

CAMBRIDGE LOCAL PLAN

July 2006



Cambridge City Council

Local Plan 2006

Foreword

This Local Plan sets out the City Council's policies about how the demands of growth and change can be met without compromising the many qualities that make Cambridge such a wonderful place. Our City is set to grow rapidly - by up to 30% in population over the next 15 years – and those of us who live and work here will experience changes in our physical surroundings and our sense of the community in which we live. We will be joined by thousands of new citizens, and many new businesses and other organisations, who will help to shape the physical character and the spirit of the City.

This growth will bring with it many benefits - a better chance for our key workers and young people to find an affordable home in the City; the prospect of enhanced economic prosperity for us all; the provision of new cultural, shopping and leisure services; and opportunities to create new and improved green spaces within the urban framework and linking to the countryside beyond.

But change can also be a worrying prospect. If we are to feel positive and confident about the future, we need to feel that change is being properly managed and that, as citizens, we can influence the management process. Your involvement in the implementation of the plan will greatly assist the City Council to achieve this aim.

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Chapter 1: Introduction

Introduction

1.1 The Cambridge Local Plan sets out policies and proposals for future development and land use to 2016⁴. It sets out a vision for Cambridge and objectives for achievement. It provides a means of guiding change over long periods of time. Planning decisions will be made in accordance with it.

The Local Plan:

- interprets national and regional planning policies and relates them to Cambridge;
- provides a framework of policies and proposals against which planning applications can be assessed;
- will enable infrastructure providers to plan for the future; and
- brings planning issues before the public for debate.

Context

1.2 The Local Plan must direct the growth and change of a dynamic City with an outstanding and sensitive environment. Cambridge is an important centre for employment, services, government, healthcare and shopping, and is nationally and internationally important for its higher education, knowledge-based industries and tourism. Located within an hour of London and 30 minutes of Stansted, it is centrally located on the main transport routes within the East of England Region.

¹ The time period covered by the Local Plan is from 1st July 1999 to 1st July 2016.

1.3 Cambridgeshire has one of the fastest growing economies and populations in Britain. In the past much of this growth was directed to the villages beyond the Green Belt, resulting in a growth of commuting by car to Cambridge, and congestion and pollution in the cramped road network of the City. A lack of local housing that people can afford has reinforced these trends and forced people to live further away from Cambridge, a City which has almost twice as many jobs as residents in work.

1.4 National Government gives comprehensive general guidance on all aspects of development, through its Planning Policy Guidance notes (PPGs), and newer Planning Policy Statements (PPSs), Circulars and other advice. This Plan has not sought to reproduce or paraphrase this guidance, which will remain a material consideration in planning decisions.

1.5 Regional Planning Guidance for East Anglia (RPG6) was published in November 2000. It sets out a strategy for the future of the Cambridge Sub-region, which is carried forward into the Structure Plan. RPG6 is under review. The new RPG² on its publication will replace the Structure Plan for Cambridgeshire and Peterborough.

1.6 The broad vision and strategy for the future of Cambridge is set by the Cambridgeshire and Peterborough Structure Plan. The Local Plan is required to be in conformity with the provisions of the Structure Plan.

1.7 The Structure Plan requires that 12,500 homes be provided in Cambridge between 1999 and 2016, of which at least 65% should be built on previously developed land. Provision is to be made for 6,500 homes within the built up area of Cambridge and 6,000 on the edge of Cambridge on land to be released from the Green Belt. A Green Belt will be maintained around Cambridge to define the extent of urban growth.

² To be called a Regional Spatial Strategy.

1.8 The urban extensions to Cambridge are to be the subject of Masterplans to ensure their proper planning and coordination. Economic growth will be supported in the Cambridge Sub-region through the expansion of high technology and knowledge-based industry and through the selective management of the economy to prevent employment development which does not need to be close to Cambridge.

1.9 The City Council will work closely with Cambridgeshire County Council, South Cambridgeshire District Council and other bodies in the Cambridge Sub-region to deliver a sustainable future for Cambridge. The County Council is the Structure Plan Authority and are also responsible for waste, transport and education. Many of the proposed urban extension sites step across the administrative boundary between the City and South Cambridgeshire and a coordinated approach to these sites and to the setting of new Green Belt boundaries will be taken.

A Sustainable Plan

1.10 The Cambridge Local Plan aims to improve our quality of life without harming that of future generations. This is called sustainable development and the policies in the Plan are working to achieve this goal. Relevant economic, social and environmental issues are closely linked in the national strategy for sustainable development which has four objectives:

- social progress which recognises the needs of everyone;
- effective protection of the environment;
- prudent use of natural resources; and
- maintenance of high and stable levels of economic growth and employment.

1.11 The Cambridge Local Plan and the planning system has a fundamental role to play in achieving the land use planning aspects of sustainable

development. Account will be taken of the following sustainability criteria in making planning decisions:

- making the best and most efficient use of land and buildings;
- creating sustainable patterns of development by relating new development to public transport nodes and local facilities;
- encouraging mixed use development, incorporating housing, retail and business uses and new leisure and recreation opportunities;
- protecting and promoting biodiversity in development proposals; and
- phasing the release of development sites.

1.12 A Sustainability Appraisal has been carried out to check how well the Cambridge Local Plan supports relevant sustainable development objectives.

1.13 The Sustainability Appraisal was undertaken independently by Levett-Therivel, a leading consultancy in the field of sustainable development. Guidance was given during the development of policy to ensure that the Plan as written contributes significantly to the achievement of a sustainable future for Cambridge. Policies were appraised against six sustainable development objectives and a written commentary added. Changes have been made to plan policies in response to appraisal feedback. The Sustainability Appraisal of the Cambridge Local Plan is published separately. It does not form part of the Local Plan.

Monitoring

1.14 The monitoring of development is critical in the development and implementation of a policy framework to guide change over long periods of time. As far as is possible the policies in the Local Plan will facilitate monitoring and review. Monitoring will provide the information necessary for the City Council to review the Local Plan and to keep it up to date.

1.15 The start date of the Local Plan and the baseline date for monitoring is the situation as at the 1st July 1999. Regular monitoring reports will be produced detailing the key results.

Community Strategy

1.16 There are many factors within Cambridge that have a bearing on planning policies and decision-making. The Community Strategy will help to deliver the Council's and its partners' objectives for Cambridge. The Local Plan will achieve the physical and spatial objectives of the Community Strategy.

1.17 The Community Strategy is being prepared and will be implemented by a partnership between the City Council, statutory organisations and the community. This is called the Local Strategic Partnership.

The Status Of The Local Plan

1.18 This Local Plan replaces the Cambridge Local Plan 1996 and forms the most detailed part of the Development Plan for Cambridge. The other parts are the Cambridgeshire and Peterborough Structure Plan, which sets out policies for the County, Peterborough and the Cambridge Sub-region, the Cambridgeshire Aggregates (Minerals) Local Plan and the Cambridgeshire and Peterborough Waste Local Plan. Account will also be taken of the Cambridgeshire Local Transport Plan. Together these plans form the framework for determining planning applications in Cambridge.

Using The Local Plan

1.19 The Plan is divided into a number of chapters each containing numbered policies in bold text and their justification. Each chapter has the following parts:

- Objectives - what the Plan is intended to achieve in broad terms.
- Policies - which types of development will and will not be permitted or supported.

Chapter 10 sets out how the policies of the Plan will be implemented. Site specific proposals are listed in the Schedule of Proposals and are shown on the Proposals Map. Where there is any contradiction between the Proposals Map and the written text, the latter will take precedence.

1.20 When a policy states that a certain type of development will be permitted it should also be understood that other types of development are likely to be refused. When a policy calls for something to be demonstrated this will require action on the part of the applicant to inform the decision maker. If the required action is not taken to an appropriate standard, development is likely to be refused. For the avoidance of doubt, the final result of calculations arising from the application of policies and guidance should always be rounded to the nearest whole number.

1.21 Existing Supplementary Planning Guidance (SPG), and new Supplementary Planning Documents (SPD), will provide detailed guidance on specific topics to ensure that development takes place in accordance with the objectives and policies of the Local Plan and other relevant parts of the Development Plan. SPD will be produced in accordance with a timetable to be set out in the Local Development Scheme. SPD will be updated more regularly than the Plan as a whole, making them more able to respond to changing circumstances. There are two types of SPD, which are:

- issue based SPD for subjects which require detailed requirements to be listed to guide development proposals such as guidance on the provision of affordable housing; and

- area based SPD for particular sites and areas that are proposed for a significant amount of development.

1.22 In general, the policies for particular uses and sites do not duplicate the content of other policies in the Local Plan or other parts of the Development Plan.

1.23 In using the Local Plan it is essential that its policies and proposals are not read in isolation, they must be considered as a whole and together with policies and proposals elsewhere in the Development Plan.

Chapter 2: Vision and Strategy

The Vision for Cambridge

2.1 The vision for Cambridge is of a compact, dynamic City with a thriving historic core surrounded by attractive and accessible greenspaces. It will continue to develop as a centre of excellence and world leader in the fields of higher education and research, and it will foster the dynamism, prosperity and further expansion of the knowledge-based economy. It will also grow in importance as a Sub-regional centre for a wide range of services. The Local Plan for Cambridge seeks to guide and facilitate growth in a sensitive and sustainable manner, ensuring that the high environmental quality of the City is protected and enhanced and that future developments offer a full range of opportunities to all its citizens.

The Strategy

2.2 The Local Plan sets out a strategy for delivering this vision which has a number of components, all of which contribute to sustainability:

- The promotion of the highest possible standard of design in new development (Chapter 3 - Designing Cambridge).
- The careful conservation and enhancement of historic areas and greenspaces (Chapter 4 - Conserving Cambridge).
- The consolidation and improvement of existing residential communities, the promotion of new housing and community facilities in the growth areas, and a greater emphasis on meeting diverse housing needs (Chapter 5 - Living in Cambridge).

- The protection and enhancement of leisure and shopping facilities (Chapter 6 - Enjoying Cambridge).
- The promotion of employment growth in sustainable and accessible locations to support the future expansion of education, research, knowledge-based industries and essential services (Chapter 7 - Working and Studying in Cambridge).
- The provision of appropriate infrastructure, in particular transport infrastructure, to support new developments and promote more sustainable living patterns (Chapter 8 - Connecting and Servicing Cambridge).
- Planning for the long term sustainable growth of the City (Chapter 9 - Areas of Major Change).
- A coordinated and responsive approach to the implementation of the various components of the strategy (Chapter 10 - Implementation).

The Spatial Strategy

2.3 The main spatial components of this strategy are:

A thriving and accessible historic core.

2.4 The historic core and the surrounding central areas will be enhanced as the focus for civic activities, the two Universities, shopping, leisure and City Centre living. Streets and public spaces in the City Centre will be enhanced and made more friendly to the pedestrian as access by the private car is progressively discouraged by physical barriers and demand management

measures. The accessibility of the City Centre for pedestrians, cyclists, and users of taxis and public transport will be improved, and special consideration will be given to the needs of disabled people. The attractiveness of the City Centre as a Sub-regional shopping destination will be enhanced by the implementation of the Grand Arcade shopping development on St Andrew's Street, and other redevelopments at Bradwell's Court and around the Grafton Centre.

The regeneration of the Station Area as a mixed use City district built around an enhanced transport interchange.

2.5 The Station Area will be regenerated with high density residential and commercial development which will support a dramatic improvement to the quality of the transport interchange, improving the facilities for pedestrians, cyclists, buses, taxis, and drop-off, whilst consolidating but not increasing the amount of car parking for rail users. The street environment will be enhanced by local retail, leisure and community facilities, and a new 'gateway' to Cambridge will be created to provide an appropriate arrival point at a major historic city.

The consolidation or development of four peripheral mixed use centres to the north, south, west and east of the City as a focus for future employment and residential expansion, connected to each other and to the City Centre by high quality public transport.

2.6 To the north of the City, a high density mixed use development is proposed around a new railway station and transport interchange at Chesterton Sidings (in South Cambridgeshire District Council) and adjoining land within the City. This will require the relocation of the waste water treatment works to a new site.

2.7 To the south of the City, land is to be removed from the Green Belt to facilitate an expansion of Addenbrooke's Hospital as a regional hospital and a centre of excellence for associated biomedical and biotechnology research and development activities, related higher education or research institutes. This expansion will be supported by improvements to transport infrastructure on the south side of the City including high quality public transport. The new access road linking the hospital to Hauxton Road will also provide access to new residential communities on land removed from the Green Belt to the east and south of Trumpington.

2.8 To the west of the City, the University of Cambridge will continue to develop its West Cambridge site for teaching, academic research, sports and residential facilities, as well as further expansion of commercial research facilities in line with the existing outline planning permission and associated Masterplan. When the need for more land can be established, further Cambridge University-related development will be allowed in north-west Cambridge between Madingley Road and Huntingdon Road. Land is also identified for a new residential community between Huntingdon Road and Histon Road.

2.9 To the east of the City, the Local Plan allows for the relocation of Cambridge Airport and the redevelopment of the airport site and adjoining land for a high density mixed use urban extension (the site includes land in South Cambridgeshire District Council). The scale and location of this site offers a unique opportunity to provide space for a wide range of activities and facilities for which there is currently limited space within the existing built-up area. This could include leisure, cultural, institutional and higher education facilities which would enhance and enliven the new residential areas.

Distinctive residential communities which have access to a wide range of local facilities and which provide a high quality living environment.

2.10 Cambridge is fortunate in having distinctive residential communities which have good access to local facilities and amenities. Every opportunity will be taken to further improve the character and attractiveness of these areas, and valued local facilities will be protected and, where possible, enhanced.

The enhancement and improvement of Cambridge's landscape structure, including the network of central parks and commons, the river valley and green corridors that penetrate the City, and the landscape setting of the City edge.

2.11 The Local Plan seeks to protect and enhance existing green spaces and improve their biodiversity and their accessibility to the community. Where major new developments are allowed on the edge of Cambridge, some open land and landscape features will be retained in association with the development. The Plan will ensure that the value and accessibility of this retained landscape is improved as an integral part of the development strategy.

Figure 1. A Schematic Diagram of the Main Spatial Components of the Strategy.

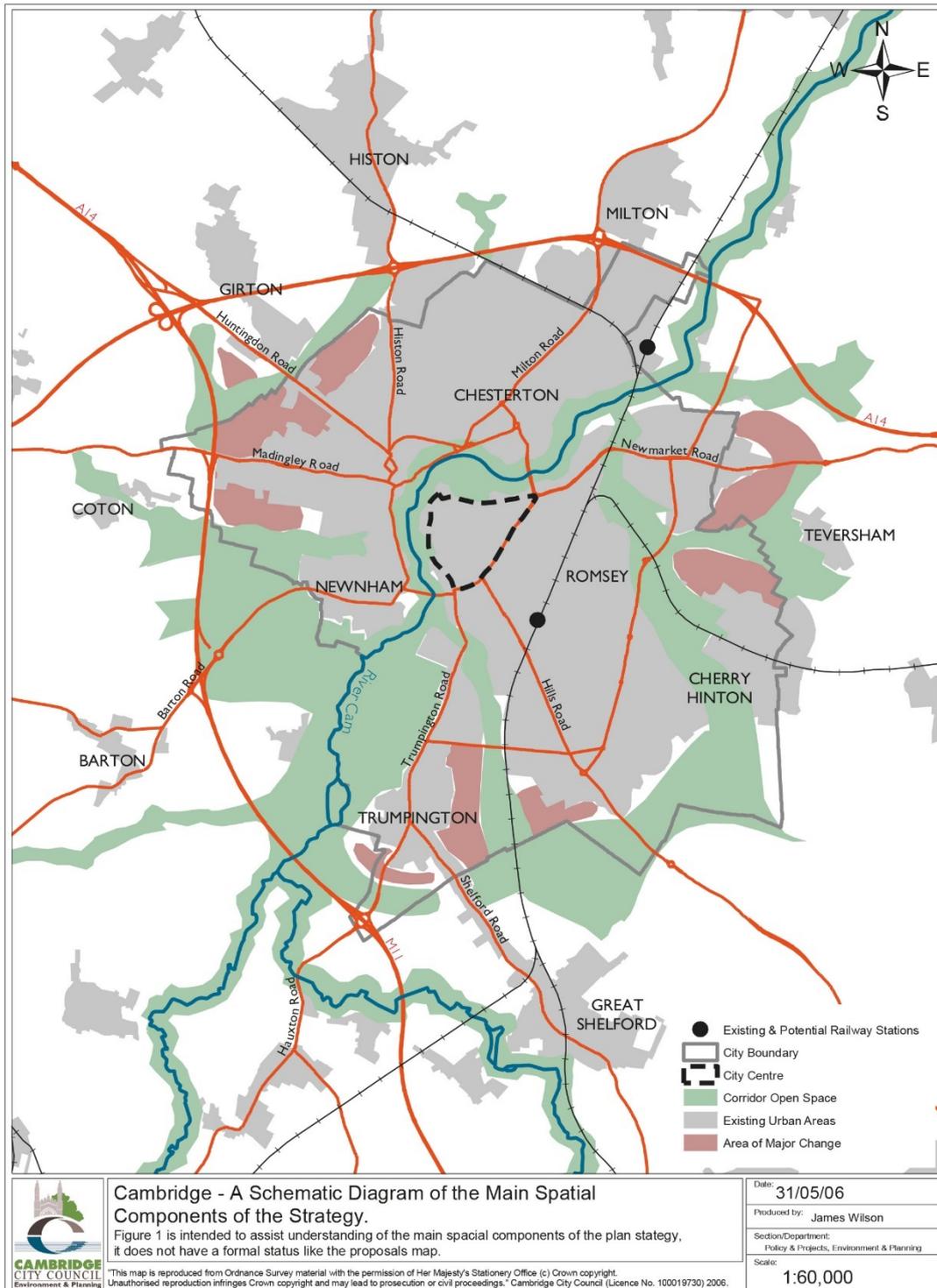


Figure 1 is intended to assist understanding of the main spatial components of the Plan strategy, it does not have a formal status like the Proposals Map.

Implementing the Strategy

2.12 The strategy sets out an ambitious and challenging vision for the development of Cambridge to 2016 and beyond. The successful implementation of this strategy will require close cooperation between the public and private sectors, and between a wide range of public and voluntary agencies, as well as the active involvement and support of the local community.

Chapter 3: Designing Cambridge

Objectives

- 1 To ensure the City develops in an integrated and sustainable manner.
- 2 To create new and distinctive communities which enhance the special character of the City, and meet the needs of its residents and users.
- 3 To ensure that development is of the highest design quality, and respects, safeguards and enhances the unique character of the City's urban and open areas.

Introduction

3.1 This chapter contains policies relating to sustainable development and promoting design quality in new development.

3.2 Cambridge is internationally famous for the quality of its built environment. It has a legacy of historic buildings built over the last 1,000 years and seeks to enhance this legacy by encouraging innovative new buildings of the highest quality. An essential part of the character of the City stems from the spaces and grounds around buildings and the important role of trees and other landscape features. Policies relating to the protection of this character are included in the Conserving Cambridge Chapter.

3.3 Good urban design is essential if we are to produce attractive, high quality, sustainable places in which people want to live, work and relax.

3.4 To help describe the qualities of the City, and to assist in ensuring development relates to its local context, a number of appraisals have been prepared. These range from a City-wide landscape character appraisal to specific Conservation Area Appraisals and Conservation Plans for major City Centre open spaces.

3.5 The Local Plan identifies areas where significant change is anticipated. The vision and policy framework for these areas is set out in the Areas of Major Change Chapter.

Sustainable Development

3/1 Sustainable Development

Development will be permitted if it meets the principles of sustainability.

Where major development is proposed, developers should complete the Council's Sustainable Development Checklist and prepare a Sustainability Statement and submit both with the planning application.

3.6 Sustainable development is widely recognised as development which meets the needs of the present without compromising the ability of future generations to meet their own needs. Achieving this in practice requires environmental issues to be integrated with economic and social considerations in decisions that are made during the design, planning and construction phases of a development. The Council has prepared, and adopted as Supplementary Planning Guidance, the Cambridge Sustainable Development Guidelines, which provide guidance and sources of information and advice on how development proposals can become more sustainable, for example by:

- a - reducing the use of natural resources, including energy and water throughout the lifecycle of the development;
- b - making more efficient use of land by prioritizing and maximising the use of brownfield land and building at densities of at least 30 dwellings per hectare net (and higher where appropriate);
- c - safeguarding and enhancing the historic built environment;
- d - protecting and enhancing wildlife and the natural environment;
- e - minimising waste and pollution to land, air and water (including noise, vibration and light);
- f - siting and designing development to reduce the need to travel, especially by private car;
- g - reducing the need for new build by retaining and reusing existing buildings.

3.7 For the purposes of this policy, major development is defined as residential development of 10 or more dwellings or a site area of 0.5 hectares or more, or other developments where the new gross floor area is 1,000 square metres or more.

Promoting Design Quality

3/2 Setting of the City

Development will only be permitted on the urban edge if it conserves or enhances the setting and special character of Cambridge and the biodiversity, connectivity and amenity of the urban edge is improved.

3.8 The interface between the urban edge and the countryside is important to the setting and special character of Cambridge. In general terms the setting and special character of Cambridge is protected from inappropriate development by Green Belt designation. This policy applies to both Green Belt and areas not designated as Green Belt. Development is expected to enhance the amenity of the urban edge both visually and through improved public accessibility and to add to biodiversity. Proposals should take account of the character of their location by reference to the Historic Landscape Characterisation and the Cambridge Landscape Character Assessment. Open space must be created and stitched into the existing open space network and link the urban development with the countryside beyond. Tree and/or hedge planting will be required in advance of construction works where this will be beneficial to integrating the development into its surroundings.

3/3 Safeguarding Environmental Character

Development will be permitted if it respects and enhances the distinctive character and quality of areas identified in the Cambridge Landscape Character Assessment.

3.9 The historic evolution and character of Cambridge should help inform, and provide inspiration for, the form of new development. Reference should be made to the Historic Landscape Characterisation by Cambridgeshire County Council and the Cambridge Landscape Character Assessment so that they respond to their context and the key characteristics of their surroundings. The Character Areas identified are based on the Countryside Commission and English Nature's joint map Character of England: Landscape, Wildlife and Natural Features.

3/4 Responding to Context

Developments will be permitted which demonstrate that they have responded to their context and drawn inspiration from the key characteristics of their surroundings to create distinctive places. Such developments will:

- a - identify and respond positively to existing features of natural, historic or local character on and close to the proposed development site;
- b - be well connected to, and integrated with, the immediate locality and the wider City; and
- c - have used the characteristics of the locality to help inform the siting, massing, design and materials of the proposed development.

3.10 Cambridge has many distinctive qualities, which help to define the identity of the City as a whole and individual character of areas within the City. This includes its varied palette of building materials which helps define different character areas within the City. Development that responds to its context will ensure the creation of successful integrated development. Regard should be had to underlying archaeology.

3.11 A development which responds positively to its context is one which will either enhance areas of existing high quality, or will seek to introduce a new and distinctive character to areas of weaker character.

3.12 Proposals for development should use the Cambridge Landscape Character Assessment, the Conservation Area Appraisals, the County Historic Environment Record, and the (forthcoming) Historic Landscape Characterisation of Cambridgeshire as starting points to inform the key and desirable qualities to be retained or enhanced in the development.

3/5 Mixed Use Development

Developments which include a mix of complementary and compatible uses will be permitted when:

- a. residential accommodation can be provided in the redevelopment of major non-residential sites;
- b. accommodation for community facilities, retail and leisure uses can be provided in major residential developments;
- c. residential development on streets with a predominantly non-residential character include some ground floor non-residential floorspace and street frontage.

3.13 A mix of uses can help determine how well used a place is, and what economic and social activities it will support. Mixed use development can make the most of opportunities for higher density and intensive activity at locations with good access to public transport. A range of uses close to each other reduces the need to travel and contributes to environmental sustainability. A mix of uses may be appropriate at a variety of scales, within a neighbourhood, street or a building.

3.14 Mixed use areas help generate increased pedestrian activity, increase natural surveillance and improve community safety.

3.15 It is important that the new urban extensions are designed as sustainable, balanced communities, offering not only a place to live but also the necessary supporting facilities including open space and retail and leisure developments of an appropriate scale.

3/6 Ensuring Coordinated Development

The development of a site or of part of a site will only be permitted where it can be demonstrated that due consideration has been given to safeguarding

appropriate future developments on the remainder of the site or adjacent sites.

3.16 Land is a scarce resource and it is important that the best use be made of it. The release of land for development is necessary if the City is to continue to be a successful place in which to live and work. However if development is poorly planned and is not carried out in a coordinated and comprehensive way there is a chance that the special character of the City will be damaged, that infrastructure will not be provided to serve development when it is needed, that provision will not be made for necessary land uses and that the intention to make development sustainable will not be met. In some circumstances, development briefs may be prepared, or Masterplans required, to ensure the proper planning of complex sites.

3/7 Creating Successful Places

Development will be permitted which demonstrates that it is designed to provide attractive, high quality, accessible, stimulating, socially inclusive and safe living and working environments. Factors to be taken into account are:

- a - a comprehensive design approach which achieves good interrelations and integrations between buildings, routes and spaces;**
- b - the development of a hierarchy of streets which respond to their levels of use whilst not allowing vehicular traffic to dominate;**
- c - the creation of attractive built frontages to positively enhance the townscape where development adjoins public spaces and streets;**
- d - the orientation of buildings to overlook public spaces and promote natural surveillance;**
- e - the provision of active edges onto public spaces by locating entrances and windows of habitable rooms next to the street;**
- f - the provision of clearly distinct public and private spaces and the design of such spaces so that they are usable, safe and enjoyable to use;**

- g - the integration of affordable and supported housing in ways that minimise social exclusion;
- h - designs which avoid the threat or perceived threat of crime, avoid insecurity and neglect and contribute to improving community safety;**
- i - the use of high quality traditional and modern materials, finishes and street furniture suitable to their location and context;**
- j - a contribution to the improvement and enhancement of the public realm close to the development;**
- k - provision for the adequate management and maintenance of development;**
- l - the inclusion of public art within new developments; and**
- m - a consideration for the needs of those with disabilities to ensure places are easily and safely accessible.**

3.17 High quality public spaces, the public realm, are an important element of the overall design quality of the City. Successful places, which include streets, parks, and squares, provide the setting for everyday life and should be attractive and enjoyable environments available to everyone. Places which are well integrated with their surroundings and which have identified the opportunities and constraints of the site and its surroundings and which have responded to them in a positive way will be successful. New developments will be expected to improve and enhance the existing public realm as well as create successful new spaces.

