leisure and Sports Uses

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

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<sup>2</sup> Gross Floor Area

**Table 3: Office Uses**

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

**Table 4: Non-Residential Institutions**

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

## 2 CYCLE PARKING DESIGN AND LAYOUT

### 2.1 Design Of Rack

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

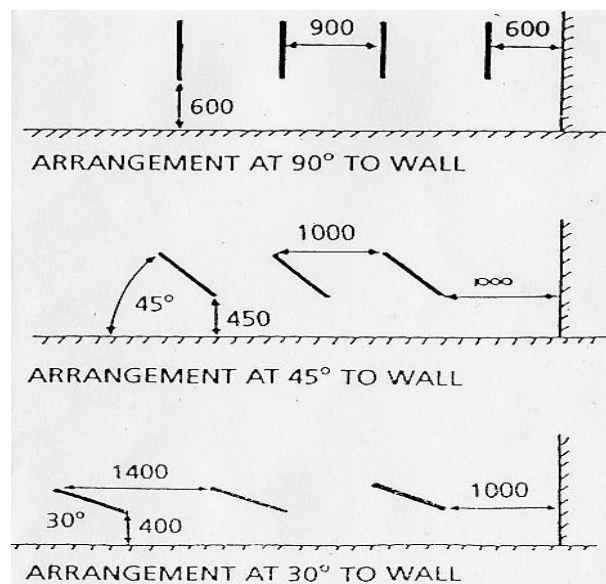
Sheffield Stand:

Rounded A Stand:



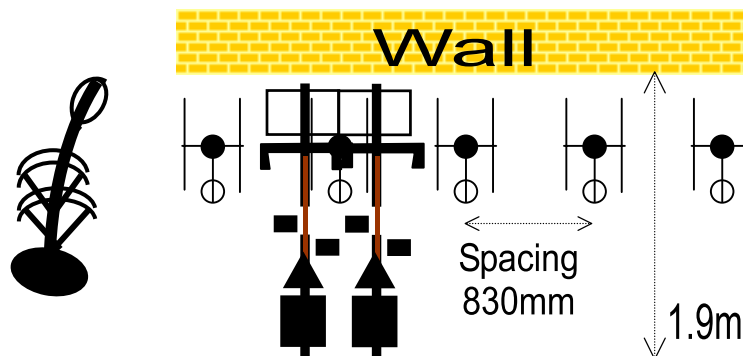
### 2.2 Layout

2.2.1 This diagram shows the spacing required for cycle stands. There should be a 1200mm space between a double row of stands. All measurements shown are in millimetres.



### 2.3 High Capacity

2.3.1 For increased capacity racks can be arranged at alternative heights with the type of rack that holds the front wheel in place. These racks are only acceptable if a support post is provided between each rack to which the frame for the bicycle can easily be locked. This type of rack also ensures a straight row of bicycles, which is useful where space is a premium.



## APPENDIX 3: OPEN SPACE AND RECREATION STANDARDS

### 1. Introduction

- 1.1 Policy NW23 requires that the development at North West Cambridge should make provision for public open space and sports facilities in accordance with these standards. These standards are derived from the Cambridge Local Plan 2006 and the Cambridge East Area Action Plan.
- 1.2 Under PPG17 standards are to be set out for quantity, quality and accessibility of open spaces. The standards set out below are standards relating to quantity. The accompanying Open Space and Recreation Strategy provides further details on the justification for these standards and includes guidance on accessibility and quality. It also includes further guidance as to when open space should be provided on-site, and when it should be provided through commuted payments.

### 2. Definition of Public Open Space

- 2.1 The open space required under the standards is defined as any land laid out as a public garden or used for the purposes of public recreation. This means space which has unimpeded public access, and which is of a suitable size and nature for sport, active or passive recreation or children and teenagers' play. Private or shared amenity areas, for example in a development of flats, or buffer landscaped areas are not included as public open space. This definition relates to both open space provided within a development, and when considering the provision of existing open space.
- 2.2 Indoor sports facilities required under the standards must be accessible to the public, secured if appropriate through a Community Use Agreement.