3.18 The layout, scale and massing of development, together with the arrangement of its paving, planting, orientation, shelters, signage and street furniture and the way it is overlooked, as well as the routes which pass through it, will play an important role in determining how a place functions. These aspects, together with issues such as maintenance and security and creating socially inclusive developments will determine how popular, well-used and successful places will be in the future.

3.19 Well planned streets and spaces are fundamental to the creation of good quality development. New development should establish a sense of

place and community and should use the movement networks to enhance those qualities.

3.20 In the making of successful places it is not the street layout but the relationship of buildings to each other which should be paramount. Ideally the design of new developments should be based on a network of public spaces rather than a hierarchy of streets - the aim being to create layouts in which streets play their part but are not dominant elements. Streets should be designed to provide a forum for social interaction as well as facilitate movement. They should incorporate spaces, which can accommodate all sorts of activities, formal or informal, planned or spontaneous.

3.21 The design of the network should allow for easy and well-connected movement by pedestrians, cyclists and public transport to ensure that these modes have priority. This approach will ensure that any necessary traffic calming measures are fully integrated into the original design proposals.

3.22 New development will be expected to address or mitigate any impact they may have on community safety and the public realm.

3/8 Open Space and Recreation Provision Through New Development

All residential development will provide public open space and sports facilities in accordance with the Open Space and Recreation Standards. Provision should be on-site as appropriate to the nature and location of development or where the scale of development indicates otherwise through commuted payments to the City Council.

3.23 Open space is needed to provide for the outdoor recreation needs of residents. Its provision will 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 will 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 systems. 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.

3.24 Natural areas and wildlife are of considerable benefit to City living where access to natural greenspaces is often limited. Major development and urban extensions will include the creation of major new areas of public open space, which should include new habitats and habitat enhancement. Links between the open space in the City and the countryside are important and need to be strengthened. These areas provide opportunity to enhance natural habitats and increase public enjoyment.

3.25 The Open Space and Recreation Strategy includes a vision for open space, sport and recreation provision in Cambridge, guidance on type of provision required in different developments and schemes for enhancing existing open space. The further guidance and associated Masterplans produced for the Areas of Major Change will also include guidance for open space provision in the major urban extensions.

3.26 The Open Space and Recreation Standards included in Appendix A give the requirement for different types of open space and sports facilities. This includes provision for children and teenagers, playing fields, natural areas, allotments and formal indoor sports provision. Some of the open space provided will be outside the City boundary, and will include accessible countryside areas. Community facilities provided under Policies 5/13 and 5/14 will help to meet the need for informal indoor sports provision, providing venues for local community sport and recreation clubs. Where appropriate, other non-residential development, including major centres of employment, may require the provision of open space. This will be dealt with through masterplanning or design briefs.

3/9 Watercourses and Other Bodies of Water

Waterside or water-related development will be permitted if it is demonstrated that it would:

- a. complement and enhance the waterside setting;
- b. maintain or improve public access to and along the waterside;
- c. maintain and enhance the biodiversity of the watercourses and other bodies of water and their margins; and,
- d. in the case of recreational development there is sufficient capacity to accommodate additional usage of the waterway arising from the development.

3.27 The River Cam and other watercourses, as well as a variety of other water bodies such as the water-filled pits south of Coldham's Lane and Barton Road Pool, are important to the character and form of the City. They are rich in wildlife and offer important opportunities for leisure and recreation as well as providing a drainage function. It is important that any development proposed alongside these watercourses or that use the watercourses protects and, where possible, enhances this vital resource.

3.28 Increased recreational use of waterways is to be welcomed and encouraged. However, these benefits should only be sought if there will be no significant environmental damage. Existing and forecast usage will be taken into account when assessing proposals, which may lead to additional usage of a waterway. Site 3.01 is considered to be suitable for the creation of off-river moorings, subject to the nature and scale of development being consistent with the continued designation as Green Belt.

3/10 Sub-division of Existing Plots

Residential development within the garden area or curtilage of existing properties will not be permitted if it will:

- a - have a significant adverse impact on the amenities of neighbouring properties through loss of privacy, loss of light, an overbearing sense of enclosure and the generation of unreasonable levels of traffic or noise nuisance;**
- b - provide inadequate amenity space, or vehicular access arrangements and parking spaces for the proposed and existing properties;**
- c - detract from the prevailing character and appearance of the area;**
- d - adversely affect the setting of Listed Buildings, or buildings or gardens of local interest within or close to the site;**
- e - adversely affect trees, wildlife features or architectural features of local importance located within or close to the site; and**
- f - prejudice the comprehensive development of the wider area of which the site forms part.**

3.29 The provision of new dwellings within the curtilage of existing properties provides opportunities for additional homes in the City. While new residential accommodation is welcomed, the development of existing gardens or curtilages needs to be handled carefully in order to avoid creating new developments, which adversely affect the amenities of local residents or the character of the area.

3.30 Gardens represent an important part of the character and amenity value of many parts of the City. They can be important visually where they contribute to the street scene or to the openness and development pattern of an area. They can be important to biodiversity because they contribute to the network of greenspaces within the City, and often they can be important in their own right as miniature designed landscapes often planned as the setting. A list of Gardens of Local Interest in the City will be produced based on the survey work of the Cambridgeshire Gardens Trust.

3/11 The Design of External Spaces

External spaces and boundary treatments must be designed as an integral part of development proposals. Development will be permitted if it can be demonstrated that:

- a. the landscape design relates to the character and function of the spaces and surrounding buildings;
- b. existing features which positively contribute to the landscape, character and amenity of the site are retained and protected during construction;
- c. hard surfacing, street furniture and other landscape elements including lighting, are designed for ease of use by all users and with due regard to safety and an uncluttered appearance and are appropriate to their context; and
- d. provision is coordinated between adjacent sites and different phases of large developments.

3.31 The design of the space around buildings is as important as the design of the building. The purposes of landscape design are to help integrate the development into the surroundings and enhance the function, character and amenity of spaces and boundaries. Landscape proposals should retain existing features of value and incorporate these into the design proposals. This policy does not seek to control the design of individual gardens.

3.32 The design of all hard surfaces including areas subsequently adopted as highway will be required as an integral part of the proposal and must be of a high quality befitting the character of the surrounding area, and proposed use. The design of planting areas will be required as an integral part of the proposal with new trees, hedges, shrubs and grass areas. Species which enhance biodiversity will be sought where appropriate, for instance in major schemes and on boundaries. Further guidance will be provided in a Landscape Design SPD.

3/12 The Design of New Buildings

New buildings will be permitted where it can be demonstrated that they:

- a. have a positive impact on their setting in terms of location on the site, height, scale and form, materials, detailing, wider townscape and landscape impacts and available views;
- b. are convenient, safe, and accessible for all users and visitors; and
- c. are constructed in a sustainable manner, easily adaptable and which successfully integrate refuse and recycling facilities, cycle parking, and plant and other services into the design.

3.33 A new building should express its purpose, be well organised so that its operations and facilities are conveniently located, be legible, secure and feel safe for users and strangers. It must be fully accessible for all those who will use and visit the building. It should be energy efficient in terms of its construction and running costs.

3.34 The materials to be used in the construction should be suitable for their purpose and setting. The durability of materials, how they will weather and their resistance to graffiti and accidental damage are important. The building should be easy to adapt to reflect the changing needs of the user and capable of easy adaptation to a new use. All the necessary environmental services, plant, recycling and refuse storage, bicycle and other storage must be successfully integrated into the building, be secure and located conveniently but unobtrusively.

3.35 The building should contribute to the sense of place from the day it is built and as it ages. This can be achieved in a number of ways including closely following historic precedents in the locality, by building a contemporary design using traditional materials or in more diverse contexts by providing a clearly contrasting style.

3.36 What makes a good building can be a subjective issue. However, a considerable amount of guidance has been produced on building design in recent years and gradually a consensus is emerging on the key issues. Consequently building designers will need to demonstrate that they have followed appropriate design methodologies in arriving at their final design.

3/13 Tall Buildings and the Skyline

New buildings which are significantly taller than their neighbours and/or roof-top plant or other features on existing buildings, will only be permitted if it can be demonstrated that they will not detract from:

- a. local residential amenity;
- b. Ancient Monuments and their settings;
- c. Listed Buildings and their settings;
- d. Conservation Areas and their settings;
- e. historic landscapes and their settings; and
- f. key vistas, the skyline and views within, over and from outside the City.

3.37 Tall buildings need to be considered very carefully. Well designed and carefully positioned buildings can become valued landmarks - St John's College Chapel, the Roman Catholic Church, the University Library and the chimneys at the Museum of Technology being the most obvious. Tall buildings can also contribute to achieving higher density developments in appropriate locations. Other tall buildings are less successful, and their visual dominance is often made worse by accretions of roof-top plant, masts and other paraphernalia.

3.38 Within the historic core, buildings rarely exceed six domestic storeys in height. Taller buildings will therefore need to be carefully considered. Guidance is given in the Conservation Area Appraisals. In other parts of the City, buildings are often much lower. Whilst there may be scope for taller

buildings suitable for their use, which act as landmarks or focal points, their impact on their immediate and wider surroundings, including their effect on residential amenity, must be fully evaluated in any submission.

3.39 In a tight and compact City, the roof is often the only place where plant can be easily located and so it is important to assess whether the building could rely on natural ventilation. Where roof-top plant is needed it should be well designed, discreetly located and the impact on the skyline and wider views fully evaluated in any application. When designing new buildings, it is important that any roof-top plant is designed as part of the building and accurately shown on any submission. Applications showing only vague outlines of prospective roof-top plant enclosures will normally be refused.

3.40 Views over the City can be gained from areas such as the Gogs and Lime Kiln Hill from the south, or parts of the M11 from the west. Such vistas are described in the Cambridge Landscape Character Assessment. Within the City there are some important more localised views, including those from the Castle Mound and those across key open spaces such as Midsummer Common and Lammas Land and the famous views of the University Colleges across the Backs. These and other more restricted views are identified in the Conservation Area Appraisals.

3/14 Extending Buildings

The extension of existing buildings will be permitted if they:

- a. reflect or successfully contrast with their form, use of materials and architectural detailing;
- b. do not unreasonably overlook, overshadow or visually dominate neighbouring properties;
- c. retain sufficient amenity space, bin storage, vehicular access and car and cycle parking; and

- d. do not adversely affect listed buildings or their settings, the character or appearance of conservation areas, gardens of local interest, trees or important wildlife features.

3.41 The extension of buildings helps to make the most efficient use of land, can extend the life of buildings and often provides the only way that needed accommodation can be provided. It is a form of sustainable development. However, such extensions can have a negative impact upon amenity unless they are carefully designed. Supplementary Planning Guidance gives guidance on design, how an extension can be made subsidiary to the main building, how a successful relationship with neighbouring properties can be achieved and gives pointers on how the design can ensure adequate light levels into rooms and surrounding spaces.

3/15 Shopfronts and Signage

Works to shopfronts, signage and shop security measures will be permitted which:

- a. contribute to the design and character of the building and its surroundings; and
- b. complement the quality of the built environment.

3.42 High quality design is important to the success of Cambridge as a Sub-regional shopping and service centre and to maintain its thriving District and Local shopping centres. The Cambridge Shopfront Design Guide SPG has been instrumental in improving the quality of design to retail premises in the City. It gives clear guidance on all aspects of shopfront, signage, illumination, canopy and security design whilst not stifling innovative approaches.

Chapter 4: Conserving Cambridge

Objectives

- 1 To ensure that the unique qualities of the City and the character of its urban and open areas are safeguarded and maintained for the future.
- 2 To ensure the City has a strong green structure with an accessible network of green spaces rich in biodiversity.
- 3 To protect open spaces, buildings and other features which contribute to the setting, character and enjoyment of the City.

Introduction

4.1 This chapter contains policies relating to the protection of the City's historic buildings, streetscapes, open spaces and biodiversity.

4.2 The setting of Cambridge and its open spaces are an essential part of the character and quality of Cambridge. The protection of these and the features within them is essential if Cambridge is to maintain that quality.

4.3 The centre of Cambridge is remarkable for its range of great and small historic buildings. The special character of the City owes much to the juxtaposition of grand College architecture and smaller scale buildings and open spaces. Any development must be based on a clear understanding of the buildings and their context.

4.4 This chapter also seeks to protect Cambridge's environment from pollution and flooding by carefully controlling development.

Protecting the Natural Environment

4/1 Green Belt

There is a presumption against inappropriate development in the Cambridge Green Belt as defined on the Proposals Map.

4.5 The purposes of the Green Belt are to:

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

The Green Belt preserves the setting and special character of Cambridge including corridors which penetrate the built area and which are valuable for amenity and wildlife. It provides opportunities for outdoor sport and recreation. It is for those proposing development in the Green Belt to show the special circumstances to justify development. Proposals that will increase public access, improve amenity and enhance biodiversity will be supported. In considering any applications in the Green Belt regard will be had to relevant national planning policy guidance.

4/2 Protection of Open Space

Development will not be permitted which would be harmful to the character of, or lead to the loss of, open space of environmental and/or recreational importance unless the open space uses can be satisfactorily replaced elsewhere and the site is not important for environmental reasons.

4.6 Open space is an essential part of our natural resource base, making a significant contribution to the setting, character, amenity and biodiversity of the City and local communities. Open space protected under this policy includes commons, recreation grounds, Historic Parks and Gardens, sites with nature conservation designation, outdoor sports facilities, provision for children and teenagers, semi-natural green spaces, allotments, urban spaces and cemeteries. Although the majority are public open spaces, private spaces that contribute to the character, environmental quality or biodiversity of the area are protected. These spaces are often contiguous and have an important linking role as conduits for wildlife and for access by foot and cycle and recreation opportunities. Many have a dual importance, both for the contribution they make to leisure provision and for their environmental importance. Some still retain evidence of significant historic land use patterns.

4.7 Open spaces protected under this policy are:

- areas designated as Green Belt on the Proposals Map;
- areas designated Protected Open Space on the Proposals Map; and
- undesignated areas which fulfil at least one of the Criteria to Assess Open Space included in the Plan. This has separate criteria for Environmental and Recreational Importance.

4.8 Only proposals which respect the character of these areas, and improve amenity, enhance biodiversity, improve sports facilities or increase public access will be supported. Further guidance on this is included in the Open Space and Recreation Strategy.

4.9 The Open Space and Recreation Strategy includes an assessment of sites identified on the Proposals Map. This shows whether each site is important for environmental and/or recreational reasons.

4.10 There is currently very little recreational open space surplus to requirements, as set out in the Open Space and Recreation Strategy. The

majority makes a major contribution to the recreational resources of the local area and could not be recreated elsewhere. In the exceptional circumstance that the open space uses could be replaced elsewhere, and the land is not important for environmental reasons, planning permission will only be granted if an equivalent and equally convenient area is secured.

4/3 Safeguarding Features of Amenity or Nature Conservation Value

Development proposals should seek to enhance features of the landscape which are of importance for amenity or nature conservation. Development resulting in adverse effects on or loss of those features will not be permitted unless this is unavoidable and there are demonstrable and overriding wider public benefits. Where damaging development is permitted, the Council will require:

- a - mitigation measures to minimise the adverse effects;
- b - reinstatement or equivalent replacement of the feature affected; and
- c - proposals for long term management.

4.11 Where the loss of features of amenity and/or nature conservation value is unavoidable their reinstatement or replacement will be required. The long term management of such features will be secured through the use of planning obligations.

4.12 Prior to development taking place, a full and comprehensive evaluation of the proposed development site should be carried out to look at the site and consider the impact that proposals will have on the immediate and wider context. The removal of positive features will result in a reduction of amenity. The removal or partial removal of features of nature conservation value, including trees, hedgerows, scrub and watercourses and bodies results in the fragmentation of wildlife habitats and will affect the biodiversity. Any features or sites identified as being important to nature conservation but not on the

Proposals Map will be reviewed against the Criteria for Designation of County Wildlife Sites and City Wildlife Sites.

4.13 In some cases the removal of such features is unavoidable due to the need for development that will be of long-term benefit to Cambridge. Where appropriate the features should be reinstated following development, or new or enhanced features incorporated into the development proposals.

Management plans will be required to secure their future.

4.14 Development which would result in the culverting, channeling or diversion of watercourses will be resisted. The modification of watercourses can be damaging in both ecological and visual terms and have implications for maintenance and flooding. Developers should liaise with the Environment Agency, Internal Drainage Board, Anglian Water and the City Council at an early stage regarding development that may impact upon watercourses and waterbodies.

4.15 Where development proposals adjoin a watercourse which has been culverted, the restoration of an open watercourse with natural bank profiles will normally be sought.

4/4 Trees

Development will not be permitted which would involve the felling, significant surgery¹ or potential root damage to trees of amenity or other value unless there are demonstrable public benefits accruing from the proposal which outweigh the current and future amenity value of the trees. When felling is permitted, appropriate replacement planting will be sought wherever possible.

¹ Either now or in the foreseeable future

4.16 Trees on, or affected by, development sites are a material consideration in the determination of applications. They are an important facet of the townscape and landscape and the maintenance of a healthy and species diverse tree cover brings a range of health, social and microclimate benefits.

4.17 When assessing development close to trees, not only the current but also the likely future effect on the health of the trees will be important. For example, providing habitable rooms close to maturing trees may result in a need for significant surgery to the trees in the future which would have been obviated if the building had been located to give the tree room to grow at the outset.

4.18 The maintenance of trees requires great care. Consequently, the City Council will produce a Supplementary Planning Document on tree protection. This will explain the principles of tree care during the design and construction of buildings and engineering works in more detail and will advise developers how to satisfy the requirements of policy.

4.19 There are occasions where felling, or significant surgery to trees, is acceptable. In such cases the amenity value of the tree, its condition and potential life will be weighed against the safety from its removal, the protection of other important site features or any more general benefits of a new development. When felling is approved, the replanting of an appropriate tree species in the vicinity will normally be required unless this is impractical due for example to the restricted nature of a site.

4/5 Protection of Sites of National Nature Conservation Importance

Development will not be permitted if it will have an adverse impact upon a Site of Special Scientific Interest (SSSI) identified on the Proposals Map.

4.20 Sites of Special Scientific Interest represent key areas of national or international importance identified because of their special fauna, flora, geological or physiographical features. There are currently two sites in Cambridge:

- Cherry Hinton Pit notified for plant species and habitat which has almost disappeared from the eastern counties of England; and
- Traveller's Rest Pit, which is notified because of its geology.

4.21 Where development is proposed within, or adjoining, or which will otherwise affect SSSIs, the proposal will be referred to English Nature. A comprehensive survey of the historic and existing scientific importance, an appropriate assessment of the impact of the proposed development and details of measures to protect and enhance the habitat or features identified will be required. Where full protection cannot be satisfactorily achieved development will not be permitted.

4/6 Protection of Sites of Local Nature Conservation Importance

Development will not be permitted if it will have an adverse impact on a Local Nature Reserve (LNR), a County Wildlife Site (CWS), or a City Wildlife Site (CiWS) unless it can be clearly demonstrated that there are reasons for the proposal which outweigh the need to safeguard the substantive nature conservation value of the site. Where development is permitted, proposals should include measures to minimise harm, to secure suitable mitigation and/or compensatory measures, and where possible enhance the nature conservation value of the site affected through habitat creation and management.

4.22 Local Nature Reserves are selected and managed by the City Council to conserve, and where possible, enhance existing habitat and species for enjoyment and education. National and Local Biodiversity Action Plan (BAP)

targets are a high priority for habitat conservation and management. There are currently five sites in Cambridge, identified on the Proposals Map:

- Paradise;
- Barnwell East;
- Barnwell West;
- Limekiln Close and West Pit; and
- Bramblefields.

4.23 A Nature Conservation Strategy will be prepared and adopted as SPD. Further LNRs will be declared in line with the priorities in the Nature Conservation Strategy.

4.24 In addition there are currently 15 County Wildlife Sites and 50 City Wildlife Sites within the City, which are identified on the Proposals Map. County and City Wildlife Sites represent areas of County and local interest of fauna and flora. They are assessed according to the Criteria for the Designation of County and City Wildlife Sites to be included in SPD.

4.25 Planning proposals for locally designated nature conservation sites must conserve and/or enhance biodiversity. Where development is proposed within, adjoining or which will otherwise affect a locally designated nature conservation site, a comprehensive survey of the historic and existing scientific importance, an appropriate assessment of the impact of the proposed development and details of measures to protect and enhance the habitat or features identified will be required.

4.26 Where full protection cannot be satisfactorily achieved, it is for the developer to demonstrate that there is potential to achieve biodiversity of equal worth through appropriate habitat management, enhancement and creation, and relocating flora and/or fauna. The developer must show where, and specify how, this can be achieved and provide a management plan to demonstrate long term success. Emphasis should be placed on Local Habitat Action Plans (LHAPs) and Local Species Action Plans (LSAPs).

4.27 Where development is permitted, planning obligations or conditions will be required to ensure damage to the nature conservation value of the site or feature is kept to a minimum and agreed mitigation and compensatory measures are implemented.

4/7 Species Protection

Sites, including buildings, which support species protected by English or European Law, will be safeguarded from development proposals which would destroy or adversely affect them. Planning permission for the development of such sites will not normally be granted unless there is an overriding need for the development. If development is allowed, planning conditions and/or obligations will be imposed to:

- a. facilitate the survival of individual members of the species;
- b. reduce disturbance to a minimum; and
- c. provide adequate alternative habitats to sustain at least the current levels of population of the species.

4.28 Some plants, animals and habitats are specifically protected by law.

They include:

- those species listed in Annex IV of the EC Habitats Directive 92/43/EC and Annex 1 of the EC Birds Directive 79/409/EEC;
- protection of badgers under the Protection of Badgers Act 1992;
- those species listed in Schedules 1, 5 and 8 of the Wildlife and Countryside Act 1981 (as amended).

Even if permission is granted, a protected species licence may be needed from English Nature (UK species) or DEFRA (European species).

4.29 Where development is proposed within or adjoining an occupied site, or which will otherwise affect a protected species or a species listed in Cambridgeshire's Local Biodiversity Action Plans, an assessment of the following will be required:

- current status of the species population;
- its use of the site and other habitats;
- the impact of the proposed development on legally protected species and their habitat and Cambridgeshire Action Plan Species; and
- details of measures to fully protect the species identified.

In some cases, this may lead to the rejection of proposals, but in others it may be appropriate to impose planning conditions and/or planning obligations that would prevent harm.

4.30 The aim is to leave the species in situ. If this is not possible the species population may be transferred to an alternative location as long as it can be demonstrated that no harm will occur to the population being moved or to the species and habitats of the receptor site. A management plan must be provided to show how this will be achieved in the long term. These requirements will be secured through a planning obligation.

4/8 Local Biodiversity Action Plans

Rare or vulnerable habitats identified in Cambridgeshire's Local Biodiversity Action Plans, and habitats which support species identified in those Plans, will be protected from harmful development. Such development will not be permitted unless the need for it outweighs the harmful effects. Where such development is permitted, proposals should include measures to minimise harm and mitigate the harmful impacts.

4.31 Plants, animals and habitat that are rare or vulnerable within the area have been identified in Cambridgeshire's Local Biodiversity Action Plans for:

- rivers and wetlands
- dry grassland
- cities, towns and villages
- trees and woodlands

- farmland

Rare or threatened habitat and habitat which contains species such as Fen Ragwort, Cambridge Milk Parsley, Fen Raft Spider, Reed Leopard Moth, Great Crested Newt, Stone Curlew, Dormouse and Otter will be protected or enhanced. See paragraph 4.29 for the assessment required.

Protecting the Built Environment

4/9 Scheduled Ancient Monuments / Archaeological Areas

Proposals affecting Scheduled Ancient Monuments or other important archaeological remains and their settings must be accompanied by a full assessment of the nature and importance of the remains and the impact of the proposals on them as part of the application.

When the remains or their settings are deemed to be of national importance, they should be preserved in situ and development damaging them will not be permitted.

In other cases, development will be permitted where deposits are being left undisturbed or impacts mitigated to an acceptable level and detailed arrangements for the recording, publication and archiving and/or display of and access to any artifacts are secured.

4.32 The desirability of preserving ancient monuments and their settings is a material planning consideration. Information on the archaeology of much of the historic core of Cambridge is available in an Urban Archaeological Database (UAD). The Historic Core Conservation Area Appraisal will contain specific archaeological guidance. Those involved in the development of sites

need to have an early understanding of the potential for archaeological remains to be found on site.

4.33 Where the likelihood of archaeological remains exists, a project brief will normally be prepared by the County Council and endorsed by the City Council. The developer will then employ an archaeological consultant to carry out a thorough investigation based on this brief prior to the start of the development.

4.34 It is important that any findings are properly recorded and the information disseminated. This would include ensuring that the information is added to the UAD and copies of any reports lodged with the County Records Office, Cambridgeshire Collection and the City Council.

4/10 Listed Buildings

Development affecting Listed Buildings and their settings, including changes of use, will not be permitted unless:

- a. it is demonstrated that there is a clear understanding of the building's importance in the national and Cambridge context including an assessment of which external and internal features and aspects of its setting are important to the building's special interest; and
- b. the proposed works will not harm any aspects of the building's special interest or the impacts can be mitigated to an acceptable level for example by being easily reversible; or
- c. where there will be an impact on the building's special interest, this is the least damaging of the potential options and there are clear benefits for the structure, interest or use of the building or a wider public benefit; and
- d. features being altered will be reused and/or properly recorded prior to alteration.

- e. Works for the demolition of Listed Buildings will not be permitted unless:
- f. the building is structurally unsound for reasons other than deliberate damage or neglect; or
- g. it cannot continue in its current use and there are no viable alternative uses; and
- h. wider public benefits will accrue from redevelopment.

4.35 The desirability of preserving Listed Buildings and their settings and features of special architectural or historic interest which they possess is a material planning consideration.

4.36 It is vital that applicants fully understand the importance of the building before considering alterations and that the full potential impacts of the works are clearly understood. It is particularly important that the full impact of modern building standards concerning such aspects as fire prevention, sound and thermal insulation and disabled access are properly addressed at the earliest design stage. Pre-application meetings are strongly recommended to ensure that conflicting standards can be accommodated without jeopardising the special interest of the building.

4.37 Applicants considering works to Listed Buildings are advised to read *Informed Conservation* (English Heritage 2001) and *BS 7913 Guide to the Principles of the Conservation of Historic Buildings* (1998) before considering works.