### 3. The Standards

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

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

Type of Open Space	Definition	Standard
Outdoor Sports Facilities	Playing pitches, courts and greens	1.2 hectares per 1,000 people
Indoor Sports Provision	Formal provision such as sports halls and swimming pools	1 sports hall for 13,000 people 1 swimming pool for 50,000 people
Provision for children and teenagers	Equipped children's play areas and outdoor youth provision	0.3 hectares per 1,000 people

<b>Informal Open Space</b>	Informal provision including recreation grounds, parks and natural greenspaces	1.8 hectares per 1,000 people
<b>Allotments</b>	Allotments	0.4 hectares per 1,000 people

#### 4. How the Standards Should be Applied

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

#### 5. Commuted Payments

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

## APPENDIX 4: GLOSSARY OF TERMS

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

<b>Affordable Housing</b>	<p><b>Affordable housing</b> is: 'Affordable housing includes social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market. Affordable housing should: – Meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices. – Include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision'. <b>Social rented housing</b> is: 'Rented housing owned and managed by local authorities and registered social landlords, for which guideline target rents are determined through the national rent regime. It may also include rented housing owned or managed by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Housing Corporation as a condition of grant.' <b>Intermediate affordable housing</b> is: 'Housing at prices and rents above those of social rent, but below market price or rents, and which meet the criteria set out above. These can include shared equity products (e.g. HomeBuy), other low cost homes for sale and intermediate rent.' The definition does not exclude homes provided by private sector bodies or provided without grant funding. Where such homes meet the definition above, they may be considered, for planning purposes, as affordable housing. Whereas, those homes that do not meet the definition, for example, 'low cost market' housing, may not be considered, for planning purposes, as affordable housing.</p>
<b>Area Action Plan (AAP)</b>	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.
<b>Biodiversity</b>	Encompasses all aspects of biological diversity, especially including species richness, ecosystem complexity and genetic variation.
<b>Biodiversity Action Plan (BAP)</b>	A plan that sets objectives and measurable targets for the conservation of biodiversity.
<b>Brownfield land</b>	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.
<b>Cambridge Area</b>	The area covered by Cambridge City Council and South Cambridgeshire District Council
<b>Cambridge Local Plan</b>	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.

<b>Cambridge Northern Fringe West</b>	Land south of the A14 and between the B1049 and the Cambridge Regional College.
<b>Cambridgeshire &amp; Peterborough Structure Plan Cambridge University and College key workers</b>	Statutory plan that sets out broad development requirements in the County to 2016 (prepared by the County Council) Staff employed by Cambridge University and its Colleges which the University accept as a priority for housing having regard to their level of housing need and their contribution to the functioning and success of the University and its Colleges. This could also include staff employed by other organisations whose presence in Cambridge is directly related to the presence of the University such as the Medical Research Council and other research facilities.
<b>Chalklands</b>	As defined by the Cambridgeshire Landscape Guidelines 1991
<b>City Centre</b>	Historic Core and Fitzroy/Burleigh Street shopping areas in Cambridge. These areas provide a range of facilities and services, which fulfil a function as a focus for both the community and for public transport; see also Proposals Map.
<b>Climate Change Adaptation</b>	Adjustment in natural or human systems in response to actual or expected climatic stimuli or their effects, which moderates harm or exploits beneficial opportunities.
<b>Colleges</b>	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.
<b>Combined Heat and Power (CHP)</b>	The simultaneous generation of useable heat and power (usually electricity) in a single process, thereby discarding less waste heat and putting to use heat that would normally be wasted to the atmosphere, rivers or seas. CHP is an efficient form of local energy supply, providing heat and electricity at the same time.
<b>Community facilities</b>	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.
<b>Conservation Area</b>	Areas identified, which have 'special architectural or historic interest', which makes them worth protecting and improving.
<b>Definitive Map</b>	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.