4.38 Cambridge does not have a legacy of derelict historic buildings and demolition of Listed Buildings will rarely be justified. To demonstrate that a building has no viable alternative use, it would be necessary for the building to be advertised on the open market at a realistic price and be demonstrated that no sensible interest was shown in the building.

4/11 Conservation Areas

Developments within, or which affect the setting of or impact on views into and out of Conservation Areas, will only be permitted if:

- a. they retain buildings, spaces, gardens, trees, hedges, boundaries and other site features which contribute positively to the character or appearance of the area;
- b. the design of any new building or the alteration of an existing one preserves or enhances the character or appearance of the Conservation Area by faithfully reflecting its context or providing a successful contrast with it; and
- c. a new or intensified use will not lead to traffic generation or other impacts which would adversely affect the Area's character.

Outline applications will not be accepted in Conservation Areas.

4.39 When considering applications, which are within or affect the setting, or views into and out of a Conservation Area, the desirability of preserving or enhancing the Area's character or appearance is a material consideration.

4.40 When considering the demolition of buildings, which contribute positively to the character of a Conservation Area, the same tests that would apply to the demolition of a Listed Building will be applied (see Policy 4/10).

4.41 Cambridge's Conservation Areas are relatively diverse. Consequently the City Council is committed to the systematic appraisal of its Conservation Areas and these appraisal documents define the individual Area's special character and include guidance for preserving and enhancing this as SPG/SPD.

4/12 Buildings of Local Interest

Although not statutorily listed, Buildings of Local Interest merit protection from development which adversely affects them. The demolition of such a building will only be permitted if the building is demonstrably incapable of beneficial use or reuse or there are clear public benefits arising from redevelopment. Applications for planning permission to alter such buildings will be considered in the light of the Council's approved Guidance on Alterations and Improvements to Buildings of Local Interest.

4.42 There are over 1,000 buildings in Cambridge which, although unlikely to meet current criteria for statutory listing are nevertheless important to the locality or the City's history and architectural development.

4.43 Guidance on the approach to be adopted when considering works to such buildings, and the criteria by which buildings will be added to the list in future, were produced and agreed by the Council as material considerations in 2005.

4.44 Although these are not statutorily Listed Buildings, the Building Regulations do allow a more flexible approach to meeting the required standards to be adopted when altering Buildings of Local Interest. Applicants should not rigorously seek to follow the Building Regulations where this would damage a key feature of interest.

Pollution and Flood Protection

4/13 Pollution and Amenity

Development will only be permitted which:

- a. does not lead to significant adverse effects on health, the environment and amenity from pollution; or

- b. which can minimise any significant adverse effects through the use of appropriate reduction or mitigation measures.

Proposals that are sensitive to pollution, and located close to existing pollution sources, will be permitted only where adequate pollution mitigation measures are provided as part of the development package.

4.45 Pollution can arise from many sources and activities including traffic and transport, industrial processes, energy generation, agriculture, and waste storage/treatment. Land and groundwater can present a potential source of pollution if they have been contaminated by previous land uses. Polluting substances can enter and affect air, land and water. Pollution also includes light, noise, vibration, odour, and heat. This policy relates to pollution from all potential sources, and in any potential form, and protects amenity, particularly in residential areas.

4.46 Consideration will be given as to whether proposals for new pollution sensitive development would be compatible with existing or proposed activities. Development will not be permitted in areas that are, or are expected to become, subject to levels of pollution that are incompatible with the proposed use.

4.47 However, it is not the role of the Local Plan to prevent all forms of development that may result in some measure of pollution, but rather to control development that may have significant adverse environmental effects. The Plan does not seek to duplicate controls that are the statutory responsibility of the pollution control agencies.

4.48 The potential risk and significance of pollution will be considered when assessing planning applications. Prevention of pollution is better than mitigation. Consultation with the various pollution control agencies including the Environment Agency, The Health and Safety Executive and the Environmental Health Section of the City Council will be necessary when

considering proposals for potentially polluting development or other development near to an existing or proposed source of pollution.

4.49 Conditions will be applied to planning permissions to secure appropriate pollution prevention or mitigation measures, where required. In all cases, the adoption of 'best available techniques' for pollution prevention or mitigation measures should be applied.

4/14 Air Quality Management Areas

Development within or adjacent to an Air Quality Management Area (AQMA) will only be permitted if:

- a. it would have no adverse effect upon air quality within the AQMA; or
- b. air quality levels within the AQMA would not have a significant adverse effect on the proposed use/users.

4.50 The planning system has a role to play in the protection of air quality by ensuring that land use decisions do not adversely affect the air quality in any AQMA, or conflict with or render ineffective any elements of a local authority's air quality action plan. The planning system also has a role to play in protecting sensitive uses from poor air quality. For each declared AQMA³, the City Council must draw up an action plan, which sets out the various measures, together with target dates, by which it aims to meet air quality standards.

4.51 There is currently one AQMA declared within Cambridge. Development proposals within or adjacent to an AQMA will be controlled so as to prevent a further deterioration of air quality within the AQMA, and to protect the occupiers of development proposals from the potential adverse effects of poor

³ Local authorities are required under Part IV of the Environment Act 1995 to establish Air Quality Management Areas (AQMA) in areas where air quality standards or objectives are not being met, or are not anticipated to be met.

air quality. Development proposals outside and not directly adjacent to an AQMA, but which may have an impact on the AQMA by generating significant pollution within this area, will also be considered in relation to this policy. All applications will need to be supported by such information as is necessary to allow a full consideration of the impact of the proposal on the air quality of the area and developers may be required to provide appropriate pollution prevention or mitigation measures.

4.52 To address air quality on a wider scale, the City Council is currently working with Cambridgeshire County Council and other District Councils to develop a County-wide Air Quality Strategy.

4/15 Lighting

Development proposals which include new external lighting or changes to existing external lighting, should provide details of the lighting scheme demonstrating that:

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

4.53 The lighting of new developments must be carefully designed to ensure that areas are appropriately lit, whilst avoiding or minimising light pollution. Excessive lighting reduces the visibility of the night sky, is a waste of energy, and can harm residential amenity by disturbing people's sleep. It can also disturb wildlife and be visually intrusive in the landscape.

4.54 Details of the proposed lighting scheme should be submitted with the planning application. Lights should be carefully selected and sited for their

purpose, directed only onto the area where they are needed, and where necessary shielded by way of appropriate landscaping. Particular care will need to be taken with floodlighting of sports pitches. Where appropriate, the Council will use conditions to control lighting, including limiting the hours of illumination.

4.55 The Cambridge Lighting Strategy (1999) sets out a lighting vision for Cambridge City Centre, and provides advice on avoiding light pollution. The City Council supports the lighting of landmark buildings and public spaces in line with this strategy, where it is carried out in a sensitive way avoiding light spillage.

4/16 Development and Flooding

Development will not be permitted:

- a. in an area with an unacceptable risk of flooding;
- b. if it would increase the risk of flooding elsewhere; or
- c. if it would have a detrimental effect on flood defences or inhibit flood control and maintenance work.

4.56 Flood Zones are shown on the Proposals Map. There is an initial presumption against development within the Flood Zones. The most recent indicative floodplain maps will be relevant in planning decisions (available on the Environment Agency's website). Proposals for development in such areas will be required to demonstrate that the development (and its means of access) are not at risk of flooding and do not increase the risk of flooding elsewhere. The flood plain is also important in terms of landscape setting, biodiversity and for informal recreation. These functions are protected by other policies in the Plan.

4.57 However, not all development within the Flood Zones will necessarily be prevented. Proposals that are within appropriately defended areas may be permitted. Similarly, some forms of development that do not consume a significant amount of storage capacity and/or do not interrupt the flow of floodwater may be permitted, although account will be taken of the potential for cumulative impact of flood storage capacity arising from a series of small developments. In addition, other development may be permitted where flood mitigation measures are provided.

4.58 Where flood alleviation works form a necessary pre-condition of development, such works must normally be fully funded by the developer, through a planning obligation covering the required works and providing for future maintenance.

4.59 The Environment Agency will be consulted on all proposals in and adjacent to the Flood Plain and will advise on the acceptability of the proposal. If further information is required or any flood risk issues remain, the developer will be required to carry out a Flood Risk Assessment (FRA).

4.60 All development has the potential to increase surface water runoff. This can give rise to problems of increased flooding and pollution as well as the depletion of groundwater flows. Therefore, it is preferable to manage surface water runoff on site where possible through the use of sustainable drainage techniques. Sustainable drainage systems (SuDS) have the benefits of reducing flooding, enhancing groundwater recharge, improving water quality and can contribute to biodiversity and amenity value. A range of solutions can be employed including swales, lagoons, permeable paving, green roofs and reed beds, depending upon the nature of the proposed development and site characteristics.

4.61 The City Council supports sustainable drainage systems, which maintain or reduce pre-development rates of runoff and will seek advice from the Environment Agency to determine allowable rates of runoff. Developers will be required to demonstrate that runoff will be controlled to those levels in perpetuity after development. Guidance on the use of sustainable drainage systems is given in our Sustainable Development Guidelines SPG (2003).

4.62 In designing sustainable drainage systems, developers must provide for the maintenance of such schemes. These will normally be fully funded by the developer, through a planning obligation covering the required works and providing for future maintenance.

Chapter 5: Living in Cambridge

Objectives

- a. To provide new housing and community facilities to meet the needs of the City and to contribute to meeting the needs of the Cambridge Sub-region.
- b. To retain existing housing and needed community facilities.

Introduction

5.1 This chapter contains policies relating to the provision of housing and community facilities such as schools, health centres and hospitals, community halls, places of religious worship and childcare facilities. The intention is to increase the number of houses being built that people can afford to buy or rent and to provide well-located and accessible community facilities. Meeting this challenge successfully will help ensure a better quality of life for residents across the City and the Cambridge Sub-region and help foster healthy, prosperous and sustainable communities.

Housing

5/1 Housing Provision

Provision is made for an increase of 12,500¹ dwellings (net) over the period 1999-2016. This will comprise approximately 6,500 dwellings within the urban area and 6,000 in the urban extensions.

Sites of 0.5 hectares or more proposed for residential development and the urban extensions are identified in the Proposals Schedule and on the Proposals Map. These sites and provision are safeguarded and development for alternative uses will not be permitted except:

- a. as provided for in Policies 9/4 to 9/9 or the proposals schedule; or
- b. for additional floorspace for established firms for their own occupation and use on their existing site.

Proposals for housing development on windfall sites will be permitted subject to the existing land use and compatibility with adjoining uses.

¹This provision does not include student units or other non self-contained dwellings.

5.2 The ability of the City to accommodate more housing is based on the findings of the Cambridge Urban Capacity Study 2002 and on a review of the Green Belt. The provision of additional housing will help to meet housing needs where residents will be closer to services and jobs and so have less need to use the car.

5.3 A number of sites identified for residential development are currently occupied by other land uses such as industry. Housing is the preferred use if these sites come forward for development, which constitutes a change from their primary lawful use. This will not prejudice existing uses remaining on these sites and expanding or reorganising their premises.

5.4 The housing requirement will be achieved in the following ways. Note that other windfall sites may come forward that have not been identified in the Urban Capacity Study.

Table 5.1: Housing Supply 1999 - 2016

Source	Dwelling
Dwellings built 1st July 1999 - 31st March 2002	451
Discounted Permissions at 31st March 2002 ¹	2,378
Discounted potential capacity from the Urban Capacity Study ²	3,671
In the urban extensions ³	6,000
Totals	12,500

¹ Including capacity on implemented but not completed sites, extant unimplemented planning permissions as at 31st March 2002 (discounted by 10%), and sites with resolutions to grant planning permission subject to a planning obligation not otherwise included in the monitoring of planning permissions (discounted by 10%).

² The undiscounted identified capacity is 8,018 dwellings.

³ Identified on the Proposals Map and in Policies 9/4 to 9/8, the land to be released from the Green Belt includes a significant reserve of land for the post 2016 period. Any land not needed for development before 2016 to meet the housing requirement will be safeguarded for the period after 2016.

5/2 Conversion of Large Properties

The conversion of single residential properties and the conversion of non-residential buildings into self contained dwellings will be permitted except where:

- a. the residential property has a floorspace of less than 110 square metres¹;
- b. the likely impact upon on-street parking would be unacceptable;
- c. the living accommodation provided would be unsatisfactory;
- d. the proposal would fail to provide for satisfactory refuse bin storage or cycle parking; and

- e. the location of the property or the nature of nearby land uses would not offer a satisfactory level of residential amenity.

¹Calculated from the building footprint measured externally, multiplied by the number of whole floors, excluding basements, conservatories, and lofts.

5.5 The conversion of large properties into additional dwellings makes a useful contribution towards new housing provision, particularly for the identified need for smaller dwellings. However, it is also recognised that unrestricted conversion could lead to the loss of existing dwellings suitable for family occupation. The residential accommodation provided should reach a satisfactory standard and not be located in areas where residential amenity would be at risk. The reference in the policy to the conversion of single residential properties will discourage the horizontal conversion of two houses both below 110 square metres into smaller self contained dwellings. Such conversions cannot offer the same standard of residential amenity as the original houses particularly in respect of noise transmission between dwellings. This policy does not prevent the permanent extension of a house to satisfy the 110 square metre criterion provided that the extension itself is acceptable.

5/3 Housing Lost to Other Uses

The change of use of buildings originally built as housing but currently in a non-residential use, to any use other than housing, will not be permitted except where:

- a. the living accommodation provided would be unsatisfactory;
- b. the location of the property or the nature of nearby land uses would not offer a satisfactory level of residential amenity;
- c. necessary for the provision of community facilities for which there is a need in Cambridge.

5.6 Over the years many properties in the City Centre and elsewhere which were originally built as housing have changed to use as offices, hotels and community facilities. The reversion of these properties to housing will help to meet the demand for housing in the City, and particularly in the City Centre where additional residents will add to its vitality and the feeling that it is a safe place, particularly at night.

5/4 Loss of Housing

The redevelopment of existing dwellings or the change of use of residential accommodation to other uses will not be permitted unless it can be demonstrated that:

- a. the property is unfit for human habitation and cannot be rehabilitated;
- b. it is a subsidiary part of a non-residential property without any practical means of separate access being provided;
- c. it is a Listed Building which can best be preserved through change of use;
- d. it is necessary for the provision of community facilities for which there is a need in Cambridge; or
- e. the lost accommodation is replaced by at least an equivalent amount of new residential floorspace. Such provision will be made on site unless otherwise agreed.

5.7 The retention of existing housing is as important as the provision of new housing in meeting housing needs. Land is a scarce and expensive resource and opportunities exist to make better use of it by the redevelopment of existing dwellings to provide additional residential accommodation.

5/5 Meeting Housing Needs

Housing developments¹ on sites² of 0.5 hectares or more and all developments including an element of housing which have 15 or more dwellings will only be permitted if they provide an agreed mix of affordable housing types³ to meet housing needs. The Council will seek as affordable housing 40% or more of the dwellings or an equivalent site area⁴. The precise amount of such housing to be provided on each site will be negotiated taking into account the viability of the development, any particular costs associated with the development and whether there are other planning objectives which need to be given priority. The occupation of such housing will be limited to people in housing need and must be available over the long term. Provision will be made on site unless otherwise agreed.

¹Including the provision of retirement homes for sale.

²This policy applies to all sites, including windfalls, which satisfy the threshold criteria.

³Affordable housing types are social rented, intermediate rented, low cost home ownership and include affordable supported housing and housing for key workers.

⁴An equivalent site area will comprise the area which would have been occupied by the dwellings and indicates the site provision needed if the affordable housing is to take the form of supported housing such as a hostel, group home or residential institution.

5.8 The availability of housing that is affordable and accessible to those in housing need is a major and growing problem in Cambridge and the Cambridge Sub-region. The Cambridge Housing Needs Survey 2002 identified that there was a backlog of housing need of 297 households. In addition, there are a further 1,564 households per year falling into housing need. It is estimated that there will be a supply of affordable housing, primarily through re-lets of existing properties, of 889 units per year. Advice from Government is to meet the backlog over 5 years. The yearly net

affordable housing requirement is estimated at 734 units per year or 3,670 dwellings. The survey advises that the Government best practice guide methodology suggests a target for affordable housing of 80% of all new dwellings (assuming no minimum site size threshold). However, it recommends that taking into account custom and practice, a target of 50% would be justifiable in Cambridge. Additional evidence relating to the needs of key workers in the Cambridge Sub-Region Key Worker Housing Research Report 2003 shows a yearly key worker housing demand in Cambridge of 295 units of which 247 are related to Addenbrooke's Hospital. A target of "40% or more", which would reflect the requirements of the Structure Plan, is considered to be a more realistic and achievable target to include in the Policy than that recommended by the Housing Needs Survey.

5.9 Affordable housing is housing provided for people who cannot afford to rent or buy housing locally to meet their housing needs. It includes affordable supported housing. It must be provided for the long term to meet existing and future needs. Affordable housing can include all the following tenures:

- **Social rented housing:** housing provided at below market rents at levels controlled by the Housing Corporation, normally by Registered Social Landlords (Housing Associations).
- **Intermediate housing:** housing for those who do not qualify for social rented housing, but whose incomes are such in relation to local housing costs that they are nonetheless not able to access market housing. This includes:
 - **Intermediate rented:** rents are not to exceed 30% of net median household incomes in Cambridge except where provided for specific groups of key workers, where they should not exceed 30% of the net median household income for the specific group;
- **Low cost home ownership:** including shared ownership, equity share, and discounted market housing. Costs (mortgage and any rent) are not to exceed 30% of gross median household incomes in Cambridge

except where provided for key workers, where they should not exceed 30% of the gross median household income for that specific group.

5.10 Affordable housing includes housing for key workers allocated on the basis of need. Key worker housing should be located within a 30 minute drive time of their place of employment. Key workers are normally involved in the care and comfort of the community and will normally be employed in the public sector. A register of key workers eligible for nomination to such housing will be kept by the City Council or by another body approved by the City Council. Key worker housing will be available to initial and successive occupiers unless there are no eligible nominees in which case units will be offered to others in housing need. The proportion of key worker housing on each site will be determined by the City Council based on evidence of need, location and land ownership, but will not normally be expected to exceed 30% of the affordable housing provision on each site. Housing for specific groups of workers other than those included in the above definition, and other than those deemed eligible by a body approved by the City Council to provide and manage the provision of key worker housing, can be included as affordable housing. This will be subject to evidence that their employers are facing recruitment and retention difficulties related to housing costs, and that the workers cannot afford to rent or buy suitable housing locally to meet their housing needs.

5.11 People in housing need will comprise people nominated by the City Council, from its Housing Needs Register, the priority homeless, those nominated by a Housing Association where the City Council does not have nomination rights, and those nominated from other registers of housing need as agreed by the City Council.

5.12 Guidance on the application of this policy will be provided as a Supplementary Planning Document. This policy will not apply to sites where the only residential accommodation to be provided will be in the form of a student hostel.

5/6 Meeting Housing Needs From Employment Development

Employment development proposals¹ likely to have an impact on the demand for affordable housing in Cambridge or the Cambridge Sub-region, will be expected to mitigate such impacts by making either:

- a. a financial contribution towards the provision of affordable housing off-site; or
- b. a provision of affordable housing on-site.

If the employers of staff recognised as key workers can demonstrate that they are providing or contributing towards the provision of key worker housing for their staff, this will satisfy the affordable housing requirement of this policy only where the employment development is to be occupied by that employer.

¹Employment developments to which this policy will apply are:

- B1(a) offices.
- B1(b) high-tech and related industries and services concerned mainly with commercial research and development.
- C2 hospitals including healthcare teaching and research.
- D1 educational uses and associated sui generis research institutes and academic research institutes.

5.13 New employment developments can add to the pressures on the housing market, whilst a lack of suitable and affordable housing can lead to recruitment difficulties, unsustainable travel patterns and threaten the development and expansion of employment clusters. Such developments will be expected to mitigate these impacts. Guidance on the operation of this policy will be set out in a Supplementary Planning Document.

5/7 Supported Housing / Housing in Multiple Occupation

The development of supported housing and the development of properties for multiple occupation will be permitted subject to:

- a. the potential impact on the residential amenity of the local area;
- b. the suitability of the building or site¹; and
- c. the proximity of bus stops and pedestrian and cycle routes, shops and other local services.

The loss of existing supported housing will only be permitted where it is surplus to the requirements of the existing operator and there is no demand from another operator of supported housing in that location.

¹Including whether appropriate bin storage, cycle and car parking and drying areas can be provided.

5.14 Supported housing and housing in multiple occupation add to the mix and range of housing to meet the needs of a diverse community and workforce and helps in the creation of mixed communities. These uses are residential in character but often have different servicing needs and increased levels of activity associated with them. The location of such provision requires careful consideration to ensure that the proposals respect the character and residential amenity of the local area. An over-concentration of uses, which can affect amenity and character can have a detrimental impact on a locality.

5/8 Travellers

The development of a temporary stopping place for travellers' caravans will only be permitted provided:

- a. there is a demonstrable need for a site in Cambridge of the size proposed;
- b. the site would not detract from the character and appearance of the area;

- c. the site would not detract from the amenity of the occupiers of any nearby buildings;
- d. the site can be adequately screened and secured and provided with essential services; and
- e. the site will be properly managed.

5.15 Provision for travellers in the Cambridge area is made at the Blackwall site on the northern fringe of Cambridge operated by South Cambridgeshire District Council and by a number of private sites on Fen Road to the north-east of Cambridge. Both are just outside the City Council boundary. The City Council does not consider there is a need for permanent site provision within Cambridge but accepts that there may be a need for a temporary stopping place. This would have a gated secure entrance and boundary, be surfaced, have a sewage disposal point and WC facilities, a water supply and refuse disposal facilities. In considering a planning application for such a development all of the policies and proposals in the Plan would be taken into account as far as they are relevant, as would its likely effect on residential amenity and local character, and site management arrangements.

5/9 Housing for People with Disabilities

Housing developments of 15 or more dwellings will only be permitted if they provide housing with external design, layout and access suitable for occupation by people with disabilities. The amount of such housing sought will be 15% of the market housing and 15% of the affordable housing, subject to negotiation. The housing should be designed or capable of adaptation to meet long term housing needs.

5.16 It is important that the housing needs of people with disabilities and the frail elderly are provided for through additional homes that allow them to lead as normal a life as possible as part of the community. People are living longer and household formation is growing faster than that of the population as a whole. The Cambridge Housing Needs Study (2002) has found some 5,447
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households containing people with disabilities and the frail elderly, some 13% of households. This has been rounded up to reflect an ageing population and because much of the existing housing stock in Cambridge could not meet the standards or be easily adapted to meet them because of its age. The majority of such households comprise one or two persons but 14% live in households with three or more persons.

5.17 Housing provided for first occupation by people with specific disabilities would satisfy the requirements of Policy 5/9.

5/10 Dwelling Mix

On housing development sites of 0.5 hectares or more, or capable of accommodating 15 or more dwellings, a mix of dwelling sizes¹ and types will be required.

¹Measured in the number of bedrooms to be provided in each dwelling.

5.18 It is important in the design of new development incorporating residential units to achieve a good mix of size and type of dwellings. Such an approach helps to create mixed and inclusive communities offering a choice of housing and lifestyle and can assist the urban design process. For this purpose a threshold has been set as it may not be practical to provide a mix on smaller sites. The character of the area, site characteristics, the market and housing need will dictate different mixes on different sites across Cambridge. This policy does not apply to supported housing developments, student housing, or to other specialised housing such as sheltered housing for the elderly.

Community Facilities

5/11 Protection of Existing Facilities

Development leading to the loss of community facilities will only be permitted if it can be demonstrated:

- a. the facility can be replaced to at least its existing level and quality within the new development; or
- b. the facility is to be relocated to another appropriate premises or site of similar accessibility for its users; or
- c. that there is no longer a need within the local community for the facility or that the need can be adequately met at an alternative facility of similar accessibility for its users.

The redevelopment of school sites for other uses will be permitted only if it can be demonstrated that they are not required in the longer term for continued education use.

5.19 Community facilities are essential to the quality of life of residents, employees and visitors, so they must be conveniently located. Facilities serving a wider catchment require good access to public transport. Such provision helps to promote vitality and community spirit in the local area. Such a pattern of provision reduces the need for residents and employees to travel to meet their needs and promotes sustainable patterns of living.

5.20 Community facilities help meet the varied needs of the residents of Cambridge for health, education 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 Classes Order with the exception of university teaching accommodation. In addition the following sub-categories of Class C2 'Residential Institutions' are considered to be community facilities: hospitals, residential schools, colleges or training centres.

5.21 University teaching accommodation, language schools and tutorial colleges are specifically excluded as they do not cater for a primarily local market. These sectors are covered in the 'Working and Studying in Cambridge' chapter. Indoor and outdoor sports facilities and children's play areas fall within Class D2 'Assembly and Leisure' and are addressed in the 'Enjoying Cambridge' chapter. Supported housing, including old people's homes are dealt with in Policy 5/7.

5.22 Core uses within Use Class D1 which form the basis of community facilities include premises used for:

- the provision of traditional and complementary medical or health services, except for the use of premises ancillary to the home of the consultant;
- the provision of education;
- a crèche, day nursery or playgroup;
- place of worship or religious instruction;
- a museum or other building to display works of art for public viewing;
- a community centre, public hall or meeting place;
- a public library.

5.23 Also a number of uses outside the D1 or C2 classes (sui generis) are included, such as facilities for the emergency services, public toilets and court buildings.

5.24 The protection of existing facilities is necessary as the scope to provide additional facilities is limited by high land values. Developers will be expected to provide adequate evidence of a lack of local need, accessibility to users, the capacity of alternative facilities and of the level of demand from other organisations providing community facilities in order to justify the loss of a community facility. The following information will be required:

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

- details of current or most recent use of facilities;
- evidence of spare capacity or agreement to accommodate displaced users at other equivalent facilities with similar accessibility for users; and
- a local survey to establish the level of interest in and viability of the continued use of the premises as a community facility.

5.25 The need for school sites, including sixth form colleges, does vary over time and across the City. However, with the provision of more homes in and around Cambridge, it seems unlikely that any further schools will be surplus to requirements, especially when considering the longer term. The City Council will liaise with the County Council on this issue. Redevelopment for residential uses will be the next most appropriate use of the site as schools tend to be located in residential areas.