<b>Development Plan</b>	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.
<b>District Heating Schemes</b>	In district heating schemes more than one building or dwelling is heated from a central source. They have the advantage of reducing the amount of carbon dioxide entering the atmosphere and the additional benefit of reducing heating bills.
<b>Environmental Impact Assessment (EIA)</b>	Considers the potential environmental effects of land use changes, enabling decisions to be taken with full knowledge of the likely environmental consequences. To be submitted by the developer with their planning application.
<b>Examination in Public (EiP)</b>	Inquiry led by an independent Planning Inspector into proposals for and objections to local development documents (such as the Area Action Plan).
<b>Green Belt</b>	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.
<b>Greenspaces</b>	Open spaces covered with grass and other vegetation. Includes commons, allotments, playing fields, cemeteries, churchyards, large gardens, parks, public open land and agricultural land.
<b>Greenfield land</b>	Land which has not previously been developed or which has returned to greenfield status over time.
<b>Greenhouse Gas</b>	A gas that 'traps' energy radiated by the earth within the atmosphere.
<b>Grey Water Recycling Systems</b>	Systems that store and reuse water from sinks, baths and showers for flushing non potable uses, generally toilet flushing.
<b>High technology</b>	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.
<b>High Quality Public Transport (HQPT)</b>	A HQPT service is one that provides a 10 minute frequency during peak periods and a 20 minute frequency inter-peak. Weekday evening frequency should run ½ hourly until 11pm, on a Saturday

	1/2 hourly 7am – 6pm, then hourly until 11pm and Sunday hourly service 8am – 11pm (Source: Cambridgeshire & Peterborough Structure Plan, 2003). It should also provide high quality low floor/easy access buses, air conditioning, prepaid electronic ticketing and real time information and branding to encourage patronage.
<b>Household Waste Recycling Centre (HWRC)</b>	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.
<b>Infrastructure</b>	Basic structure of systems such as utilities (gas, electricity, water) drainage, flood defences, transportation, roads, healthcare, education and other community facilities.
<b>Key worker housing</b>	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.
<b>Lifetime Homes Standard</b>	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.
<b>Listed Building</b>	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.
<b>Local Biodiversity Action Plan (LBAP)</b>	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.
<b>Local Centre</b>	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.
<b>Local Plan</b>	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.
<b>Local Transport Plan (LTP)</b>	Cambridgeshire Transport Plan 2001-2006 Cambridgeshire County Council; currently under review.
<b>Major Development</b>	Defined as: <ul style="list-style-type: none"> <li>• Residential development: the erection of 20 or more</li> </ul>

	<p> dwellings or, if this is not known, where the site area is 0.5 hectares or more; or</p> <ul style="list-style-type: none"><li>• Other development: where the floor area to be created is 1,000m<sup>2</sup> or more, or the site area is 1 hectare or more.</li></ul>
<b>Masterplan</b>	<p>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.</p>
<b>Mitigation</b>	<p>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.</p>
<b>Mixed use development</b>	<p>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.</p>
<b>Natural or semi-natural greenspace</b>	<p>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).</p>
<b>Open Space</b>	<p>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.</p>
<b>Open Space Standards</b>	<p>The amount of open space required in all developments either on site or through commuted payments.</p>
<b>Park and Ride (P &amp; R)</b>	<p>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.</p>
<b>Parking Standards</b>	<p>Document setting out maximum permissible levels of car parking for various use-classes, along with minimum levels of cycle parking; see bibliography.</p>
<b>Permissive Right of Way</b>	<p>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.</p>
<b>Planning Condition</b>	<p>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</p>

	Authority before or during the construction.
<b>Planning Obligation</b>	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.
<b>Planning Policy Guidance Note (PPG)</b>	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.
<b>Planning Policy Statements</b>	The new versions of PPGs , which indicate Government planning policy issued by the Office of the Deputy Prime Minister.
<b>Previously Developed Land (PDL)</b>	See brownfield land.
<b>Public Art</b>	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.
<b>Public Right of Way</b>	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.
<b>Rainwater Harvesting</b>	The capture of rainwater from buildings to help meet onsite requirements, whether for external use such as irrigation or internal use such as toilet flushing or washing.
<b>Regional Planning Guidance (RPG)</b>	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.
<b>Registered Social Landlord (RSL)</b>	An organisation registered by the Housing Corporation to provide affordable housing.
<b>Renewable Energy</b>	Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and from biomass.
<b>Research &amp; Development (R &amp; D)</b>	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.
<b>Research establishments</b>	Research establishments/institutions are taken to mean sui generis uses affiliated with one of the Universities, the Medical Research

	<p>Council or Addenbrooke’s Hospital, where there is a need for regular day-to-day contact or sharing of materials, staff and equipment.</p>
<b>Ridge and furrow</b>	<p>Refers to the 'ridge and furrow' field systems.</p>
<b>Section 106</b>	<p>See Planning Obligations.</p>
<b>Setting of the City</b>	<p>The interface between the urban edge and the countryside.</p>
<b>Site of Special Scientific Interest (SSSI)</b>	<p>An area that, 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.</p>
<b>Strategic Employment Location</b>	<p>An employment location of regional importance identified within Regional Planning Policy and the Cambridgeshire &amp; Peterborough Structure Plan.</p>
<b>Streetscape</b>	<p>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.</p>
<b>Structure Plan</b>	<p>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.</p>
<b>Sub-Region</b>	<p>The wider Cambridge area covering the City and the surrounding rural area extending to and including the ring of market towns.</p>
<b>Sui generis</b>	<p>A use on its own for which any change of use will require planning permission. Includes theatres, night clubs, retail warehouse clubs, laundrettes and motor car showrooms.</p>
<b>Supplementary Planning Guidance (SPG)/ Supplementary Planning Document (SPD)</b>	<p>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</p>
<b>Sustainable Community Strategy</b>	<p>A strategy for promoting the economic, environmental and social wellbeing of an area and contributing to the achievement of city and district-wide sustainable development. Prepared by the Local Strategic Partnerships for Cambridge City and South Cambridgeshire.</p>
<b>Sustainable Development</b>	<p>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</p>

Environment and Development – the Brundtland Commission).

<b>Sustainable Drainage Systems (SuDS)</b>	Development normally reduces the amount of water that can infiltrate into the ground and increases surface water run-off due to the amount of hard surfacing used. Sustainable drainage systems control surface water run off by mimicking natural drainage process through the use of surface water storage areas, flow limiting devices and the use of infiltration areas or soakaways etc.
<b>Swale</b>	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.
<b>Transport Assessment (TA)</b>	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.
<b>Travel Plan</b>	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.
<b>Traveller's Rest Pit</b>	A site south of Huntingdon Road (north of Conduit Head Road); a declared SSSI.
<b>University of Cambridge</b>	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.
<b>Urban Extensions</b>	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.
<b>Use Class Order</b>	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.
<b>Use Class A1</b>	Shops where the sale, display or service is to visiting members of the public (shops, hairdressers etc.)
<b>Use Class A2</b>	Financial and professional services where the services are provided principally to visiting members of the public (banks, estate agents etc.)

<b>Use Class A3</b>	Restaurants & cafes – places where the primary purpose is the sale and consumption of food and light refreshment on the premises.
<b>Use Class A4</b>	Public house, wine bar or other drinking establishments – premises where the primary purpose is the sale and consumption of alcoholic drinks on the premises.
<b>Use Class A5</b>	Take-aways – premises where the primary purpose is the sale of hot food to take-away.
<b>Use Class B1 (a)</b>	An office other than within class A2 (financial and professional services)
<b>Use Class B1 (b)</b>	Research and development of products or processes
<b>Use Class B1 (c)</b>	Any industrial process that can be carried out in any residential area without detriment to the amenity of that area
<b>Use Class B2</b>	General industrial uses
<b>Use Class B8</b>	Use for storage or as a distribution centre
<b>Use Class C2</b>	Residential institutions considered to be community facilities
<b>Use Class D1</b>	Non-residential institutions (health centres, schools etc.).
<b>Use Class sui generis</b>	Those uses not allocated to a particular Use Class in The Town and Country Planning (Use Classes) Order 1987 (as amended).
<b>Waste Local Plan</b>	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.
<b>Western Claylands</b>	Landscape character area as defined in the Cambridgeshire Landscape Guidelines 1991
<b>Windfall site(s)</b>	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.