5/12 New Community Facilities

Proposals to develop new or extend existing community facilities, for which there is a local need, will be permitted. The development of City-wide or Sub-regional community facilities will be permitted if they are provided in sustainable locations.

5.26 The provision of new or extended community facilities to serve the needs of Cambridge will be supported. This is particularly critical in areas, which currently lack facilities. Flexible buildings, such as community centres or halls should be designed to accommodate as many different community and leisure activities as possible. This would enable shared use, for example, dual use of school halls and sports facilities.

5.27 The benefits that City-wide and Sub-regional developments bring to Cambridge are acknowledged. Community facilities located in Cambridge provide services to a wide catchment area and benefit from relatively good public transport links. However, in securing a suitable location for this type of proposal, developers will be expected to demonstrate use of the sequential
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test in considering sites for development.

5.28 These types of developments include hospitals and other health facilities, law courts, facilities for the emergency services, some schools, particularly if privately run, and places of worship serving a large catchment area.

5/13 Community Facilities in the Areas of Major Change

Development in the areas of major change will only be permitted if they are provided with all appropriate community facilities in accordance with an agreed phasing plan. Land may be allocated for City-wide/Sub-regional community facilities in these areas. This will be set out in the relevant further guidance for each scheme.

5.29 The areas of major change are of such a scale that existing community facilities in Cambridge will be insufficient to provide for the needs generated by the development. Where it can be shown that City-wide/Sub-regional needs cannot be satisfied in the existing urban area, land will be allocated for it in the areas of major change.

5.30 The location, type and scale of facilities required will partly depend on the scale of development proposed, its location and evidence of need. However, they may include schools, nurseries, places of worship or religious instruction, premises and sites for the emergency and health services, libraries, and other facilities for general community use such as community centres and sports halls. Policies 9/3 – 9/9 contain some further details of requirements for particular areas.

5/14 Provision of Community Facilities Through New Development

New developments which lead to an increased demand for community facilities will be expected to provide or contribute to the provision of appropriate community facilities including education and childcare facilities to meet the needs of residents, employees and visitors.

5.31 It is important that when new developments generate the need for community facilities they are met by contributions from the developer. The City Council has a strategy setting out the types of obligations that developers will be expected to agree to in securing planning permission. Other material considerations will also be taken into account in determining the provision or contributions for particular sites. If the providers of essential public infrastructure can demonstrate that they are able to meet the demand for related community facilities generated from new development, this will satisfy the requirement of Policy 5/14.

5.32 Childcare facilities include nurseries, integrated nursery centres, playgroups, crèches and child minding networks whether public or private.

5.33 The provision of such facilities is important to increase economic activity rates, to minimise travel distances, to improve the quality of life of parents and children and to reduce social exclusion.

5/15 Addenbrooke's

Development at Addenbrooke's will be permitted if it can be demonstrated that it is required to meet local, regional or national health care needs or for associated biomedical and biotechnology research and development activities within Class B1(b), related support activities, related higher education and sui generis medical research institutions. This is provided that it is in accordance with an agreed site Masterplan which covers the existing hospital campus and any proposed additional areas adjoining.

5.34 Addenbrooke's Hospital is a centre of medical excellence and as such has a regional and national role to play in providing medical facilities as well as a local one. The NHS Trust's 2020 Vision outlines plans to develop the site as a biomedical and health cluster providing a range healthcare, biomedical and biotechnology research and development activities within Class B1(b), related support activities, related higher education and sui generis medical research institutions. Such development will be subject to Local Plan policies for the Southern Fringe and the Area Development Framework and its Masterplan.

Chapter 6: Enjoying Cambridge

Objectives

- 1 To ensure that Cambridge is vibrant and thriving with a range of leisure, tourism and shopping facilities in accessible locations to meet the needs of the residents of the City and Sub-region.

Introduction

6.1 Policies in this chapter relate to leisure, tourism and shopping. The intention is to ensure Cambridge is a more enjoyable place to live, work and visit.

6.2 Throughout this chapter the term leisure includes outdoor and indoor sports, recreation, entertainment and arts facilities.

Leisure

6/1 Protection of Leisure Facilities

Development leading to the loss of leisure facilities will be permitted if:

- a. the facility can be replaced to at least its existing scale and quality within the new development; or
- b. the facility is to be relocated to another appropriate premises or site of similar or improved accessibility for its users.

6.3 A wide range of facilities are required to serve the expanding population of Cambridge, its Sub-region, and visitors. This policy seeks to protect uses which support the cultural and entertainment functions of the City as well as outdoor and indoor leisure facilities. Playing fields are protected under Policy 4/2 and are not covered by this policy. In redevelopment proposals opportunities should be taken to improve the range of facilities, with all the significant user needs and demands met at least as well as before.

6.4 In the exceptional circumstances where there is no longer a need for the leisure facility and the site or building would not be suitable for an alternative leisure use, development for a non-leisure use may be acceptable.

6/2 New Leisure Facilities

Development for the provision or improvement of a leisure facility will be permitted if:

- a. it improves the range, quality and accessibility of facilities;
- b. it is of an appropriate scale for the locality; and
- c. it would not have a negative impact upon the vitality and viability of the City Centre, including the evening economy.

Where sports facilities are provided through educational development community use may be sought through planning obligations.

6.5 Proposals for new and improved leisure facilities will be supported which improve the range, quality and access to facilities both within Cambridge and, where appropriate, in the Sub-region. This policy is relevant to a wide range of facilities from private health clubs to serve parts of the City to leisure provision to serve the Sub-region, such as a Concert Hall. In securing a suitable location for City-wide or Sub-regional facilities, developers will be expected to demonstrate compliance with the sequential test.

6.6 In the urban extensions the type and scale of facilities required will depend on the scale of development and its location. This will be considered through the development of Masterplans for these areas. Facilities will be supported which meet the needs of residents in the new development, but also City-wide or Sub-regional facilities where appropriate.

6.7 Intensive-use sports facilities such as floodlit multi-use games areas and synthetic turf pitches contribute greatly to sports development. Proposals for these will be supported provided there would not be undue intrusion or significant adverse impact on the immediate locality or wider environment. Shared use of sports facilities is appropriate to ensure efficient use of the City's limited land resources, to address deficiencies in existing provision and to encourage health and well being and sustainable communities.

Tourism

6.8 Cambridge City Council has a policy of managing rather than promoting tourism. It has a Tourism Strategy with a vision of Cambridge as a place that visitors enjoy; where they are welcomed, receive good service and contribute to the local life, character and economy. These policies assist in the implementation of this strategy as they relate to encouraging staying visitors and an appropriate range of attractions.

6/3 Tourist Accommodation

Development which maintains, strengthens and diversifies the range of short-stay accommodation will be permitted. Provision should be made for disabled visitors. In the case of change from residential use, part of the accommodation must be retained as permanent residential accommodation.

Development will not be permitted which would result in the loss of existing short-stay tourist accommodation unless the change is to permanent residential accommodation or community facilities for which there is a need in Cambridge.

6.9 An adequate supply and range of accommodation is needed to encourage staying visitors. Hotels may be acceptable as part of mixed use development sites and in the urban extensions. The needs of disabled people should be considered in all applications for new tourist accommodation, or for alterations to existing. Accommodation with over six guest bedrooms should have at least one accessible room. Hotels or guest houses with over ten bedrooms should have between 6% and 10% of accessible rooms. These rooms should meet the Visit Britain Stars standards which the Tourist Office promotes.

6.10 The appropriate balance has to be achieved between protecting residential properties and meeting the needs of visitors. For proposals involving the loss of residential, the retention of private residential accommodation to be occupied by the proprietor will be secured by planning condition to ensure there is no loss of residential units.

6.11 Planning permission will not normally be required for the use of two rooms only of a dwelling house as guest bedrooms, the rest of their house remaining in family occupation.

6/4 Visitor Attractions

Development which maintains, strengthens and diversifies the range of visitor attractions will be permitted if they are well related to the cultural heritage of the city.

6.12 A range of attractions and facilities is important to improve the quality

of the visitor experience. It may be appropriate for a visitor centre or exhibition centre to be developed, focusing on Cambridge as a centre for High Technology as well as a historic university city. The main purpose of any tourist development should be to assist in the interpretation of the City, not to attract significantly more visitors to Cambridge.

6.13 The needs of visitors should be considered in all developments in the City Centre to which the public have access, specifically the need for more meeting places and covered seating areas.

Shopping

6.14 Cambridge is a Sub-regional shopping centre. The shopping hierarchy starts with the City Centre, which is divided between the historic centre, and the Fitzroy-Burleigh area, which includes the Grafton Centre. The daily market on Market Hill is also an essential contributor to the range and choice of shopping in the City Centre. This is followed by the District and Local Centres. All of these centres are identified on the Proposals Map.

6.15 A study was undertaken in 2001 by Hillier Parker, on behalf of the County Council and the City Council, to inform the preparation of the Structure Plan and the Local Plan. This looked at the need for additional retail development in the City. It concluded that there was no further need for major retail development for either convenience or comparison shopping until 2016, beyond schemes already permitted. Therefore no sites have been allocated solely for retail development, although there are some mixed use schemes where there will be an element of retail, specifically in the Areas of Major Change.

6.16 Shopping policies therefore seek to enhance the vitality and viability of the City Centre and support the role of the District and Local Centres, rather than promoting major retail expansion. They also recognise that there will be

a need for some small-scale shopping provision in the urban extensions, to meet the local needs of residents.

6.17 Applications for retail developments will, where appropriate, be subject to the demonstration of: need; that a sequential approach has been adopted; that there will not be an adverse impact on existing centres; and that transport and environmental matters have been considered.

6/5 Shopping Development in the City Centre¹

Within the City Centre planning permission will only be granted for retail proposals which seek to maintain and enhance the vitality and viability of the City Centre, and which are of an appropriate nature and scale. The cumulative impact of new retail development will be considered.

¹The boundary of the City Centre is defined on the Proposals Map.

6.18 The Hillier Parker Study concluded that there is no further requirement for major additional shopping floorspace beyond the Grand Arcade scheme and Grafton Centre extension Phase 3 which have been permitted. This is supported by the Structure Plan (Policy P9/10) which states that there is no need for major Sub-regional shopping provision in the Cambridge Sub-region to 2016, other than approximately 30,000 square metres of shopping development within the central area of Cambridge City.

6.19 Some of the capacity identified by the Structure Plan is committed, but this leaves scope for further small scale additions of retail floorspace, within the total allowed for in the Structure Plan. However, this does not preclude redevelopment or reorganisation of existing shops to improve the overall attractiveness of the centre or to cater for changing demand or requirements of shoppers, for example the redevelopment of Bradwell's Court.

6/6 Change of Use in the City Centre¹

Change of use from A1 to A2, A3, A4 or A5 uses at ground floor level will only be permitted:

- a. in primary shopping frontages where the proposal would not harm the contribution the frontage makes to the vitality and viability of the City Centre; and
- b. in secondary shopping frontages where the percentage of A1 uses does not fall below 60% (measured by number of units), except for Regent Street / St Andrew's Street (south of Downing Street) where the percentage of A1 uses should not fall below 25%, and Bridge Street (north of Round Church Street) where the percentage of A1 uses should not fall below 40%.

¹The boundary of the City Centre is defined on the Proposals Map.

6.20 Primary shopping frontages are defined on the Proposals Map. These frontages contain a high proportion of shopping uses within Use Class A1, and the policy seeks to maintain this.

6.21 Secondary shopping frontages are any thoroughfare within the City Centre as defined on the Proposals Map, which contain Class A uses but are not defined as primary frontages. Here there is scope for more flexibility of use and diversification has much to offer. Mixed uses can help to sustain the vitality of centres and can help to ensure that the centre remains active in the evenings. Therefore, the policies for change of use in these areas are less restrictive. Nevertheless, there is concern that new concentrations of uses, such as restaurants and takeaway food outlets, can have a negative impact and so some degree of control on the mix of uses is maintained. Such proposals for change of use will therefore be assessed not only on their positive contribution to diversification, but also on the cumulative effects on such matters as loss of retail outlets, traffic, parking and residential amenity.

6.22 For the purposes of this policy the main secondary frontages are:

- Bene't Street, Peas Hill, Wheeler Street
- Bridge Street (north of Round Church Street)
- Cobbles Yard, Tredgold Lane
- Hobson Street, King Street
- Magdalene Street
- Regent Street, St Andrew's Street (south of Downing Street),
- Trumpington Street

Changes of use within small frontages (below 10 units) will be assessed on their merits, as described above.

6.23 Regent Street / St Andrew's Street and Bridge Street have been identified for special treatment because the proportion of A1 uses is significantly below other secondary frontages. Regent Street / St Andrew's Street has a high proportion of estate agents, employment agents and restaurants / cafes / pubs. Bridge Street also has a high proportion of restaurants / cafes / pubs. The concentration of uses provides a distinctive character, but the City Council would also like to maintain a shopping presence within these frontages.

6/7 Shopping Development and Change of Use in District and Local Centres¹

Additional development within classes A1, A2, A3, A4 and A5 will be permitted in District and Local Centres if it will serve the local community and is of an appropriate nature and scale to the centre.

Change of use from A1 to A2, A3, A4 or A5 in District and Local Centres will only be permitted provided the percentage of A1 uses does not fall below 60% (measured by number of units). Change of use from A1 to other uses will not be permitted.

¹The boundaries of District and Local Centres are defined on the Proposals Map.

6.24 District and Local Centres serve an important function, providing the ability to shop close to where people live and work. They help to meet day-to-day needs, thus reducing the need to travel and dependence on the private car. Additional development in these centres should cater mostly for current users and other local people, increasing the viability of the local centre. It should not be of a scale to significantly increase traffic or have any detrimental impact on the vitality and viability of the City Centre.

6.25 Although permission may be granted for the change of use of A1 shops to other Class A uses, provided that the level of shops does not fall below 60% or this would result in unacceptable environmental problems or nuisance in line with Policy 6/10, the change of use to other uses such as residential or other commercial uses such as offices will not be permitted unless there are exceptional circumstances.

6/8 Convenience Shopping

Convenience shopping will only be permitted if:

- a. it is for smaller shops (up to 1,400 square metres net) in existing centres;
- b. it is a minor extension¹ to an existing shop;
- c. it would replace existing provision in the locality; or
- d. it is part of mixed use areas including the Station Area and in the new urban extensions.

¹A minor extension is up to a 10% increase in the net floorspace

6.26 There is no further need for major convenience goods net floorspace in Cambridge until 2016. In existing centres, smaller shops are allowed as set out in Policy 6/8. Larger shops would be likely to cause environmental and traffic problems, bearing in mind the character of the City Centre and other centres. There may be scope for small-scale additions such as new convenience shops in existing centres or urban extensions or minor extensions to existing shops. The City Council would support the relocation of existing provision to a more accessible location where appropriate, preferably within a centre. The need for provision in major urban extensions will be assessed as part of the preparation of the Masterplans.

6/9 Retail Warehouses

Retail warehouse development will only be permitted if it is for the modernisation or replacement of existing retail warehouses with less than or the same floorspace as before.

6.27 There is an over supply of out-of-centre retail warehousing in Cambridge, even taking into account the scale of growth forecast for the City and its Sub-region. Therefore, no new out-of-centre retail warehousing will be permitted. However, the City Council recognise that there may be a requirement for modernisation or replacement of existing units during the Plan period and this is provided for in this policy. Where permission is granted for such uses, this will be subject to a condition controlling the types of goods that can be sold from the premises in order to secure the vitality and viability of the City and other existing centres.

6/10 Food and Drink Outlets

Developments for Use Classes A3, A4 and A5 (food and drink) will only be permitted:

- a. where the proposal will not give rise to unacceptable environmental problems or nuisance and the individual and cumulative impact of the development is considered acceptable; and
- b. it is in an existing centre or is part of a mixed use area in an urban extension or the Station Area.

6.28 Food and drink uses (Use Classes A3, A4 and A5) make an important contribution to the vitality and viability of centres, providing a valuable retail and leisure function. However, they can have a significant impact in terms of environmental problems, traffic problems and loss of residential amenity. These problems are exacerbated where there is a concentration of such uses. Whilst the concentration of such uses is, in part, controlled through Policies 6/6 and 6/7, this policy seeks to control such development on the basis of environmental impacts, including the cumulative impact, of such developments. In addition, this policy seeks to restrict such development to existing centres, including the City Centre and District and Local Centres, and mixed use areas in the urban extensions or the Station Area, rather than in predominantly residential areas.

6.29 Conditions will be imposed to overcome problems, such as control of the hours of operation and waste disposal and, in some circumstances, may exclude a takeaway service.

Chapter 7: Working and Studying in Cambridge

Objectives

- 1 To promote economic growth in sustainable and accessible locations.
- 2 To promote the growth of and linkages between employment clusters such as high technology / biotechnology / ICT / and higher education.
- 3 To recognise innovation and enable Cambridge's role as a world leader in higher education, research, and knowledge-based industries.
- 4 To implement the selective management of the economy.
- 5 To protect the best industrial and storage areas and provide a range of new employment land.
- 6 To maintain and enhance the diversity of jobs available in the City.

Introduction

7.1 Cambridge is fortunate in having a very strong and dynamic local economy. The University of Cambridge and the Colleges have helped develop Cambridge as a centre of excellence and world leader in the field of education and research. Their success has contributed to the dynamism, prosperity and further expansion of the local economy. The concentration of high technology firms and links between the Universities, Addenbrooke's

Hospital, and other leading edge research facilities have helped with knowledge transfer from academic research into commercial application. The Local Plan makes provision for continued growth of these sectors.

7.2 The employment policies in this chapter include policies aimed at the selective management of the local economy in order to implement Structure Plan Policy P9/7. The general provisions of the Town and Country Planning (Use Classes) Order 1987 and the Town and Country Planning (General Permitted Development) Order 1995 make this difficult. This chapter therefore includes policies which can only be implemented if the permitted development rights for B8 and B2 uses to change to B1 use are removed. Other policy measures override certain freedoms for change of use within the B1 Use Class to B1 (a) offices. These are implemented by way of conditions and planning obligations.

7.3 The policies in this chapter provide for continued growth of Cambridge's successful employment clusters in an environmentally sustainable way.

Employment

7.4 In allocating land for employment development, the City Council has taken, as a starting point, the guidance given in the Structure Plan regarding the quantity of employment land estimated to be taken up during the Plan period together with the guidance on the location of strategic employment allocations. Table 7.1 shows the estimated employment land take-up between 2002 – 2016, as specified in the Structure Plan.

7/1 Employment Provision

Sites of 0.25 hectares or more proposed for strategic and other employment development are identified in the Proposals Schedule and on the Proposals Map.

Proposals for employment development on windfall sites will be permitted subject to the future land supply guidelines, existing land use and compatibility with adjoining uses.

7.5 Completions over the last decade have averaged 2.3 hectares per annum. However, during the period to 2016, the Structure Plan considers that the annual completion rate is likely to rise to approximately 4 hectares per annum, due to:

- the allocation of strategic employment sites in the Structure Plan;
- the release of land from the Green Belt; and
- more recent trends in economic growth in the City.

7.6 19.3 hectares of land is already committed for employment development as at 31st March 2002 in the form of outstanding planning permissions. Therefore, an additional 36.7 hectares of employment land is likely to be required between 2002 and 2016.

Table 7.1: Employment land take up (hectares)

Completions annual average 01/07/91- 31/03/02	Average past completions rate projected 2002 -2016	Estimate of average annual take up between 2002 - 2016	Estimate of total take up 2002 - 2016
2.3ha p/a	32.2ha	4ha p/a	56ha

TABLE 7.2: FUTURE EMPLOYMENT LAND SUPPLY – 2002 - 2016¹**Commitments**

Commitments and Allocations	Total (hectares)
Outstanding Permissions ²	17.37

Allocations

Commitments and Allocations	Sites (hectares)	Site Area (hectares)
Former Local Plan Allocations	New Street/Newmarket Rd 2.01 x 50% ³	1.01
Former Local Plan Allocations	Coldham's Road	0.35
Strategic Employment Sites	East Cambridge ⁴	10.00
Strategic Employment Sites	Addenbrooke's	14.40
Strategic Employment Sites	North West (when need proven)	6.00
Other Priority Allocations	Northern Fringe	2.00
Other Priority Allocations	Station Area	⁵
Other identified sites	Mitcham's Corner 0.71 x 40% ³	0.28

Other identified sites	Betjeman House 1.17 x 50% ³	0.59
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Allocations Sub-totals by type

Commitments and Allocations	Sub Total (hectares)
Former Local Plan Allocations	1.36
Strategic Employment Sites	30.40
Other Priority Allocations	2.00
Other identified sites	0.87

Allocations and Commitments Total

Sub Total Allocations and Commitments	52.00
Residual (Windfall Sites)	4.00
Structure Plan Employment Guideline 2002 – 2016	56.00

¹ Base date taken as 31.3.02 for consistency with Structure Plan Employment Guideline.

² Outstanding planning permissions at 31.3.02 discounted by 10% to allow for the non-implementation of planning permissions (19.3 hectares x 90%).

³ Mixed use allocation – site area multiplied by the estimated proportion of the site likely to be brought forward for employment uses.

⁴ 20-25 hectares or 4-5,000 jobs are proposed in the East Area Action Plan Preferred Options for the area as a whole, of which 10ha comes from the Structure Plan guidelines for the City. This 10ha could be located in the City or South Cambridgeshire and will be determined through masterplanning and the detailed planning application stage.

⁵ Site area for employment uses not known. Dependent upon detailed design.

⁶ Site 7.03 (Coldham's Lane/Newmarket Road) is a mixed use allocation including B1(a) development. However, this is restricted to existing floorspace and therefore the allocation is not included in this table.

7.7 In determining the location of employment allocations, consideration has been given to the strategic employment allocations identified in the Structure Plan to the west of Addenbrooke's Hospital and at Cambridge Airport as well as land at North West Cambridge between Madingley Road and Huntingdon Road (although the Structure Plan requires that the latter allocation should only be brought forward for development when the University can show a clear need for the land).

7.8 Other areas within the current built up area that are priority areas for redevelopment (including Cambridge Northern Fringe East and land around the Station) as well as outstanding allocations from the 1996 Cambridge Local Plan have also been considered. In addition, a number of other small sites have been allocated for employment development in the Local Plan. Table 7.2 shows how the employment land requirements are likely to be met during the Plan period through existing planning permissions as well as allocations in the Local Plan.

7.9 The Proposals Schedule allocates 34.63 hectares of land for employment. The residual employment land take-up (4.00 hectares) is anticipated to be brought forward from sites across the City including redevelopment of existing employment sites. It is anticipated that there will also be loss of existing employment land to other uses such as housing during the plan period. This loss will be monitored and, depending on the scale of

the loss, there may be more scope for additional employment development elsewhere in the City. This situation will be kept under review.

7.10 These land supply guidelines will guide the determination of planning applications. If the monitoring establishes that the average annual take-up rate exceeds the estimate of 4 hectares per annum, or the overall figure of 56 hectares is exceeded before the end of the Plan period, then the City Council may refuse further applications for employment development until such time as the Plan is reviewed.

7/2 Selective Management of the Economy

Employment development proposals, including changes of use, will only be permitted if it can be demonstrated that they fall into one or more of the following categories:

- a. the provision of office or other development within Use Class B1(a) providing an essential service¹ for Cambridge as a local or Sub-regional centre or exceptionally where there is a proven need for a regional function;
- b. high technology and related industries and services within Use Class B1(b) concerned primarily with commercial research and development², which can show a special need to be located close to the Universities or other established research facilities or associated services in the Cambridge Area³; or
- c. other industries within Use Classes B1(c), B2 and B8 on a limited scale⁴ which would contribute to a greater range of local employment opportunities, especially where this takes advantage of, or contributes to the development of, particular locally based skills and expertise; or
- d. D1 educational uses and associated sui generis research establishments and academic research institutes⁵ that would accord with the provisions of Policy 7/4 where it is in the national interest or there is clear supporting evidence of the need for a Cambridge location.

This policy does not apply to development by established bodies⁶ for their own occupation and use.

¹Essential service is defined as a local or Sub-regional service or administrative facility for Cambridge or part of the Sub-region. This might include banking, finance, insurance, management and business services, property services, legal and accounting services, education, housing and recruitment services, medical, other professional and scientific services, patent agents, and specialist component assembly. It might also include

social firms⁷ that provide employment and support to members of the community at a disadvantage in the labour market.

²High Technology and Research and Development (see Glossary).

³The Cambridge Area is taken for the purposes of this policy to mean the Cambridge City and South Cambridgeshire District Councils' administrative areas.

⁴Limited scale will be taken to mean 1,850 square metres or below.

⁵Research Institutes are taken to mean sui generis uses affiliated with the Universities, the Medical Research Council or Addenbrooke's Hospital, where there is a need for regular day-to-day contact or sharing of materials, staff and equipment. (See Glossary)

⁶Established is taken to mean five years or more in Cambridge in its current lawful use.

⁷ A social firm is a business with social and community objectives, created for the employment and support of people at a disadvantage in the labour market. Profits are re-invested into achieving the firm's social objectives.

7.11 Development pressures in and around Cambridge are intense and yet the availability of land is limited. There is a need to balance the growth of the economy with the protection of the environment. To this end, over many years the local authorities in the area have operated a policy of the selective management of the economy. Both Regional Planning Guidance (RPG6, Policy 26) and the Cambridgeshire and Peterborough Structure Plan (Policy P9/7) recognise the continuing role of this planning policy, discriminating in favour of uses that have an essential need for a Cambridge location, such as for higher education, related to the development needs of the research and technology based clusters, or providing services to the local population. This policy is therefore intended to guide the type of employment development in the City.

7.12 Employment land in and close to Cambridge will be reserved for development that can demonstrate a clear need to be located in the area in order to serve local requirements or contribute to the continuing success of the Sub-region as a centre for high technology and research.

7.13 This will include commercial high technology research and development uses, further and higher educational uses within Use Class D1, and associated sui generis research institutes. These need close links with University departments and other research organisations in the area. Development under this policy will be regulated by way of a condition, or a planning obligation, to restrict the future occupation and use of the premises for the purposes proposed.

7.14 The policy seeks to restrict office development to businesses or organisations that provide a local or Sub-regional function. Exceptionally office style employment serving a regional function may be located within the City, in recognition of the growing role of Cambridge as a centre for the East of England Region. This would, for example, include regional government and other government agencies and public bodies. However, applicants for regional office development will need to demonstrate a proven need for a regional function and a Cambridge location. Each case would be considered on its merits. It would not however be desirable for general office development, such as national headquarter offices, call centres or similar, to develop in Cambridge exacerbating labour shortages and long distance commuting.

7.15 Large-scale mass production and regional warehousing and storage within Use Classes B1(c), B2 or B8 are not appropriate uses within Cambridge because of their likely large land take and labour force demands adding pressure for housing. However, small-scale developments of 1,850 square metres or below may serve to widen the range of jobs available locally, especially where there is a predominance of high technology jobs, and so serve to redress the current imbalance and diversify the economy.

7.16 The occupation of developments will be controlled by legal agreement.

7.17 Whilst the selective management of the economy is an important aspect of planning policy within the City, it is recognised that there are some
Cambridge Local Plan 2006

long established firms within the City who, whilst not meeting the other criteria of this policy, nevertheless make a very important contribution to the economy of the City and its Sub-region. The growth and expansion of such firms is supported provided development is for their own use, and the scale is compatible with other aims of the Plan. Firms are encouraged to look beyond the Cambridge Sub-region or in the market towns or at the strategic employment location at Alconbury Airfield for larger scale expansion.

7.18 The Plan also recognises the role of social firms, whose community benefit can only be accrued if they are based within the community, and who provide employment and support to disadvantaged and marginalised residents for whom these services would be out of reach if based outside the city.

7.19 Guidance will be prepared concerning the assessment of applications against this policy.

7/3 Protection of Industrial and Storage Space

Development, including changes of use, that results in loss of floorspace within Use Classes B1(c), B2 and B8 will not be permitted where the site is identified on the Proposals Map as a protected industrial/storage site.

Development, including changes of use, that results in a loss of floorspace within Use Classes B1(c), B2 and B8 elsewhere in the City will only be permitted if:

- a. there is sufficient supply of such floorspace in the City to meet the demand and/or vacancy rates are high; and either
- b. the proposed development will generate the same number or more unskilled or semi-skilled jobs than could be expected from the existing use; or
- c. the continuation of industrial and storage uses will be harmful to the environment or amenity of the area; or

- d. the loss of a small proportion of industrial or storage floorspace would facilitate the redevelopment and continuation of industrial and storage use on a greater part of the site; or
- e. redevelopment for mixed use or residential development would be more appropriate.

7.20 There is an ongoing concern that there should be a diversity of employment opportunities and a full range of services in Cambridge. One of the inherent dangers of the policy for the selective management of the economy is that it could limit the range of job opportunities and services in the area. In an attempt to maintain some balance in the economy, the best industrial/storage sites (meaning B1(c), B2 and B8 uses) in Cambridge are specifically protected from redevelopment for other uses, whilst other industrial/storage sites across the City can only be redeveloped for alternative uses if certain criteria are met. In essence, a policy of 'protect the best, evaluate the rest'.

7.21 For those industrial/storage sites that are not specifically protected by this policy, the evaluation of proposals for the loss of such floorspace will consider a number of factors. First, consideration will be given to the current levels of supply, demand and vacancy rates in the City for each use. Where there is sufficient supply to meet demand, or the vacancy rates for a use are high, then the loss of the use will be acceptable in principle.

7.22 If, upon analysis of supply, demand and vacancy rates, it has been determined that the loss of the use would be acceptable in principle, consideration will then be given to a number of other factors as set out in the policy. Permission will be granted for development that would generate the same number or more unskilled or semi-skilled jobs than could be expected from the existing use. If the continuation of industrial and storage uses will be harmful to the environment or amenity of the area or the loss of a small proportion of floorspace would facilitate the development and continuation of industrial and storage use on a greater part of the site, then permission will

also be granted. Finally, permission will also be granted if residential development is proposed, to help meet the need for housing in Cambridge.

7.23 Guidance will be prepared concerning the assessment of applications against this policy.

7/4 Promotion of Cluster Development

Development will be permitted which fosters innovation and helps reinforce the existing high technology and research clusters of Cambridge, and which can demonstrate a clear need to be located in the area. This will include:

- a. healthcare, biomedical and biotechnology development;
- b. higher education and related research institutes;
- c. computer software and services;
- d. telecommunications;
- e. other high technology clusters as they emerge.

The provision of purpose-designed accommodation will be encouraged to provide for these sectors. These will include the development of commercial high technology incubator units, new academic facilities and sui generis research establishments that are in the national interest or where there is clear supporting evidence of the need for a Cambridge location.

Locations particularly suited to these activities include:

- a. land west of Addenbrooke's Hospital for healthcare biomedical and biotechnology research and development activities, related support activities; related higher education and sui generis research institutes;
- b. land at west Cambridge for higher education and associated research facilities needing close proximity to the scientific faculties being established there; and
- c. land between Madingley Road and Huntingdon Road for higher education and associated research facilities to enable the continued development of the University education and research cluster.

7.24 The Cambridge Phenomenon is well documented, having originally been described by Segal Quince and Partners in the mid 1980s. The term refers to the large numbers of high technology companies in and around Cambridge, many of which are, small, young independent start-ups, focussing upon research, design and development activities and the inter-relationships

that has built up between these firms, the University and Colleges and other research organisations.

7.25 More recently, such agglomerations have been referred to as clusters. There are a number of clusters that have developed in Cambridge. These include computer software and services, education, telecommunications and healthcare teaching and research.

7.26 In addition the National Research Councils have for some time been promoting Interdisciplinary Research Centres (IRCs) which offer opportunity for academic collaboration with business in key technologies. Cambridge has already attracted a number of these.

7.27 Considerations of national interest could take into account such factors as whether or not the proposed development would otherwise locate overseas; what Government support the project attracts and/or what views appropriate arms of Government may have; the views of the University of Cambridge and other local research interests; whether the proposal is at the forefront of national and international research and what export potential it may have. In appropriate cases applicants will also have to demonstrate their specific needs to be close to other research facilities such as the University of Cambridge, the Medical Research Council, or the teaching hospital requiring regular personal contact and/or frequent transfer of materials and equipment. Development to provide headquarters offices of research establishments, which do not primarily involve research activities, will not be permitted.

7.28 Land is allocated around Addenbrooke's to support the healthcare, teaching and research cluster. Land at West Cambridge, between Madingley Road and Huntingdon Road and at number of smaller sites across the City, are allocated to encourage the education and research cluster.

7.29 The occupation and use of these premises will be restricted by condition or legal agreement.

Higher and Further Education

7/5 Faculty Development in the Central Area, University of Cambridge

The further development or redevelopment of the University of Cambridge's faculty and administrative sites in the central area will be permitted if this allows improved facilities, a reduction in parking spaces, improvement to external environment and amenity space, and better use of land.

On the following sites an element of mixed use will also be supported in order to enhance the attractiveness of the public realm:

- a. Mill Lane/Old Press site;
- b. New Museums site.

Where smaller scale properties on the fringes of academic sites become surplus to requirements, for example around the Old Addenbrooke's site, planning permission will also be granted to enable the return of such sites to appropriate alternative uses such as residential uses, retail or community uses.

7.30 The City Council supports the provision of new premises, which better suit contemporary teaching and research needs. Development in the centre is more sustainable in transport terms and will allow continued integration with the Colleges. Redevelopment proposals however need to be environmentally sensitive and should be compatible with design and conservation objectives. Reducing private non-residential parking will provide scope for more amenity space and contribute to reductions in central area traffic congestion. Key central sites where change is occurring include the Old Press site Mill Lane, New Museums, Downing site, the former School of Divinity, Old Addenbrooke's, the Old Schools, Fitzwilliam Museum, Chemistry, Scroope House site and Engineering. Major development outside the centre includes development around Addenbrooke's and its Clinical School associated with Cambridge Local Plan 2006

the Trust's 2020 Vision, a new Cancer Research Centre at Addenbrooke's, a relocation of the Department of Education to the Homerton College site, continuing improvements to the Sidgwick Arts Faculty site, and major new University development in West Cambridge and North West Cambridge.

7/6 West Cambridge, South of Madingley Road

Development for University needs will be permitted on the following site south of Madingley Road:

Site 7.06 West Cambridge Site

This site is a major allocation in the 1996 Local Plan for University Faculty development, Research Institutes, commercial research and development, a sports complex, residential and associated uses. Development of the site has commenced in accordance with an agreed Masterplan. The site will provide development opportunity for the Plan period and beyond. Further development, which accords with the provisions of the Masterplan, will be permitted. Progress against the Masterplan will be monitored and reviewed over the Plan period.

7.31 To the south of Madingley Road a major new academic development is being undertaken by the University of Cambridge to provide a range of new space for academic and other uses. It is one of the largest developments ever undertaken in the City and will contribute towards the University maintaining its position as one of the world's foremost universities. The overall site, which covers 66.5 hectares, was the subject of an outline planning approval in 1999, and a Masterplan has been agreed with the University for the development of approximately 250,000 square metres of space. Reserved matters applications have been approved on a number of plots at

the eastern end of the site and a number of sites are under construction or have been recently completed.

7.32 Completions include a new computer laboratory (10,500 square metres), a prestigious new research building for Microsoft (6,100 square metres), a new Nano Science building (2,300 square metres) and a park and cycle scheme.

7.33 Planning approval has been granted for a new sports complex. A new building for the Centre for Advanced Photonics and Electronics in conjunction with the Department of Engineering is planned. Applications have been approved or are being discussed regarding the development of the East Square and East Forum. 200 residences are nearing completion and a site is being sought for 200 more. Infrastructure and strategic landscaping proposals have also been approved and progressed.

7.34 Implementation of other elements of the Masterplan are reliant on securing further Joint Infrastructure Funding and other funding to help the relocation of Materials Science and Engineering Departments onto the site.

7.35 It will be many years before the site is fully developed, perhaps 2020, and the precise sequence cannot be accurately predicted because of uncertainties over funding and the timing of developments. The Masterplan therefore creates a strategic framework to guide the future development of the site. It includes a series of guidelines for the purposes of monitoring the progress of development. This will be reviewed during the Plan period as required.

7/7 College and University of Cambridge Staff and Student Housing

Sites suitable for the development of student hostels or affordable or special needs housing for the Colleges and University staff are identified in the Proposals Schedule and on the Proposals Map.

The development of additional student residential accommodation within existing College sites¹ will be permitted.

Planning permission will be granted for windfall and student hostel sites subject to:

- a. amenity considerations;
- b. their proximity to the institutions they serve;
- c. supervision, if necessary, is provided as appropriate to their size, location and the nature of the occupants;
- d. they do not result in a loss of family residential accommodation.

Appropriate provision should be made for students who are disabled.

¹Existing College sites are taken to mean sites already accommodating 20 or more students or sites that have planning permission for such.

7.36 Student numbers at the University of Cambridge have grown by 2.0% per annum over the last decade. Within this, undergraduates have increased by 1.1% per annum and postgraduates 4.6% per annum. The most recent forecasts by the University adopted for space planning are more conservative. They suggest undergraduate numbers are likely to grow by around 0.5% per annum to 2011 with postgraduate increases of around 2.0% per annum.

7.37 Large increases are also anticipated in unestablished academic staff. These include postdoctoral research workers and technical staff, many of whom work on short-term contracts. A 90% increase in numbers has been witnessed here since 1991.

7.38 Despite the increase in numbers, the Colleges have increased the proportion of students that they are able to house in hostel accommodation since 1991. Some 92% of undergraduates and 54% of postgraduates were housed in purpose-built College hostels in 2001. The proportion of postgraduates housed, however, has dipped slightly since 1999. A number of Colleges provide housing for all students. Much of the growth in numbers is likely to be in graduate students, some of whom need family accommodation.

7.39 Due to relatively low wage levels and high house prices there is a problem of University and College employees not being able to afford the housing they need; the University will become directly involved in providing affordable key worker housing for staff.

7.40 The needs of disabled people should be considered in all applications for new student accommodation, or for alterations to existing. Adequate rooms should be designed or adapted to meet the needs of disabled students to accord with the requirements of relevant British Standards, the current Building Regulations or other relevant legislation.

7.41 It is important that the Local Plan makes adequate provision for College and University residential needs. The Proposals Schedule and Proposals Map allocate a number of sites for student accommodation. A positive attitude will be taken towards additional windfall student hostel sites that may come forward. The location of such hostels will need to respect the character and residential amenity of the local area in which they are sited. Depending on their size, location, distance from the institution served, and nature of occupants, appropriate supervision arrangements may be required. Any sites currently in recreational use will be assessed against policy 4/2 and paragraph 4.10. Policies concerning affordable, key worker housing, and houses in multiple occupation are dealt with in the 'Living in Cambridge' chapter.

7/8 Anglia Ruskin University East Road Campus

The upgrade and limited further development of the University's East Road site to provide teaching, administrative, residential, social and amenity facilities will be permitted provided that:

- a. development accords with an agreed Masterplan; and
- b. there is a reduction in private parking on site.

In the longer term, whilst East Road will continue to be considered as the University's primary campus, its needs for longer term growth for academic and student accommodation would be supported, in particular at East Cambridge.

7/9 Student Hostels for Anglia Ruskin University

Sites suitable for the development of student hostels for Anglia Ruskin University are identified in the Proposals Schedule and on the Proposals Map. These sites and provision are safeguarded and development for alternative uses will not be permitted except where existing bodies are seeking to refurbish, rationalise or extend the premises for their own use and occupation. If these sites are also providing residential accommodation no requirement for affordable housing will be sought under Policy 5/5 provided a significant proportion of student hostel accommodation is included to meet the needs of Anglia Ruskin University. Appropriate provision should be made for students who are disabled.

7.42 The City Council is committed to supporting the development of Anglia Ruskin University, to provide a higher education establishment which can meet the needs of the region. This will continue to be important to the economy and community of the City. However, given the pressures on the housing market in Cambridge it is not acceptable to expand student numbers without providing a much higher level of purpose-built student hostel

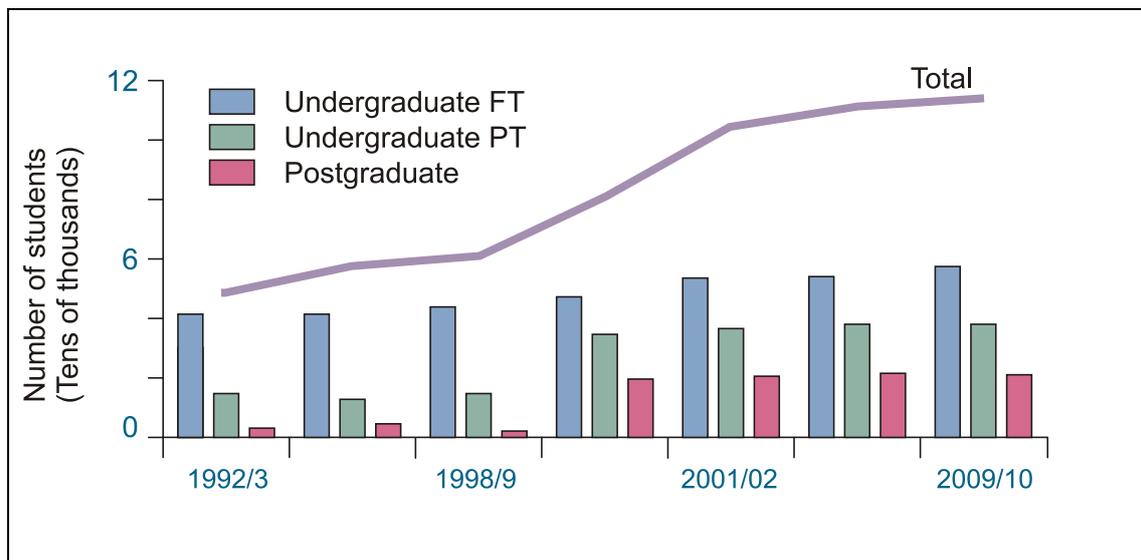
accommodation. Financial limitations mean this has been difficult in the past. The City Council will, for its part, continue to look for opportunities to assist with the provision of sites for hostels for Anglia students. If windfall opportunities arise for development for Anglia Ruskin University within the existing urban area, the City Council will assess them against the Local Plan on their merits and will not require such provision to be made at East Cambridge.

7.43 Anglia Ruskin University occupies a congested central site, but has limited potential for development because of the presence of temporary buildings and a commitment to reduce on-site parking. A draft Development Framework has recently been received as a context for the improvement and rationalisation of the site over the next 5-10 years. An outline application for the whole site is currently pending.

7.44 The first phase, which has recently been approved, involves a new administrative building, a student social centre and teaching block to the rear of the Helmore building. Phase 2 provides space for further faculty development. Phase 3 comprises a new Community Arts Centre linking the Helmore extension with a consolidation of Arts and Letters to the rear of the Ruskin building.

7.45 Other improvements involve the rationalisation of car parking and improvements to the quality of the environment on the site.

7.46 The University has been growing quite rapidly over the last ten years. Numbers of full time higher education students are anticipated to increase from around 10,370 in 2001/2 to about 11,140 by 2006. They are projected to then increase only gradually to around 11,580 by 2009/10.

Figure 7.1: Growth in Student Numbers at Anglia Ruskin University

Source: Anglia Ruskin University, February 2003

7.47 Anglia Ruskin University is critically short of student residential accommodation: there are few student hostel places. It is heavily dependent on houses acquired on short leases and on lodging accommodation with local families. Its students create a significant demand for private rented housing and many have to put up with very poor quality accommodation. Government changes to higher education funding puts students in an even worse position in getting suitable accommodation in expensive housing areas like Cambridge. Even if its current development programme is achieved, Anglia Ruskin University will only have around 9.8% of its 4,900 full time undergraduate students housed in University controlled hostels. This compares with over 92% of undergraduate students who are housed by the University of Cambridge's Colleges. Further increases are expected over the Plan period.

TABLE 7.3: ANGLIA RUSKIN UNIVERSITY HOSTEL ACCOMMODATION

Location of Accommodation	Number of bed spaces 1998/9	Number of bed spaces 2002/3
Swinhoe House Bradmore Street	119	119
Bridget's & Nightingale hostels Tennis Court Road	106 (including 8 units at Bridget's Hostel, for disabled students – some from University of Cambridge)	106 (including 8 units at Bridget's Hostel, for disabled students – some from University of Cambridge)
Peter Taylor House East Road Campus	254 (available 1999/2000)	254
Anglia Ruskin University Hostel Sub Total	479 (= 10.74% full time students)	479 (=9.68% full time students)
Managed head leased properties including CAMCAT (reduced from about 900 in 1995)	434 (in 72 Properties)	251 (in 47 properties)
Lodgings	88	22
University owned, Collier Road and adjoining streets (13 properties)	13	77
Other Accommodation	0	0
CAMCAT Housing Association (4 properties)	25	25
Available in YMCA (mainly one semester overseas students)	32	32

Sub Total College provided	1,071 (= 24.03% of full time students)	886 (=17.91% of full time students)
Contracted with private sector (652 properties in 1998/9)	1,323	800
Total	2,394 (= 53.71% of full time students)	1686 (= 34.09% of full time students)

Source: Anglia Ruskin University February 2003/ CCC Local Plan Monitoring Report 1999

7.48 It is the desire of the Anglia Ruskin University to house as many of its students as possible in purpose-built hostel accommodation. The City Council encourages and supports this aim. Where new purpose-built student hostel accommodation is successfully provided the City Council will encourage the return of as many bedspaces as possible held in private leased houses back to open housing market occupation. The University is beginning to do this and has returned approximately 650 bedspaces back to the open market since 1995. It had around 250 bedspaces in 47 properties remaining on head leases in 2003.

7.49 A number of sites are allocated for student residential accommodation in the Proposals Schedule and Proposals Map. All of these sites are currently in other uses and it is not certain they will become available in the Plan period. Given the shortage of suitable sites if they do become available it is important that they are safeguarded to help meet this under provision of student accommodation. On other sites the City Council will consider the criteria mentioned under Policy 5/7 on Supported Housing, in determining such planning applications.

7/10 Speculative Student Hostel Accommodation

The development of speculative purpose-built student hostels will only be permitted if:

- a. occupancy restrictions exist to ensure the accommodation is only available to full time students attending Anglia Ruskin University or the University of Cambridge;
- b. appropriate management arrangements are in place to ensure students do not keep cars in Cambridge;
- c. they are reasonably close or accessible to the institutions they serve; and
- d. they make appropriate provision for students who are disabled.

7.50 A number of speculative developments have occurred in recent years to provide purpose-built student hostel developments. These have not always provided accommodation on a term basis for full time students attending Anglia Ruskin University. In view of the difficult student housing shortages faced by the University, and the limited number of sites and pressures to use this accommodation for other purposes such as language student accommodation, a planning condition or obligation will be imposed on future developments to ensure such accommodation is used by a named institution (either Anglia Ruskin University or the University of Cambridge) during its teaching terms.

7.51 Both Universities operate systems of proctorial control over their students bringing cars to Cambridge. It is important in the case of speculative developments by other landlords that appropriate management controls are put in place to prevent student occupants keeping cars. For reasons of sustainability it is desirable that sites are close or accessible to the institutions they serve.

7.52 The City Council will consider the criteria mentioned under Policy 5/7 on Supported Housing in determining planning applications for hostel accommodation.

7.53 The City Council will look favourably upon development proposals for student hostels on sites which might not otherwise be suitable for residential use by reason of amenity, traffic generation or location.

7/11 Language Schools

The establishment of additional permanent or temporary language schools will not be permitted. Development at existing schools will be permitted where existing facilities are being improved or teaching floorspace is being increased by no more than 10% of existing floorspace.

7.54 Permissions given for the expansion of non-teaching space will be subject to planning conditions or legal agreements to prevent the use of such space for teaching. Extension tolerances are based on the original building floorspace and are a one time only concession. Development to provide purpose-built student hostel accommodation on existing sites will be permitted provided this is not intended to facilitate an increase in student numbers. The City Council will consider the criteria mentioned under Policy 5/7 on Supported Housing in determining such planning applications.

7.55 Control of seasonal language schools through planning legislation will not be achieved easily: the use of existing educational establishments falls outside planning control and the relatively short duration of operation may avoid the enforcement process. However, a programme of identifying premises which cause problems followed by the service of an enforcement notice prohibiting use for language teaching may be effective and will be used where appropriate. Other legislative controls may also be used.

Chapter 8: Connecting and Servicing Cambridge

Objectives

- 1 To minimise the distances people need to travel, particularly by car.
- 2 To maximise accessibility for everyone, particularly to jobs and essential services.
- 3 To minimise adverse effects of transport on people and the environment.
- 4 To ensure adequate provision of sustainable forms of infrastructure to support the demands of the City.
- 5 To promote a safe and healthy environment, minimising the impacts of development upon the environment.

Introduction

8.1 This chapter contains policies relating to networks, including transport and telecommunications, as well as policies concerned with infrastructure requirements of development including energy generation and waste.

Transport

8.2 Cambridge is an accessible City, where walking and cycling are attractive and popular. Whilst car use is lower than in many cities, there is a considerable amount of car commuting into Cambridge and only limited road

space. The problems caused by the resulting congestion are well known; pollution, increased journey times and hence costs to business, and deteriorating conditions for public transport, pedestrians and cyclists. Moreover, demand for transport is continually rising due to lifestyle changes and urban expansion.

8.3 The City Council will continue to work closely with Cambridgeshire County Council, and other partners, in order to improve public transport, cycling and walking networks and to manage the demand for car travel. Applying one type of measure without the other would be likely to be ineffective. As the Planning Authority, the City Council can influence transport conditions and it has the ability to greatly contribute to the above objectives through the control of development. The introduction of tighter car parking standards will encourage a modal shift away from car use. The City Council will encourage Cambridgeshire County Council as the Highway Authority to introduce further measures through the Local Transport Plan such as the expansion of the Controlled Parking Zone and to carefully assess the feasibility of fiscal measures such as road user charging or a workplace parking levy.

8.4 References in this document to the Cambridgeshire Guided Bus relate to the scheme proposed by Cambridgeshire County Council for a rapid transit scheme using guided bus technology in the Huntingdon to Trumpington corridor. The scheme was granted a Transport and Works Act Order in December 2005. Subsequently deemed planning permission was issued for the necessary works subject to 10 conditions.

8/1 Spatial Location of Development

For non-residential proposals likely to attract a large number of trips, applicants should demonstrate that the location is the most suitable with regard to access by public transport, cycling and walking. In general, the

sequential approach should be followed, whereby preference is given to more central locations.

8.5 It is important that the location of new development should minimise the need for private car use, and maximise the scope for access by sustainable modes of transport. For this reason, a central location will often be preferable, due to the high availability of public transport services from outer areas of Cambridge and the Sub-region.

8.6 Out-of-centre non-residential development will only be acceptable where it can be clearly demonstrated that the location is suitable, and will not encourage additional car use compared with a more central location. This approach seeks to avoid or reduce traffic impact where this may affect bus service reliability. Good accessibility by public transport will still need to be ensured.

8/2 Transport Impact

Developments will only be permitted where they do not have an unacceptable transport impact. Proposals must include sufficient information in order for the likely impact to be assessed.

8.7 It is important that development does not have an unacceptable impact on the transport network, and this should be demonstrated as part of any application. In areas of the City where traffic congestion is particularly high, the council may seek a zero increase or reduction in car traffic generation through any proposed redevelopment. It should also be demonstrated that the level of parking proposed is consistent with the results of any Transport Assessment submitted.

8/3 Mitigating Measures

For development likely to place demand on the transport system, suitable mitigating measures will be required. Financial contributions will be sought towards improvements in transport infrastructure in the wider area affected by increased development, in particular to support public transport, cycling and walking. Developments will also be required to provide any necessary site-specific measures, and a staff travel plan will be required for non-residential developments.

8.8 As the development of the City increases, so does the need for transport. The current infrastructure has little spare capacity and is seriously strained in many areas. Therefore, financial contributions will be sought towards schemes approved by the City and County Councils for the necessary improvements in the Sub-region. An appropriate methodology for quantifying the level of contributions in relation to the likely impact of the development will be detailed in Supplementary Planning Document.

8.9 Where redevelopment of a currently occupied site is proposed, the existing demand on the transport network will be taken into account. If it can be shown that no additional transport demand will be generated, then contributions will not be required.

8.10 Planning Obligations will be used to secure payments for measures that cannot be secured through a planning condition. Any other legal powers available to the Planning Authority may also be used to secure payments.

8/4 Walking and Cycling Accessibility

To support walking and cycling, all development will be designed to:

- a. give priority for these modes over cars;
- b. ensure maximum convenience for these modes;

- c. be accessible to those with impaired mobility; and
- d. link with the surrounding walking and cycling network.

8.11 Walking and cycling are of high priority, being healthy, affordable and sustainable modes of travel. One of the best ways to encourage these modes is to fully include them at the planning stage. Priority and convenience for walking and cycling should be ensured through the design layout, traffic calming measures, and on-site facilities, as set out in the Cambridge Walking and Cycling Strategy. The needs of all users should be considered, to ensure accessibility for pushchairs and wheelchairs. Factors such as safety, personal security and potential conflicts between users should also be considered.

8/5 Pedestrian and Cycle Network

New developments will safeguard land along identified routes for the expansion of the walking and cycling network. In addition, funding for high quality physical provision of these routes will be required, both within and adjacent to the proposed development site. Any existing routes should be retained and improved wherever possible.

8.12 Increases in walking and cycling levels within Cambridge are strongly influenced by the expansion of a safe and convenient network of routes. Therefore, both existing routes and those identified through guidance will be protected within development areas.

8.13 Developers will be required to fund high-quality paths, both along the identified routes, and any others that may be suitable for accessing the particular development. The City Council will seek a provision that is proportionate to the scale of development being undertaken.

8.14 All paths should conform to established good practice. They should consider wildlife and landscape factors, so that any adverse impact in this respect is minimised. They should also be in place by first occupation of the development so that sustainable travel patterns can be established at an early stage.

8/6 Cycle Parking

Developments will provide cycle parking in accordance with the Parking Standards, in number, location and design. Planning applications must include full details of the proposed cycle parking.

8.15 The provision of adequate on-site cycle parking is important to encourage cycling and reduce theft, and should be an integral part of any new development. The location, type, spacing and number of cycle parking spaces should be clearly indicated within the plans, and must be at least that required by the standards.

8/7 Public Transport Accessibility

All development within the urban extensions must be served by a high quality¹ public transport service within a 400 metre walk. Developers will be required to ensure the provision of services from the first occupation of development for a period of up to five years.

¹ A high quality public transport service is one that provides a 10 minute frequency during peak periods and a 20 minute frequency inter-peak. Weekday evening frequencies should run ½ hourly until 11pm, on Saturday ½ hourly 7am until 6pm, then hourly until 11pm, and on Sunday hourly 8am until 11pm.

8.16 Public transport, and buses in particular, have a crucial role to play in

meeting the City's transport needs. This is particularly important for urban extensions, so that sustainable travel patterns can be established at an early stage. This will only happen where public transport is a practical, convenient and affordable option.

8.17 The Cambridgeshire Local Transport Plan sets out the strategy for bus provision in the City. However, this needs to be supported by developers of major sites, who will need to ensure that bus services are provided for an agreed minimum period, up to five years from the completion of development. After this time it is expected that services will become self-supporting. It is important that, as far as possible, public transport is in place from the start of those occupying new developments. However, full provision may not be practical from first occupation, and therefore the exact phasing of the introduction of services will be determined at a later stage.

8.18 The provision of demand responsive services may be supported, where they can be shown to be an appropriate alternative to conventional buses. In addition to routes to the City Centre, new non-radial bus routes will be encouraged in conjunction with development of outer sites.

8/8 Land for Public Transport

Development will not be permitted where it would inhibit the expansion of high quality public transport:

- a. alongside existing radial classified roads, for bus lanes, guideways and junction improvements;
- b. around existing or potential public transport nodes for improved interchange facilities; and
- c. along the particular public transport routes identified on the Proposals Map.

8.19 Congestion is a major problem, both on the main radials and at key

interchanges which serve Cambridge and the Sub-region. Priority measures are vital to free buses from other traffic, together with improved enforcement, especially on major radial routes identified in the Local Transport Plan. Therefore it is important to safeguard land for new public transport infrastructure, against the inevitable pressure from other uses such as offices, retail or housing.

8.20 The *camToo* Project proposes a high quality public transport and cycle link alongside the railway line between Cowley Road and Ditton Fields/Newmarket Road. This scheme would require the construction of a bridge over the river from Cowley Road and be associated with flood risk alleviation provided by a flood relief channel along the south-east side of the Cam flood plain. Such a project could facilitate development in East Cambridge and the Northern Fringe whilst providing through public transport access past the proposed station on Chesterton Sidings (situated in South Cambridgeshire). There is also an opportunity to enhance the sporting and recreational value of the flood plain. However, a full social, environmental and economic appraisal of *camToo* would be required before it could be considered for inclusion as a formal proposal in the Development Plan.

8/9 Commercial Vehicles and Servicing

Development proposals will make suitable provision for any required access and parking by service and delivery vehicles. For suitably located sites, the proposal must include a proper consideration of the use of rail or water freight where this would be viable.

8.21 Service and delivery vehicles that park on the highway can cause an obstruction to other road users. Therefore, any development that will require regular loading or servicing must avoid causing illegal or dangerous parking, by providing appropriate off-street facilities. The City Council will also aim to minimise the blocking of bus lanes and pedestrian areas in particular, and

would support loading restrictions on bus lanes, particularly during peak hours. Rail and water freight will be encouraged in order to minimise the environmental impact of heavy goods vehicles on the highway network.

8/10 Off-Street Car Parking

Off-street car parking must be in accordance with the Parking Standards.

8.22 Car parking standards constitute an important means to manage traffic levels. Even though other factors, such as access to public transport, are important in encouraging journeys to be made other than by car, studies suggest that the restriction of car parking at the journey's end is very significant.

8.23 The City Council promotes lower levels of private car parking in order to encourage modal shift, particularly at non-residential developments and where good public transport accessibility exists. Reduced levels of car parking will be sought in parallel with improvements in the provision of alternative modes of transport.

8/11 New Roads

Any proposed road must:

- a. be designed to give high priority to the needs of pedestrians and cyclists, including safety;
- b. restrict through-access for general motor traffic where possible;
- c. minimise additional car traffic in the surrounding area; and
- d. be acceptable to the Highway Authority in all other respects.

8.24 New roads should make suitable provision for the needs of non-car modes. This will include measures to discourage speeding, so that pedestrians and cyclists can travel in safety and without intimidation. They

must also avoid any severance of existing pedestrian or cycle routes as far as possible.

8.25 Roads providing a new vehicular through-route will not generally be supported, because they would be likely to attract car traffic from more major roads. However, controlled through-access for buses will be encouraged. Where any new through-route for all traffic is proposed, it is important that the potential impacts of this are minimised. A suitable quantitative assessment of the likely effect of the new road will be essential.

Cambridge Airport

8.26 Following the Cambridgeshire and Peterborough Structure Plan, Cambridge Airport has been identified for housing and mixed use development. Development of this area is dependent upon the relocation of Marshall of Cambridge. Until such development opportunities arise, the two following policies will apply.

8/12 Cambridge Airport

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

8.27 Cambridge Airport, operated by Marshall, lies within the administrative boundaries of both Cambridge City Council and South Cambridgeshire District Council. The area within Cambridge comprises part of the runway and a number of hangars, whilst the terminal building is within South Cambridgeshire. The airport is a base for general aviation as well as aircraft repair.

8.28 The City Council is committed to the relocation of Marshall Aerospace and Cambridge Airport. Therefore the City Council's position is that there is no scope for significant development of aviation at Cambridge City Airport.

8.29 Airports have permitted development rights under the Town and Country Planning (General Permitted Development) Order 1995, which means that some types of development in connection with the provision of services and facilities do not need planning permission, although the Local Planning Authority must be consulted. Therefore, this policy can only apply to developments which require planning permission, for example the construction or extension of a runway, the construction of a new passenger terminal above a floorspace of 500 square metres, or the extension of a passenger terminal by more than 15% of the existing building.

8.30 Any further aviation development proposals which fall within the scope of this policy will need to be carefully assessed, particularly in terms of impact on noise, air quality, landscape, nature conservation, transport and public safety. It is likely that any planning applications for major works will require an Environmental Impact Assessment, to assess the potential significant impacts of the development on the environment.

8/13 Cambridge Airport Public Safety Zone

Development, including change of use, which would increase the number of people living, working or congregating on the land within the Cambridge Airport Public Safety Zone, identified on the Proposals Map, will not be permitted.

8.31 A Public Safety Zone has been established for Cambridge Airport and this is shown on the Proposals Map. The purpose of this zone is to restrict development in order to minimise the number of people on the ground at risk in the event of an aircraft crash on take-off or landing.

8.32 Department for Transport (DfT) Circular 1/2002 'Control of Development in Airport Public Safety Zones' should be consulted for further advice. There is a general presumption against new development, but some types of development may be acceptable in these areas such as extensions, alterations or change of use which could not reasonably be expected to increase the number of people living, working or congregating. Also developments of low intensity use including long stay car parking, allotments, golf courses and public open space.

8.33 There are also restriction zones in place relating to the height of new buildings, for aircraft safety reasons, and these will be taken into account in any planning decisions. It will be particularly important for developers of tall buildings under Policy 3/13 to consult with the City Council.

Telecommunications

8/14 Telecommunications Development

Planning permission and prior approval will be granted for telecommunications development provided that:

- a. the visual impact of the proposed development has been minimised through careful siting and design, and where appropriate, landscaping;
- b. evidence is provided to demonstrate that alternative sites have been considered including the possibility of using existing masts, structures and buildings and/or site sharing has been fully explored;
- c. evidence is submitted of compliance with national guidelines together with operational details of the development; and
- d. evidence is provided regarding the purpose and need for the proposed development.

Conditions will be imposed requiring the removal of any mast/apparatus and reinstatement of the site to its former condition when it becomes redundant.

8.34 Telecommunications play a vital role in the life and economy of the City and can even contribute towards reducing the need to travel. Government policy is to facilitate the growth of new and existing telecommunications systems whilst keeping the environmental impact to a minimum.

8.35 The City Council is aware of public concerns regarding health and safety implications of telecommunications development. Current National Government guidance states that if a proposed mobile phone base station meets the International Commission on Non-Ionizing Radiation Protection (ICNIRP) guidelines for public exposure, it should not be necessary for a local planning authority to further consider concerns about their effects on health. Account will be taken of any changes in national guidance or of the ICNIRP guidelines.

8.36 In considering applications for telecommunications development, regard will be had to the technical and operational requirements and legal obligations of telecommunications operators.

8.37 Telecommunications development will normally fall into one of four categories; de minimus, permitted development, permitted development that requires prior approval (under the General Permitted Development Order (1995)) and development that requires an application for planning permission and/or listed building consent. Developers are encouraged to make contact with the Local Planning Authority as early as possible in order to determine whether the proposal is permitted development or whether prior approval or planning permission is required.

8/15 Mullard Radio Astronomy Observatory, Lord's Bridge

Development proposals within the Lord's Bridge Consultation Areas shown on the Proposals Map, which could adversely affect the operation of the Mullard Radio Astronomy Observatory will:

- a. be subject to consultation with the University of Cambridge;
- b. not be granted planning permission where undue harm would be caused that could not be overcome by condition or planning obligation.

8.38 The Mullard Radio Astronomy Observatory at Lord's Bridge is of international importance and must be safeguarded. The Observatory contains unique radio and optical telescopes operated by the University of Cambridge and the University of Manchester/Jodrell Bank. The telescopes measure signals that are very weak, and hence highly susceptible to many forms of interference; specifically to electrical interference, microwave interference from telecommunications masts and equipment, light pollution and mechanical vibration from domestic, industrial plant, and other sources such as the movement of vehicles, including aircraft.

8.39 The Observatory is located within South Cambridgeshire District Council, however there are two consultation areas which fall within the City Council boundary. The large consultation area covering most of the City requires consultation with the University of Cambridge on applications

involving microwave transmission, such as telecommunications masts and equipment (consultation area 2). The smaller area just extends into the City at Trumpington and is more sensitive, also requiring consultation on any applications involving industrial development or resulting in light pollution (consultation area 1).

8.40 Harm caused to the Observatory will be overcome where possible by amendments to the proposal or by the use of planning obligations to regulate the installation and use of equipment likely to interfere with the operation of the Observatory.

Energy Resources

8/16 Renewable Energy in Major New Developments

Developers of major proposals above a threshold of 1,000 square metres or 10 dwellings will be required to provide at least 10% of the development's total predicted energy requirements on-site, from renewable energy sources. These requirements may be relaxed if it can be clearly demonstrated that to require full compliance would not be viable.

8.41 The sustainable use of energy is central to reducing carbon dioxide emissions which are causing climate change. The Energy White Paper has a goal of reducing the UK's CO₂ emissions by some 60% by 2050, with real progress by 2020.

8.42 For the purposes of this policy renewable energy could include those technologies set out in the supporting text to Policy 8/17, and also passive solar design. Passive solar design is designing a building to take maximum advantage of the light and heat from the sun and natural ventilation, and can significantly reduce the overall energy consumption of a building. This can be

achieved by the location, grouping, orientation and layout of buildings, but must be considered early in the design process. Passive solar design provides a one-off opportunity to save energy during the lifetime of a building.

8.43 Developers will be expected to use the renewable energy technology, or mix of technologies, that is most appropriate to the type of development proposed, its location and design.

8.44 Developers of major proposals will be required to provide evidence, to be submitted with the planning application, to show how they have met the requirements of this policy. Typically this can be submitted as part of the Sustainability Statement required by Policy 3/1 and set out in the Sustainable Development Guidelines.

8.45 Further guidance will be produced to support this policy and Policy 8/17 on renewable energy. There is significant scope for making use of renewable energy technologies in the areas of major change. The City Council will require that this be fully considered in the Masterplanning of these areas.

8/17 Renewable Energy

Applications for renewable energy schemes or technologies will be permitted if applicants can demonstrate that:

- a. any adverse impacts to the environment or amenity have been minimised as far as possible;
- b. where any localised adverse environmental or amenity effects remain, that these are outweighed by the wider environmental, economic or social benefits of generating energy from renewable sources.

8.46 Renewable sources of energy such as the sun, wind, water power, and geothermal energy can offer diversity and security of supply and can reduce harmful emissions to the environment. The Government's target is to

generate 10% of UK electricity from renewable sources by 2010, with an aspiration to generate 20% by 2020.

8.47 The City Council supports the development of renewable energy schemes. In particular the development of small-scale, community based renewable energy schemes appropriate to local need. The proposed urban extensions offer a significant opportunity for renewable energy schemes, however there will also be opportunities within the rest of Cambridge. The types of renewable energy technologies which may be suitable include:

- Active solar thermal
- Photovoltaic cells (PV)
- Wind turbines
- Biomass for community heating or Combined Heat and Power (CHP)
- Ground source heat pumps

8.48 Applicants will be required to minimise any potential impacts to the environment or local amenity by careful site selection, choice of technologies and mitigation measures. Potential impacts may be acceptable if they are minor, or are outweighed by wider benefits, such as the national need for energy from non-fossil fuels which will contribute to reducing CO₂ and other emissions.

8.49 Other policies in the Plan deal with safeguarding the environment and the protection of international, national or locally designated sites. Although such sites should be avoided if alternative sites exist, each application will be judged on its merits, and renewable energy schemes are not automatically ruled out at these sites. Renewable energy schemes will only be acceptable in the Green Belt if applicants can demonstrate that development is appropriate, or that there are very special circumstances for their development in this location.

Water, Sewerage and Drainage Infrastructure

8/18 Water, Sewerage and Drainage Infrastructure

Planning permission will not be granted where there is an inadequate water supply, sewerage or land drainage system available to meet the demands of development, unless there is an agreed phasing agreement between the developer and the relevant service provider to ensure the provision of the necessary infrastructure in time to serve the development.

8.50 It is essential that proposed new developments have adequate water, sewerage and drainage infrastructure provision. Major developments may result in the need for additional infrastructure such as new or enhanced sewage treatment works, water treatment works, water sources and pipelines. The effects of new development on drainage and flooding are considered by Policy 4/16. The City Council supports the use of sustainable drainage systems (SuDS). Increased sewage effluent may also have implications on flooding of both sewers and surface waters which will need to be considered in applications for major development.

8.51 Cambridge Water Company and Anglian Water are responsible for water supply and sewage treatment within Cambridge. The Environment Agency is responsible for water resource management, land drainage, river management, flood defences on main rivers, pollution control and regulating the handling and disposal of waste. The City Council will consult with these bodies in order to coordinate new development with infrastructure demands.

8.52 It is important that improvements to infrastructure are phased to ensure that they are in place at the same time as the development. Such phasing agreements will be secured by condition or planning obligations.

Waste

8.53 Government Guidance in PPG10 states that districts in areas of two-tier local government should exclude waste policies from their Local Plan. The Cambridgeshire and Peterborough Waste Local Plan (adopted 2003), prepared by the County Council and Peterborough City Council, addresses the land-use planning aspects of waste management in Cambridgeshire and Peterborough. It sets out policies and proposals and provides a framework for determining planning applications for waste development in Cambridge.

8.54 The Waste Local Plan identifies land at the Anglian Water Site, Cowley Road/Chesterton Sidings (Chesterton Sidings is within South Cambridgeshire District Council) as an area of search for a major waste management facility (not Energy from Waste). A further facility may also be required in the Cambridge area.

8.55 There may be potential to provide a major waste management facility as part of a major new development (see Waste Local Plan Policy WLP18). Any proposal will need to be in accordance with the policies in the Waste Local Plan and policies in the Local Plan.

8.56 In addition, the Waste Local Plan has indicated that there is a need to identify land for Household Waste Recycling Centres (HWRC) in the Cambridge City area. This is particularly the case because the only current site serving Cambridge, at Milton, is temporary.

8.57 The requirements for new facilities are being considered in the emerging Cambridgeshire and Peterborough Minerals and Waste Development Plan, which is the relevant document to establish the number and siting of facilities. Future waste management sites will need to be carefully designed to co-exist with neighbouring uses.

Chapter 9: Areas of Major Change

Objectives

- 1 To provide a framework for the delivery of major development in and around Cambridge.
- 2 To establish an overall vision for each of the Areas of Major Change and set out principles to guide the preparation of further guidance for these areas.

Introduction

9.1 This chapter contains policies relating to the planning and development of urban extensions around the edge of the existing built-up area of Cambridge as well as land around Cambridge station, collectively referred to as Areas of Major Change. These areas are shown on the proposals map and include:

- East Cambridge
- Southern Fringe
- Northern Fringe
- Madingley Road / Huntingdon Road
- Huntingdon Road / Histon Road
- Station Area

9.2 These areas will see significant development during the period of the Local Plan providing much needed housing and associated community facilities, as well as land for employment, medical and higher education

expansion. Such a scale of development and change needs to be carefully planned for and managed. The policies in this chapter are the first steps in achieving this.

9.3 General policies for all Areas of Major Change are included at the beginning of this chapter, followed by a policy that applies to all urban extensions and finally there are a number of site-specific policies relating to each Area of Major Change. The non site-specific policies of the Local Plan continue to apply. The indicative dwelling capacities quoted illustrate the likely capacity of each area, actual capacities may be higher or lower depending upon their detailed Masterplanning.

9/1 Further Policy/Guidance for the Development of Areas of Major Change

Further policy/guidance for Areas of Major Change and other large or complex sites will be prepared in partnership with Cambridgeshire County Council, South Cambridgeshire District Council, landowners and developers as appropriate, and with public consultation. Substantive development will not be permitted in advance of the preparation and approval of further policy/guidance. Limited development may be permitted, providing it would not prejudice the longer-term development of the Area of Major Change and is not considered to be premature in advance of the preparation of further policy/guidance.

9.4 The City Council wishes to ensure that the Areas of Major Change identified in paragraph 9.1 and any other large or complex sites that come forward for development, are developed in the most appropriate way taking account of the sustainability, mixed use and design objectives set out elsewhere in the Plan.

9.5 As a first step, this Plan includes site-specific policies for each of the Areas of Major Change. These policies set the broad framework for development and specify the principal land uses, accessibility considerations and landscape requirements for each area.

9.6 However, more detailed policy/guidance will need to be prepared for each of these sites. This policy seeks to ensure the timely preparation of appropriate guidance and aims to ensure that development of these large and complex sites is in accordance with this guidance.

9.7 The form of this policy/guidance will vary from site to site depending on a variety of factors such as the time at which the land comes forward for development and the extent to which the site crosses the boundary with South Cambridgeshire. This policy/guidance might include Masterplans, and Local Development Documents including Area Action Plans and Supplementary Planning Documents, as appropriate to the site in question. Subsequent planning applications should conform with approved guidance.

9.8 The City Council believes that it is important that it engages with key partners including the local community, South Cambridgeshire District Council and the County Council, in the preparation of this detailed policy/guidance. Where sites cross the administrative boundary into South Cambridgeshire District, proposals will need to take account of policies from all relevant plans.

9.9 In order to ensure that the development of these sites is undertaken in a comprehensive, coordinated manner, substantive development will not be permitted until the more detailed policy/guidance for that site as a whole has been approved. However, limited development which would not prejudice the longer-term development of the site and which is not considered to be premature in advance of the preparation of further policy/guidance may be permitted.

9.10 The City Council will also actively promote with key partners the production of further policy/guidance for any other large or complex sites

within the urban area, which come forward for development. Subsequent planning applications will be expected to be in accordance with the approved documents.

9/2 Phasing of Areas of Major Change

The development of each Area of Major Change shall only commence once a detailed transport network has been agreed for the area.

Additionally, the first occupation of each development will only be permitted when the necessary transport infrastructure and associated systems have been provided to support that development, or where an acceptable alternative provision has been made in instances where the complete transport network to support that development cannot be provided initially, or where a Transport Assessment shows that a particular development can take place in advance of such provision without causing unacceptable transport impacts.

Phasing assumptions are set out in the Phasing Table which also sets out what transport infrastructure and associated systems will be required to support the completed development of each Area of Major Change.

9.11 Development in the Areas of Major Change should come forward as quickly as possible subject to the provision of key transport infrastructure. Further guidance for each area will detail the necessary transport infrastructure and establish a timetable for its delivery. Development in advance of the provision of infrastructure will only be possible if an acceptable alternative can be provided or if a Transport Assessment so indicates. The timetable for the delivery of the infrastructure is uncertain and implementation is subject to funding being available.

9.12 Whilst this policy concentrates on the provision of transport infrastructure the provision of schools, health care, open spaces and other forms of social infrastructure should proceed in step to ensure that existing provision in the City is not over pressured. Part of the land at Addenbrooke's and at Madingley Road/Huntingdon Road is subject to safeguarding and may not be developed until after 2016. The City Council will work with the County Council, South Cambridgeshire District Council and with developers to minimise the demand for car travel into and within Cambridge from the Areas of Major Change and from the new settlement at Northstowe to the north west of Cambridge. One of the ways it will do this is through the provision of high quality public transport and new and improved cycle and pedestrian links both into Cambridge and orbitally around the City.

Phasing Table

Site/Source	2006-2011	2011-2016	Post 2016	Required transport infrastructure and associated systems, to 2016
North of Cherry Hinton	Yes	Yes	Yes	Cherry Hinton Road/Airport Way to Coldham's Lane Access road.
Cambridge Airport	No	Yes	Yes	A14 widening followed by provision of improved and satisfactory access arrangements to the A14.
All East	Yes	Yes	Yes	High quality public transport (HQPT) to the City Centre, Station, and Addenbrooke's. Improvements to existing roads to enhance capacity for public transport. New and improved cycle and pedestrian links both into Cambridge and orbitally to Chesterton Station and Addenbrooke's.

Bell School	Yes	No	No	Subject to satisfactory vehicular access
Clay Farm /Showground/Addenbrooke's development	Yes	Yes	No	Hauxton Road to Addenbrooke's access Road.
Glebe Farm	Yes	Yes	No	Hauxton Road to Addenbrooke's access Road.
Monsanto	Yes	No	No	Access Road to Hauxton Road.
All South	Yes	Yes	Yes	Cambridgeshire Guided Bus by 2008. Improvements to existing roads to enhance capacity for public transport. New and improved cycle and pedestrian links both into Cambridge, from Trumpington to Addenbrooke's and orbitally to East Cambridge.
Madingley/Huntingdon Roads	Yes	Yes	Yes	Orbital cycle, pedestrian and public transport links. Improved cycle, pedestrian and public transport links into Cambridge.

Huntingdon/Histon Roads	Yes	Yes	No	Orbital cycle, pedestrian and public transport links. Improved cycle, pedestrian and public transport links into Cambridge. The Cambridgeshire Guided Bus could serve the northern part of the development.
Chesterton Sidings	Yes	No	No	Access road from Milton Road to Chesterton Station, interchange facilities, and improved cycle, pedestrian and public transport links to Cambridge.
Cambridge Waste Water Treatment Works (WWTW)	No	Yes	No	A14 widening, Junction improvements at the Milton A14 junction, Cambridgeshire Guided Bus, new access road from Milton Road/Milton A14 junction, and improved cycle, pedestrian and public transport links to Cambridge.
Station Area	Yes	Yes	No	Transport Interchange. Cambridgeshire Guided Bus. Limited access road link to Hills Road.

9/3 Development in the Urban Extensions

The development of the urban extensions will:

- a create attractive, stimulating, socially inclusive and safe living and working environments with distinctive characters incorporating high quality design sensitively integrated with existing communities;
- b enhance the setting and character of Cambridge;
- c respect key views and create new vistas;
- d develop a new, strong landscape framework which is guided by existing and historic character and positive features (where practicable, structural landscaping should be created at an early date and allowed time to mature before development commences);
- e provide open space linking in to the existing open space network to help conserve the setting of the City and provide recreation opportunities;
- f develop a biodiversity framework within the landscape framework and open space provision;
- g have higher densities around key transport nodes (including the proposed Chesterton Railway Station), and in the case of East Cambridge, a new District Centre;
- h ensure that the site is fully integrated into transport networks and is served by High Quality Public Transport Services;
- i create a comprehensive network of footpaths and cycle routes and link these into the wider network to allow these modes of transport to have a high modal share;
- j include a mix of uses within Classes A1, A2, A3, A4 and A5, providing it is of an appropriate nature and scale to its location, catering only for local needs, and that it would not have an adverse impact on the vitality and viability of the City Centre or District and Local Centres;
- k include community facilities appropriate to the development, and located, where appropriate, to integrate well with existing communities;

- l where appropriate use innovative construction methods, technologies and layouts to maximise the use of the available land;
- m incorporate Sustainable Drainage Systems where practicable;
- n incorporate renewable energy technologies.

Planning obligations will be used as a mechanism by which the provision of and contributions towards, affordable housing, transport infrastructure, recreation and open space, education and lifelong learning, community facilities, nature conservation, renewable energy and public art will be secured. A key requirement will be long term agreements on the management of the strategic open space and public access into the countryside.

The actual housing capacity of each area will be established during the preparation of the Masterplan.

9.13 The policy outlines a number of important requirements applicable to the preparation of further guidance for each of the urban extensions and to individual development proposals. The purpose is to ensure that each urban extension can be designed with the principles of sustainable development in mind, with appropriate densities of development, supporting mixed uses appropriate to the scale of development and good linkages for pedestrians and cyclists both within the development and with the rest of the City and the surrounding countryside. The landscape and other environmental requirements for urban extensions are also outlined to provide guidance to those developing the further guidance in the future. The policy lists some of the general planning obligations for each site although the detail of these will need to be worked out on a site-by-site basis through the preparation of the further guidance and ultimately in the negotiations on planning applications.

There may be additional requirements to those listed above depending upon particular site circumstances.

9/4 East Cambridge

The principal land uses will be:

- a around 65 hectares of housing, with an indicative capacity of 4,660 dwellings;
- b all or part of 10 hectares of employment land for Class B1, B2 and B8 activities¹;
- c a strategic open space dedicated for recreational and amenity uses and protected as Green Belt, which would create a green corridor from the open countryside to Coldham's Common;
- d all or part of a large District Centre to include a mix of uses within Classes A1, A2, A3, A4 and A5 of an appropriate nature and scale to its location taking into account the impact on the City Centre and District Centres²;
- e all or part of sites for education including up to 8-10 hectares for a secondary school and up to 9.5 hectares for primary schools²;
- f site or sites for higher education facilities²;

Proposals should:

- g secure public access into the countryside;
- h include internal open spaces to agreed standards.

Accessibility

- i road access and links into the existing road network will be required as part of proposals and will include a road linking Airport Way / Cherry Hinton Road to Coldham's Lane. Development of the Airport site south of Newmarket Road will be dependent upon provision of improved and

- satisfactory access arrangements to the A14 junction improvements at Ditton Lane and Quy, or the provision of a new junction to the A14;
- j the development should be fully permeated by pedestrian and cycle routes which will link into the surrounding areas and to the City Centre via Coldham's Common and the South East Cycle Route (via the Tins path and Carter Bridge);
 - k high accessibility (400 metre maximum walking catchments) to high quality public transport systems is required on both radial and orbital routes (linking to the Northern Fringe and Addenbrooke's);
 - l a segregated public transport route through the site is required linking into the existing network.

¹ 20-25 hectares or 4-5,000 jobs are proposed in the East area Action Plan Preferred Options for the area as a whole, of which 10ha comes from the Structure Plan guidelines for the City. This 10ha could be located in the City or South Cambridgeshire and will be determined through masterplanning and the detailed planning application stage.

² to be located in Cambridge City or South Cambridgeshire dependent upon the Masterplanning.

9.14 The extent of the future development on the east of the City must not be underestimated: the capacity of the land within the City and in South Cambridgeshire represents a commitment to the largest single area of growth within the Sub-region during the current round of plan making. Development on this scale will bring with it both the need for a comprehensive range of land uses and services and an opportunity to attract facilities that are currently missing from the Cambridge area.

9.15 The whole area potentially available for development straddles the City – South Cambridgeshire boundary. Creating a successful and sustainable urban extension will require planning across the whole area and this will be the subject of a joint Area Action Plan that will provide comprehensive guidance on development principles, land uses, infrastructure, design and phasing. Policy 9/4 sets down some of the principles, without being too

Cambridge Local Plan 2006

prescriptive thereby allowing the Area Action Plan to consider the best distribution of uses across the area.

9.16 The vision for East Cambridge is to create a distinctive major new urban extension to the City achieving the highest quality of design and embodying the principles of sustainability. Development of this site will help to meet the housing needs of the City, providing around 4,660 dwellings by being developed at a high density. Further dwellings may be achievable in South Cambridgeshire to the north of Newmarket Road, on the Airport and to the north of Cherry Hinton. In addition, some land must be reserved within the development area for employment as the site is identified in the Structure Plan as a Strategic Employment Allocation. The new extension will include a large district centre with an appropriate level of shops and services for the scale of development. The centre and other sites may include civic uses, a conference centre and leisure development that will meet Sub-regional needs and help in developing the regional role of the City.

9.17 A key feature of the development will be the creation of a green corridor running through the Airport site and linking Coldham's Common with the open countryside in South Cambridgeshire. Its location will be identified through subsequent Masterplanning. The green corridor will be protected from development and is expected to be dedicated for public access and recreation. It will be protected by maintaining it as Green Belt.

9.18 The total area of the site within the City and including the South Works is 114.89 hectares.

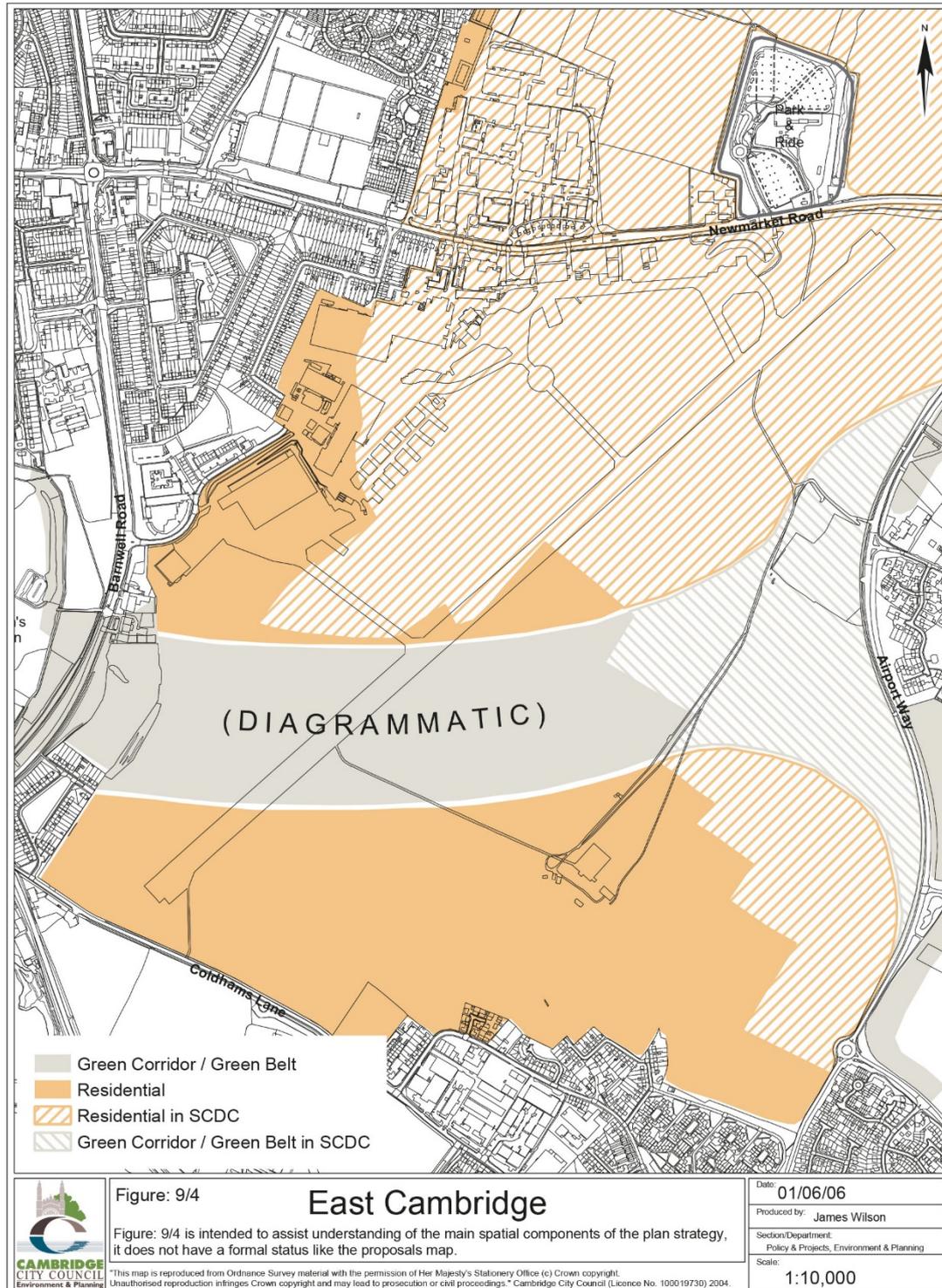
9.19 The site is constrained. Key issues to be taken into account include the need to relocate the airport and airport related activities of Marshall of Cambridge. Relocation costs will be taken into account in decisions on the level of the planning gains to be incorporated into the Section 106 Agreement. The traffic demands of such a large development will need to be met by the provision of high quality walking, cycling and public transport networks to minimize the increase in the number of additional vehicles on the network.

The sensitive relationship with open countryside and the villages to the east will also require careful design and management. There is a Definitive Right of Way between Church End and Airport Way.

9.20 The development of East Cambridge will be undertaken in partnership with landowners and developers to achieve an attractive, well-integrated and sustainable extension to Cambridge. The joint Area Action Plan, prepared in conjunction with South Cambridgeshire District Council, will be crucial in guiding the implementation of this urban extension.

9.21 Figure 9/4 provides a diagrammatic representation of the principal land uses, access and transport arrangements and landscape requirements for East Cambridge. This figure is informal guidance to help with the understanding of the policy and does not have the formal status of the proposals map itself.

Figure 9/4: East Cambridge Diagram



9/5 Southern Fringe

The principal land uses will be:

- a around 65 hectares of housing, indicative capacity 3,320 dwellings;
- b leisure and recreation facilities;
- c education including up to 4.5 hectares for primary schools, and a site for a secondary school, if Cambridgeshire County Council, as the local children's service authority, adequately demonstrates that there is an educational need for this provision in the Southern Fringe;
- d up to 10.3 hectares for NHS and private clinical development. 2.2 hectares of this area is reserved for the possible relocation of Papworth hospital. In the event of it not being needed for this use it would be available for other clinical, higher education, or sui generis medical research institutes;
- e up to 10.28 hectares of land will be safeguarded until after 2016 for future clinical development and research uses, the respective proportions being determined at Plan Review;
- f up to 14.4 hectares of employment land for commercial development , comprising biomedical and biotechnology research and development activities within Class B1(b), related support activities, related higher education and sui generis medical research institutes. A section 106 agreement will be used to ensure occupation accords with this mix of uses;
- g consolidation of local shopping and services in Trumpington centre and local neighbourhood shopping in areas of new development;
- h a large-scale public open space of City-wide importance will be provided.

Proposals should:

- i retain and enhance the strategic green corridor that extends from the chalk hills to Long Road along the Vicar's Brook, Hobson's Brook corridor and retain the nature and character of the two watercourses;

- j respect key views, especially to and from the chalk hills and create new vistas;
- k create distinctive gateways to the City when approached by road and rail;
- l mitigate for the potential disruption of the green wedge from transport routes;
- m respect and incorporate existing brooks, hedgerows and shelterbelts.

Accessibility

- n development in the Southern Fringe must be linked effectively to the wider road network. Key elements of the new highway infrastructure will be a southern access road to Addenbrooke's Hospital from the Hauxton Road, with no direct link through to Babraham Road; a link into Clay Farm from Long Road, but not providing a through route; access to the Bell site from Babraham Road; access to the Monsanto site from Hauxton Road, probably at the junction of the new southern access road; and access to the Glebe Farm site from the southern access road. In addition, the possibility of a link into Clay Farm from the west should be investigated and provided if feasible;
- o the individual development areas will be fully permeated by pedestrian and cycle routes. The development areas will also be linked, especially east-west;
- p strategic cycle routes northward linking up to Long Road and the National Cycle Network Route 11 and along the Cambridgeshire Guided Bus Route will be provided;
- q improvements to the east-west cycle route will be required to link the new residential areas in Trumpington with Addenbrooke's and beyond;
- r existing conventional bus services and Park and Ride services will be expanded and extended to meet the needs of the resident and working population;
- s the proposed Cambridgeshire Guided Bus will serve the area from the north along the old Bedford railway line, with spurs to Addenbrooke's Hospital and the Trumpington Park and Ride site.

9.22 The vision for the Southern Fringe is to create a distinctive new urban extension to the City to meet a range of needs for the Cambridge area, including additional housing close to an existing employment area, new employment opportunities, the expansion of clinical facilities and biomedical and biotechnology activities, related higher education and research institutes, and improved access to the countryside. The extension will incorporate strategic open space to serve the residents of the new development, Cambridge City and South Cambridgeshire and opportunities will be taken to enhance amenity, biodiversity and access to the Green Belt. The provision of shops and services in the existing area of Trumpington will be consolidated although there may be scope for some small neighbourhood facilities within the areas of new development. However, the search for a secondary school site may need to extend beyond the boundaries of the Southern Fringe Area of Major Change as defined on the Proposals Map. This is an exciting opportunity to create an example of best practice in sustainable development.

9.23 Five main areas of land will be developed. East of Shelford Road and Clay Farm (sites 9.05 and 9.06) – 31.38 hectares (ha) and 29.31 ha respectively will be primarily for residential development with open space. The Addenbrooke's site (site 9.02) is 57.93 ha in total, and will be primarily for clinical development and biomedical and biotechnology research and development activities, related support activities; related higher education and sui generis research institutes. 10.28 ha of land south of the main Addenbrooke's site will be safeguarded for future clinical development and as an extension to the research area post 2016 (site 9.09). 7.61 ha of land south of the Bell School (site 9.12), 9.79 ha of land at Glebe Farm (site 9.13), and 15.5 ha of land at Monsanto (site 9.08), will be primarily for residential development.

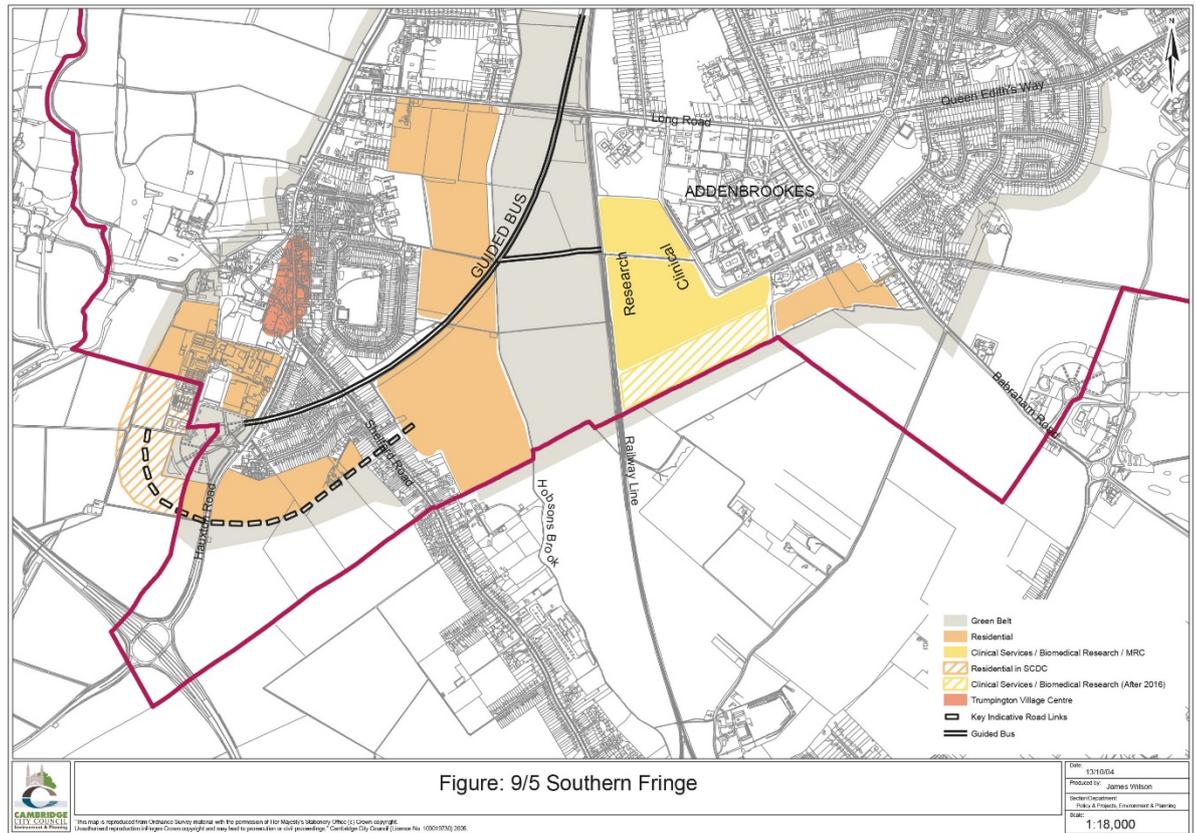
9.24 The research area is a commercial development within the Cambridge Biomedical Campus at Addenbrooke's. It aims to provide specialist premises to reinforce the existing biomedical and biotechnology cluster in the Cambridge area. It has potential to gain advantage from its proximity to the hospital, University and other internationally important research institutes nearby. In planning terms the mix of uses should focus primarily upon genuine B1 (b) research and development uses and sui generis research institutes. It is to be marketed towards firms from the biotechnology, pharmaceutical and medical device and equipment sectors. Related support activities are also acceptable on an appropriate scale. These activities might include patent agents, venture capital firms, marketing and sales activities, provided individual premises do not exceed 500 sq meters and such uses provide evidence that they support other clinical and research and development tenants on the site. A condition or legal agreement will be used to ensure future occupation accords with this mix of uses.

9.25 The development of the Southern Fringe will be undertaken in partnership with landowners and developers to achieve an attractive, well-integrated and sustainable extension to Cambridge.

9.26 Key features to be taken into account include Hobson's Brook and other features important for biodiversity, existing trees, and the sensitive transition between the urban fringe and the attractive open countryside that rises up to the south.

9.27 Figure 9/5 provides a diagrammatic representation of the principal land uses, access and transport arrangements and landscape requirements for the Southern Fringe. This figure is informal guidance to help with the understanding of the policy and does not have the formal status of the proposals map itself.

Figure 9/5: Southern Fringe Diagram



9/6 Northern Fringe

The principal land uses will be:

- a. around 35 hectares of housing, indicative capacity 2,300 dwellings; 6.0 hectares of land for mixed commercial uses including up to 2 hectares for B1, B2 and B8 employment uses;
- b. 0.5 hectares retail;
- c. 5.4 hectares for community facilities including up to 3 hectares for primary school(s);
- d. 4 hectares for relocated aggregates works;
- e. formal public open space in accordance with open space standards;
- f. 2 hectares for a Major Waste Management Facility;
- g. 1 hectare for a Household Waste Recycling Centre.

Proposals should:

- h. pay particular regard to the relationship between the edge of development, Chesterton and the River Cam corridor.

Accessibility

- i. development at Chesterton Sidings will be accessed from Milton Road, with an additional new access road to the remainder of the development from Milton Road/Milton A14 junction and improved linkages to Chesterton;
- j. proposals should strengthen pedestrian and cycle links to Cambridge Science Park across Milton Road, Chesterton and to the River Cam;
- k. existing conventional bus services will be expanded and improved as part of any development proposals. The Park and Ride site may be relocated if a suitable alternative site is found;
- l. development proposals will be served by the Cambridgeshire Guided Bus, which will follow the route of the former St Ives railway line;
- m. proposals for a railway station at Chesterton Sidings are considered a high priority. Although the site for the station is beyond the City

boundary, access to the station will be through land within the City boundary;

- n. an integrated transport interchange to cater for rail, Cambridgeshire Guided Bus, buses, taxis, cycles and pedestrians will be included;
- o. development should not preclude the possibility of creating links to East Cambridge in the long term.

9.28 The vision for the Northern Fringe is to regenerate this major area of largely poor quality, previously developed land in the best interests of the City and Sub-region. It is important to make best use of the opportunities offered by the location adjacent to the A14 and the main railway line and to create a distinctive new urban extension to the City embodying the principles of environmental and social sustainability on an area of previously developed land.

9.29 The total area of the Northern Fringe is approximately 75 hectares, of which 52.64 hectares are within the City Council boundary, comprising the Sewage Works, Cowley Road industrial units and a Park and Ride site. The remaining land lies within South Cambridgeshire's administrative area and mainly comprises Chesterton railway sidings which is likely to be developed for a railway station, residential development and supporting community uses and open space.

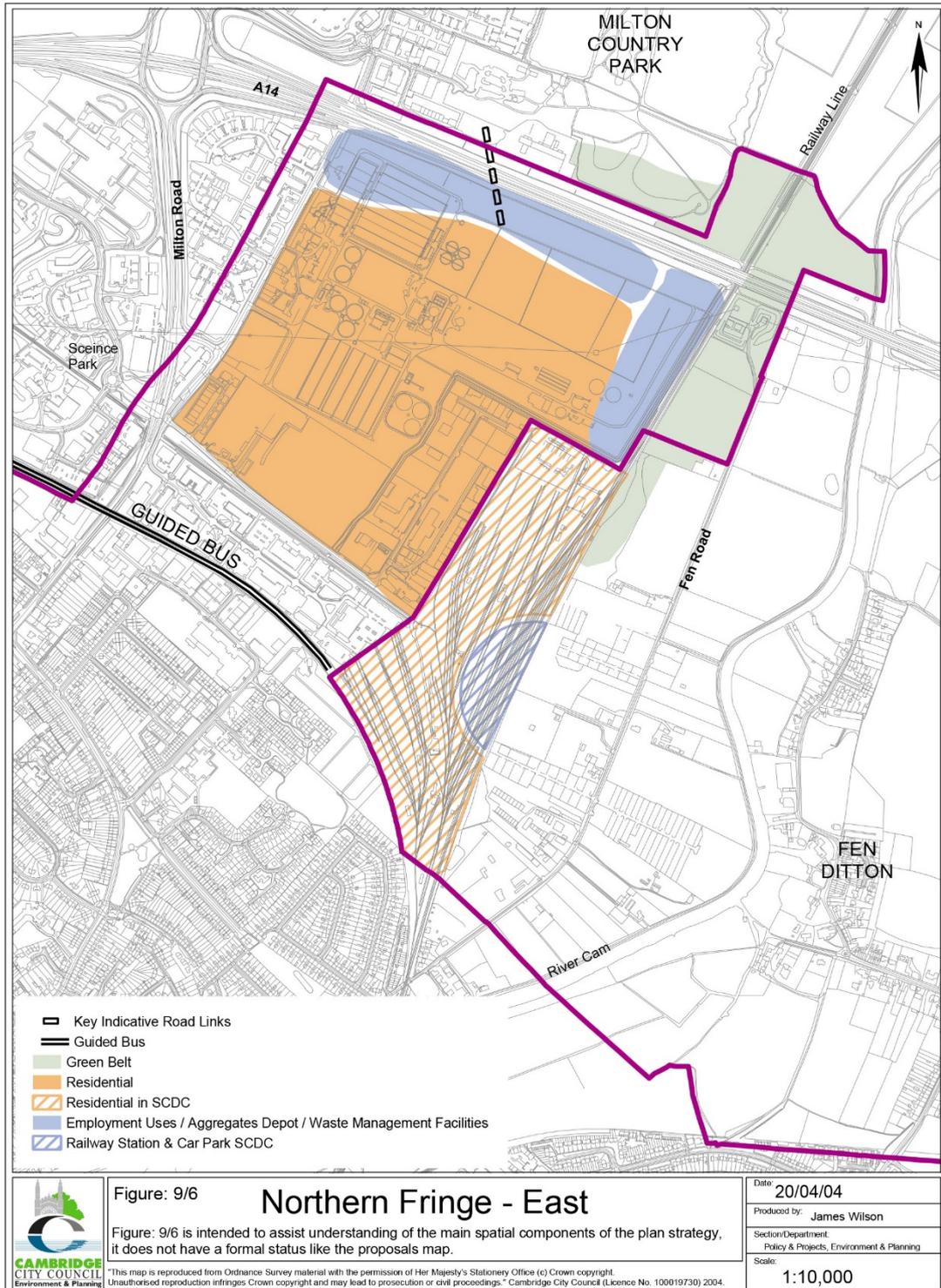
9.30 Consultants have been commissioned by the City, District and County Councils, together with Network Rail and Anglian Water, to complete a study of the Northern Fringe. The study divides the development into two phases; phase one predominantly relates to the land in South Cambridgeshire, although access to it is likely to be across land within the City boundary, whilst Phase two concerns land in Cambridge City. The proposed land uses for Phase two are outlined in the policy. However, this is contingent upon the relocation of the Sewage Works off-site. If it becomes apparent that the relocation of the Sewage Works is not practicable, then the remaining areas within the Northern Fringe will be considered for other suitable forms of development.

9.31 The site is constrained. Key features to be taken into account include the expense involved in the relocation of the Sewage Works and rail served aggregates terminal and the potential cost of site decontamination. Road access from the congested adjacent routes/junctions will also need to be resolved. In preparing the more detailed guidance for the site, the generally poor quality environment created by existing uses, the proximity to the A14, the aggregates plant and the railway with their associated noise, and, until such time as the Sewage Works are re-located, the odour from this use will need to be considered.

9.32 The development of the Northern Fringe will be in partnership with landowners and developers with the aim to achieve the best possible standard of development through the creation of an integrated and sustainable extension to Cambridge.

9.33 Figure 9/6 provides a diagrammatic representation of the principal land uses, access and transport arrangements and landscape requirements for the Northern Fringe. This figure is informal guidance to help with the understanding of the policy and does not have the formal status of the proposals map itself.

Figure 9/6: Northern Fringe East Diagram



9/7 Land between Madingley Road and Huntingdon Road

Land between Madingley Road and Huntingdon Road is reserved for predominantly University of Cambridge related uses. In considering what is appropriate development, regard will be had to the Structure Plan and other Local Plan policies and to whether Cambridge University can show a clear need for the land to be released. In respect of collegiate development for staff and student accommodation and University academic faculty development, such evidence will also need to show that there is no available alternative land allocated for these uses elsewhere in Cambridge.

Land not required for development until after 2016 will be safeguarded for the uses set out in this policy.

The whole site straddles the City-South Cambridgeshire boundary and the phasing of development will be established in a site-wide Masterplan and Area Action Plan. However, site 9.11 can be brought forward for development at any time and the development of site 9.07 should take place only when the University can show a clear need for the land to be released (as defined above).

The principal land uses will be:

- a. up to 26 hectares of housing, indicative capacity 1,150 dwellings. 50% of this should be key worker housing for the University or College staff, but account will be taken of the viability of the development, any particular costs associated with the development and whether there are other planning objectives which need to be given priority. Compliance with this requirement will satisfy the requirements for the provision of affordable housing set out in Policy 5/5;
- b. up to 14 hectares for higher education, including new Collegiate provision, academic faculty development, student accommodation, University conference centre;

- c. all or part of a site for education including up to 1.5 hectares for a primary school¹;
- d. up to 6 hectares for University related sui generic research institutes and commercial research uses within Use Class B1(b);
- e. all or part of a site for a local centre to include a mix of uses within Classes A1, A2 and A3, of an appropriate scale to its location taking into account other local and district centres;
- f. public open space.

Proposals should:

- g. provide an open space buffer in order to respect the setting of Girton and avoid development which causes coalescence with the City. This should link with the strategic gap (part of which is designated Green Belt) which straddles Huntingdon Road between Girton and Cambridge;
- h. provide a radial green corridor into Cambridge;
- i. retain a green corridor between Huntingdon Road and Madingley Road and avoid coalescence between Girton and Cambridge. This green corridor should link with the strategic gap (part of which is designated Green Belt) which straddles Huntingdon Road between Girton and Cambridge;
- j. undertake on-site strategic landscaping to an agreed framework early in the development of the site so that this will become established as development proceeds;
- k. provide open space within the development for amenity, recreation and landscaping purposes, linking to the existing network of open space in the City and linking the urban area to the open countryside;
- l. include a landscape framework which protects the SSSI at the Travellers' Rest Pit.

Accessibility

- m. vehicular access from Huntingdon Road and Madingley Road;

- n. the number of vehicular access points to the site should be minimised, especially from Huntingdon Road, and there should be no vehicular access from Storey's Way;
- o. give priority to public transport, cycling and walking links between Huntingdon Road and Madingley Road;
- p. give priority to walking and cycling within the development and link the development with the surrounding walking and cycling network and orbital routes;
- q. facilitate the strengthening and expansion of public transport services along Madingley and Huntingdon road;
- r. provide stops and create an orbital public transport route across the site;
- s. if necessary, development should contribute to measures to mitigate any significant adverse traffic impacts on the M11 and the surrounding highway network.

¹ to be located in Cambridge City or South Cambridgeshire dependent upon the Masterplanning.

9.34 The vision for the North West of Cambridge is to accommodate the long term growth of the University of Cambridge to 2025 and beyond, in order to maintain the University's position as a world leader within the fields of higher education and research. The site is in proximity to the University's existing West Cambridge site, which is the current focus for the growth of the University. Other sites in the City are allocated for Collegiate and faculty development. Accordingly, this site will only be brought forward when the University can show a clear need for the development and that this could not be met elsewhere. A number of other allocations are made within the Plan for faculty and Collegiate housing for students and staff.

9.35 The development will include a strategic employment land allocation of up to 6 ha and will help facilitate the growth of the education and research cluster identified in Policy 7/4 associated with the University led development. There will also be land for new Collegiate development including student accommodation, and a high proportion of key worker housing for staff. The Cambridge Local Plan 2006

need for University key worker housing has been established. The acceptability of creating a through road from Madingley Road to Huntingdon Road will only be possible if its impacts on the transport network and on amenity are acceptable. High quality and distinctiveness in design will be required, with areas of strategic landscaping providing opportunities for recreation and amenity space. There will also be a range of local facilities within the development, which will help to provide a sense of community. These might include a primary school, nursery facilities, neighbourhood shopping facilities, a library and health, leisure and recreation facilities.

9.36 A key feature of the development will be the creation of a green corridor running through the site from Madingley Road to Huntingdon Road and alongside the M11. This corridor will be identified in the Masterplan and is expected to be dedicated for public access and recreation and will be protected from development.

9.37 The total area of the land within the Area of Major change within the city is 79.71 hectares.

9.38 There is a geological SSSI, Travellers' Rest Pit, and two City Wildlife Sites in the area. Various drains and ditches run across the site with the Washpit Brook draining away to the north. The area has substantial vegetation cover with copses and hedgerows. Parts of the site are important for biodiversity and there is considerable opportunity to enhance biodiversity.

9.39 There are extensive views from the west. Views of the Washpit Brook valley are important. A significant portion of this site is important to the setting of Cambridge, with a gradation of very important in the west and north to less importance closer to the urban edge in the east. The area is more enclosed to the east with high visual containment close to the urban edge.

9.40 Key features, which should be respected in any development proposals, are the geological SSSI and two City Wildlife Sites. Storey's Way

Conservation Area lies to the east and Conduit Head Road Conservation Area to the south.

9.41 Policy 9/7 and the succeeding paragraphs deal with development within the City. However, it is recognized that the whole area potentially available for development straddles the City-South Cambridgeshire boundary. The City Council proposes to work with South Cambridgeshire District Council to prepare a Joint Area Action Plan for the area. The local authorities will work with landowners and developers on this and the parallel preparation of site masterplans. This work is without any pre-commitment that the whole area subject to the Area Action Plan will be developed.

9/8 Land between Huntingdon Road and Histon Road

The principal land uses will be:

- a. around 40 hectares of housing, indicative capacity 1,780 dwellings;
- b. complementary mixed uses including 1.5 hectares for a primary school;
- c. open space (the existing Christ's & Sidney Sussex Sports Ground should be retained unless adequate provision can be made elsewhere).

Proposals should:

- d. provide an open space buffer in order to respect the setting of Girton and avoid development which causes coalescence with the City. This should link with the strategic gap (part of which is designated Green Belt) which straddles Huntingdon Road between Girton and Cambridge;

Accessibility

- e. main vehicular access will be from Huntingdon Road, but some limited vehicle access may be possible from Histon Road providing it does not

adversely affect the proposed Cambridgeshire Guided Bus route running on Histon Road;

- f. no vehicular access from Windsor Road;
- g. give priority to public transport, cycling and walking links between Histon Road and Huntingdon Road;
- h. give priority to walking and cycling within the development and link the development with the surrounding walking and cycling network and orbital routes;
- i. build part of the link identified in the western cycle network (this is an orbital route linking Huntingdon Road to Histon Road and extending to Girton and Impington);
- j. strengthen and expand public transport along Huntingdon Road and Histon Road with potential opportunity for bus stops within the development. Create an orbital bus route across the site;
- k. provide easy access to the Cambridgeshire Guided Bus stop on Histon Road.

9.42 The vision for the Huntingdon Road/Histon Road Area is to create a distinctive new urban extension to the City achieving the highest quality of design and embodying the principles of sustainability. The land is allocated for housing and associated mixed use development, and any design will need to ensure good and easily used connections to other areas of the City. The design will also need to take account of existing character, retain environmental features of value, enhance biodiversity and enhance the urban edge. The acceptability of creating a through road from Huntingdon Road to Histon Road will only be possible if its impacts on the transport network and on amenity are acceptable.

9.43 The total area of the site within the City is 52.87 hectares.

9.44 Key constraints on the site include noise pollution from the A14. In addition, definitive footpaths cross the site linking Histon Road and Huntingdon Road with Girton. The existing NIAB buildings (Buildings of Local

Interest) on Huntingdon Road will need to be integrated within the overall scheme.

9/9 Station Area

The principal land uses will be:

- a. Housing, indicative capacity 650 dwellings;
- b. B1(a) and B1(b) employment;
- c. a mix of uses within Classes A1, A2, A3, A4 and A5 providing it is of an appropriate nature and scale to its location and it would not have an adverse impact on the vitality and viability of the City Centre or District and Local Centres;
- d. hotel/hostel;
- e. leisure and arts uses providing it is of an appropriate nature and scale to its location;
- f. community uses and community rooms as appropriate to the development, such as medical facilities and places of worship;
- g. appropriate civic uses.

Proposals should:

- h. include provision of greenspace and hard-surfaced open space, possibly as a series of linked spaces from the Station through to Hills Road.

Accessibility

- i. an integrated transport interchange to cater for rail, Cambridgeshire Guided Bus, buses, taxis, cycles and pedestrians will be included;
- j. a new road linking Station Road to Hills Road for buses, cycles and taxis will be provided;
- k. improved pedestrian and cycle routes will be required including a pedestrian and cycle ramp from the Carter Bridge towards the station and a new link from the station to Hills Road;

- l. development proposals must accommodate the requirement of the proposed Cambridgeshire Guided Bus and a safeguarded route to both the north and south will be sought;
- m. safe and secure cycle parking spaces will be provided to serve the station.

Planning obligations will be used as a mechanism by which the provision of and contributions towards transport infrastructure, affordable housing, recreation and open space, education and lifelong learning, community facilities, nature conservation, renewable energy and public art will be secured.

9.45 The Station Area is a major brownfield redevelopment opportunity within Cambridge. The vision for the Station Area is to provide a high density development centred around high quality public transport provision. Fundamental to this vision is the creation of a high quality transport interchange for visitors and local people by improving facilities close to the station for all users. This is to be located within a mainly residential led scheme which will seek to address the housing needs of the City by providing residential developments of the highest quality and with a range of housing types and tenures. The area will be enlivened with new shops, cafes and other facilities. Throughout the site the aim is to achieve high quality architecture and design, high quality streets and spaces and best practice in sustainable development. The approved parking standards will be applied. The standards seek to restrict parking in this highly accessible location near the station in the Controlled Parking Zone with the aim of encouraging modal shift.

9.46 The total area of the Station Area is approximately 10.28 hectares. The eastern part of the area contains a number of industrial buildings including Foster's Mill along with areas of derelict sidings and the railway itself. The north-western and western parts of the site are predominantly residential. The immediate vicinity of the Station currently contains a number of derelict sites, such as the 'Triangle Site' and car parking areas, which

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produce a poor gateway to the City. The mature vegetation contained within the boundaries of properties along Station Road helps to green the area and frame the view towards the Station.

9.47 There are a number of key constraints which need to be considered in the development of this site. The Station Area contains a number of listed buildings, notably the Station (Grade 2 listed) and Buildings of Local Interest, including Foster's Mill. The majority of the area is located within the Central Conservation Area. The Triangle Site contains a number of trees and groups of trees covered by Tree Preservation Orders. The policy lists some of the general planning obligations for the Station Area although the detail of these will need to be worked out on a site-by-site basis through the preparation of further guidance and/or in negotiations on planning applications.

9.48 The 'Station Area Development Framework' was approved as Supplementary Planning Guidance in April 2004. Subsequent planning applications will be expected to be in accordance with the approved guidance (or any further guidance that complements or supersedes the 'Station Area Development Framework').

Chapter 10: Implementation

Objectives

- 1 To enable new development to take place in Cambridge in a managed and sustainable way.
- 2 To ensure that appropriate infrastructure is provided in a timely fashion to support new development.
- 3 To monitor the rate at which new development is taking place and take appropriate action if identified targets for delivery are not being met.

Introduction

10.1 The Local Plan sets out a vision for the continued growth and development of Cambridge until 2016. However it can only create opportunities for development to take place. Delivery of the vision will rely on a partnership between the City Council, other local authorities, agencies, landowners and developers. A realistic approach has been taken to allocating land for development and the projects specified within the policies and proposals have a reasonable prospect of being implemented during the Plan period.

10.2 This chapter sets out how the proposals and policies of the Local Plan will be implemented to fulfil the objectives of the Plan and enable development to occur in a way which will benefit residents and businesses and support the City's role in the Sub-region.

10.3 In order to provide a coordinated approach to the delivery of development in the Cambridge Sub-region, an Infrastructure Partnership has been established. This involves local authorities, governmental agencies, and the private sector. A comprehensive infrastructure programme and business plan have been developed. These will need to be further developed and updated as implementation of the development strategy progresses.

10.4 Many of the policies in the Plan will be implemented through the development control process as planning permission will be required for all significant building developments. Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states:

'If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.'

More information on the development control process can be found on the Planning Portal web site (www.planningportal.gov.uk).

10.5 Development will be permitted where it complies with the policies set out in this Plan. The precise application of the policies in this Plan will depend on a combination of the proposed use and form, site characteristics and any specific objectives identified for the relevant area. In order to provide more detailed guidance on how some of the Local Plan policies should be applied to development proposals, the City Council will publish Supplementary Planning Documents to assist applicants in making planning applications and planning officers in assessing such applications. Supplementary Planning Documents will be taken into account as a material consideration in the determination of planning applications. They will be prepared in consultation with the public, business interests and other interested parties, and their views will be taken into account before the documents are finalised and adopted by the City Council.

10/1 Infrastructure Improvements

In order to secure the development of sustainable communities, and to mitigate the adverse impacts that new development may have on the local community and infrastructure of the City and the Cambridge Sub-region, developments which directly improve or provide contributions for the provision or improvement of the following physical and community infrastructure will be permitted: transport, public open space, indoor and outdoor recreational facilities, community facilities, waste recycling, the public realm and public art, and environmental aspects.

Infrastructure provision and improvements will be secured through planning obligations.

10.6 The delivery of new or improved infrastructure to support new development in a timely and phased manner will be an important element in ensuring the appropriate and sustainable implementation of new growth not just in Cambridge but the whole of the Cambridge Sub-region. RPG6 sets an extremely challenging development target for the Cambridge Sub-region and states that the scale of increase in houses and jobs must be accompanied by a commensurate improvement in infrastructure facilities. In addition the Cambridgeshire and Peterborough Structure Plan recognises that there is a significant infrastructure deficit to be made up arising from insufficient levels of investment in relation to past rates of growth. 'Implementing the Cambridge Sub-regional Study' by Roger Tym and Partners (October 2001) estimates the total potential infrastructure cost for the Cambridge Sub-region at over £2,000 million. Structure Plan policies P6/1, P9/8 and P9/9 require Local Plans to include appropriate policies and identify the key infrastructure requirements. The Cambridge Sub-region Infrastructure Partnership was formed in 2002 to

coordinate and bring forward the investment needed to support and facilitate new development in the Sub-region.

10.7 A consequence of new development is the increased pressure it places on the physical and social infrastructure of the City and surrounding area. For example, new residential development can increase demand for school places and community facilities, and add to the number of people using open space and recreational facilities. New commercial development can increase the number of people travelling into and around the City and significantly add to congestion and pressure on public transport, car and cycle parking, air quality and public safety. Pressure on infrastructure is likely to increase as a result of the new development proposed in the Plan. In order to ensure that new developments are developed in a sustainable manner, they will be expected to address the needs of new residents and occupiers and mitigate the impact they may have on the infrastructure of both the City and Sub-region.

10.8 Planning obligations (also known as Section 106 Agreements) are a key mechanism in the planning system for addressing the impact new development can have on the infrastructure of an area. Circular 05/2005 is the current key source of guidance on the use of planning obligations. The City Council's Planning Obligations Strategy will need to be updated to reflect this and any further changes to Government policy and planning legislation.

10.9 The City Council has been instrumental in using planning obligations as a means of securing improvements to infrastructure to help ameliorate the impact of development on the environment and the wider City infrastructure and also to restrict new development where appropriate in the interest of the community, for example, in ensuring that the affordable housing stock in the City is increased and remains affordable over the long term. In the interest of providing clarity and enabling a more comprehensive approach to be taken to the negotiation of and use of planning obligations, the City Council has adopted the following documents as supplementary planning guidance: Planning Obligation Strategy and Area Transport Plans.

10.10 The large-scale nature of some of the allocations identified in the Local Plan is such that they are likely to be required to incorporate new community infrastructure (for example schools, community facilities) for new residents in addition to addressing the impact they may have on the existing infrastructure. 'Community facilities' are defined in paragraphs 5.22 and 5.23.

10.11 The City Council will:

- update its guidance for infrastructure provision in accordance with its Local Development Scheme ; and
- identify through further planning guidance agreed for the Areas of Major Change and larger allocations, any additional infrastructure that they will be required to provide or contribute towards.

In doing so account will be taken of Government guidance, the Regional Spatial Strategy, the Structure Plan, any joint Sub-regional strategy for developer contributions and other relevant documents including the Annual Monitoring Report.

10/2 Monitoring and Review

Compliance with policies and development allocations in the Local Plan will be continuously monitored throughout the Plan period. If, through monitoring, it appears that Local Plan policies and development allocations are not being met, the following mechanisms will be triggered:

- review of land allocations
- action to help bring forward sites for development, wherever possible in partnership with landowners and developers
- action to secure the timely provision of infrastructure
- review of policies in the Local Plan
- review of the Local Plan in whole or in part

10.12 In order to assess the effectiveness of the policies and proposals in this Plan, it is important that continuous monitoring and review of development changes taking place in the City is undertaken. Policy P1/4 and Chapter 11 of the Cambridgeshire and Peterborough Structure Plan set out the Plan, Monitor and Manage approach and emphasise the need for regular review and monitoring of planning policies to determine their effectiveness in providing for a more sustainable future and to respond to changing circumstances.

10.13 Monitoring and review will allow the Council and others to assess how effective the Plan policies and proposals are in bringing forward sustainable forms of development to satisfy the requirements of the Cambridgeshire Structure Plan and Regional Planning Guidance.

10.14 Monitoring and review will be conducted on an annual basis in accordance with the monitoring needs of the Local Plan and with those required by Government.

10.15 If as a result of the monitoring and review of Local Plan policies and development allocations it appears to the City Council that development is not

coming forward in a sustainable or timely manner, the City Council will be proactive in using its powers to respond to changing circumstances, for example taking action to help bring sites forward for residential development in partnership with landowners and developers through, for example, the use of Compulsory Purchase Orders, review of land allocations, review of policies in the Local Plan, and review of the Local Plan in whole or part.

Appendices

Appendix A: Open Space and Recreation Standards

Appendix B: Criteria to Assess Open Space

Appendix C: Car Parking Standards

Appendix D: Cycle Parking Standards

Appendix E: Designations Schedule

Appendix F: Proposals Schedule

Bibliography

Glossary

Appendix A: Open Space and Recreation Standards

1. Introduction

Policy 3/8 requires that all residential developments should make provision for public open space and sports facilities in accordance with these standards.

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

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.

Indoor sports facilities required under the standards must be accessible to the public, secured if appropriate through a Community Use Agreement.

3. The Standards

Table 1 sets out the standards for different types of open space and recreation provision. They apply to all schemes for new residential developments and the requirement is based on the number of people accruing from the development.

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

Outdoor Sports Facilities

This is an amalgamation of standards for different sports, based on team generation rates and current provision. This comprises of:

Grass pitches for football, cricket and rugby: 1.1 hectares per 1,000 people;

Artificial Turf Pitches: 1 floodlit pitch per 25,000 people;

Tennis/Multi Use Games Areas (MUGAs) of 3 tennis courts size per 3,000 people; and

1 Bowling Green per 11,000 people.

Grass Pitches

This is based on existing team generation rates with an allowance for increased demand. It comprises 0.88 hectares per 1,000 for football, 0.14 hectares per 1,000 for cricket and 0.1 hectares per 1,000 for rugby.

Artificial Turf Pitches (ATPs)

This is based on the existing team generation rates for hockey, which is almost entirely played on ATPs, with an allowance for increased demand. The pitches will also meet other needs including football training. They must be floodlit.

Tennis courts/MUGAs

This is based on the appropriate catchment area to support such a facility and is comparable to the existing provision of both public and private tennis courts.

Bowling Greens

This is based on existing provision in the City.

Most housing development sites within the existing built up area of Cambridge are too small to be able to make much contribution to the provision of outdoor sports facilities on-site. Accordingly, it is likely that provision will be in the form of commuted payments.

Indoor Sports

This relates to formal sports provision. The standard is based on existing and committed provision of swimming pools and sports halls. These will meet demand but there is little spare capacity. All new developments should therefore contribute through commuted payments based on the provision of new sports halls and a swimming pool.

Provision for Children and Teenagers

This is a combination of equipped children's play areas, and outdoor youth provision such as kickabout areas, basketball 'half courts', skateboard parks and youth shelters.

The amount of provision on-site should depend on:
the size and character of the proposed development;
townscape considerations;
its location in relation to adjacent housing and existing open space; and
opportunities for creating or improving provision for children and teenagers nearby

Informal Open Space

This includes unequipped areas for casual play and informal activities adjacent to provision for children and teenagers, some of which will be required to provide a buffer zone for equipped areas (as above). It also includes amenity greenspaces within housing areas, as well as natural greenspaces and nature reserves.

The amount of provision on site should depend on:
the size and character of the proposed development;
the character of the surrounding area;
its location in relation to existing open space.

Allotments

This reflects existing provision. Provision for new allotments should be made in the urban extensions.

4. When the Standards Should be Applied

The standards are applicable to all new residential units created as a result of development regardless of whether they result from new-build or conversions. Where the proposal relates to the conversion of existing residential units to create additional units or the redevelopment of an existing residential site the open space standards will be applied to the number of additional units created.

Certain types of housing will not always need to meet the full standard, as shown in table 2.

Table 2: Application of the Standards

Type of facility	Private Residential/ Housing Association	Retirement housing +	Non-family student housing	Family student housing
Outdoor sports facilities	Full provision	Full provision	Full provision *	Full provision *
Provision for children and teenagers	Full provision #	No provision	No provision	Full provision **
Informal open space	Full provision	Full provision	Full provision **	Full provision **
Indoor sports provision	Full provision	Full provision	Full provision *	Full provision *
Allotments	Urban Extensions only	Urban Extensions only	No provision	No provision

Provision for children and teenagers will not be sought for those parts of developments consisting of one bedroom units.

+ Retirement housing is any accommodation in Class C3 where there is an age restriction of over 55. The standards do not apply to nursing homes within Class C2.

* Full Provision will not be sought if the accommodation is directly linked to a College by a Section 106 agreement and it can be shown that adequate provision of outdoor or indoor sports facilities is made by that College. Although such provision will not meet the definition of public space, it is

accepted that if adequate provision is made by the College, students will be unlikely to use public sports facilities.

** Full provision will not be sought if the development is on a College campus and it can be shown that adequate appropriate open space is provided by the College such that students are unlikely to make significant use of other informal open space.

The open space requirement for other specialist housing will be considered on its merits.

5. How the Standards Should be Applied

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.

The only exception to this will be for student housing, where the number of students to be accommodated will be used.

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.

6. Commuted Payments

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 B: Criteria to Assess Open Space

1. Introduction

- 1.1 The criteria have been developed to determine if open spaces are important for environmental reasons, recreational reasons or both.
- 1.2 There are separate sets of criteria relating to the environmental and recreational importance. Sites are judged against both of these to determine whether they should be protected for environmental importance, recreational importance, or both. In order to be considered worthy of protection they need to fulfil at least one of the criteria. The questions under each criterion in sections four and five are used to assess which sites meet that criterion.

2. Criteria for Environmental Importance

- a) Does the site make a major contribution to the setting, character, structure and the environmental quality of the City?
- b) Does the site make a major contribution to the character and environmental quality of the local area?
- c) Does the site contribute to the wildlife value and biodiversity of the City?

If yes to any of these, the site is worthy of protection for environmental reasons.

3. Criteria for recreational importance

- d) Does the site make a major contribution to the recreational resources of the City?

- e) Does the site make a major contribution to the recreational resources of the local area?

If yes to either of these, the site is worthy of protection for recreational reasons.

4. Questions used to assess whether open space meets the criteria for environmental importance

- a) Does the site make a major contribution to the setting, character, structure and the environmental quality of the City?
- i) Does it make a major contribution to the setting of Cambridge?
 - ii) Does it have positive landscape features and/or a sense of place sufficient for it to make a major contribution to the character of the City?
 - iii) Is the site an important green break in the urban framework?
 - iv) Does it have significant historical, cultural or known archaeological interest?
- b) Does the site make a major contribution to the character and environmental quality of the local area?
- i) Does it have positive features such as streams, trees, hedgerows or meadowlands which give it a sense of place sufficient to make a major contribution to the character of the local area?
 - ii) Is it an important green break in the framework of the local area?
 - iii) Does it form part of a network of open spaces in the local area?
 - iv) Is it enjoyed visually on a daily basis from public places (e.g. footpaths, vantage points)?
 - v) Does it have local historical or cultural interest?
- c) Does the site contribute to the wildlife value and biodiversity of the City?
- i) Does it have any nature conservation designation?

- ii) Is it adjacent to or an important link to sites with nature conservation designation?
- iii) Does it contain important habitats or species sufficient to make it worthy of consideration for any nature conservation designation?
- iv) Is it an important wildlife oasis in an area with limited wildlife value?

5. Questions used to assess whether open space meets the criteria for recreational importance

Recreational resources include land for formal pitch sports, play areas, kickabout areas, informal open spaces used for walking, cycling, picnic, play, kite flying, nature appreciation etc. and allotments.

- d) Does the site make a major contribution to the recreational resources of the City as a whole¹?
 - i) Is it of a size, quality and accessibility such that people would travel to use it for recreational purposes, no matter where they live, work or study in the City?
 - ii) Is it an important part of the network of significant recreational open spaces?
 - iii) Is it part of the sports provision which help to meet demand from people throughout the City no matter where they live, work or study?

- e) Does the site make a major contribution to the recreational resources of the local area²?
 - i) Is it of a size and accessibility such that people who live, work or study in the local area do or could use it for recreational purposes?
 - ii) Is it an important part of the network and hierarchy of recreational facilities in the local area?
 - iii) Is it a significant linkage between recreational areas?

¹ Recreational resources of the City include playing fields used by Colleges or sports clubs, school playing fields which are also used by sports clubs and commons and other recreation grounds which people would go out of their way to visit.

² Recreational resources of the local area include playing fields which are well related to their users. This could include playing fields which are part of a College site or school playing fields.

Appendix C: Car Parking Standards

1. Introduction

- 1.1 The standards set out in this document define the maximum levels of car parking that Cambridge City Council, as a Local Planning Authority, will permit for various types of development in different areas of the City. These levels should not be exceeded but may be reduced where lower car use can reasonably be expected.
- 1.2 Car parking standards are defined for most uses. However for some land use types whose transport patterns are difficult to generalise (for instance hospitals) 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.

Application of the Standards

- 1.3 Parking for disabled people will be required for their exclusive use at all sites by applying the ratios set out in Section 6. 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.
- 1.4 The standards make a clear distinction between sites inside of and outside of the Controlled Parking Zone (CPZ). Within the CPZ, parking controls exist on all streets, and new developments will not usually be eligible for permits for on-street parking. It should be noted that near

the CPZ boundary a site is deemed to be within the CPZ if its access point to the existing highway is within the CPZ.

- 1.5 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 Planning Authority, 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-car travel options are not viable, for example. Preliminary discussions and/or Transport Assessments (when these are required by the Local Authority) will play a key role in demonstrating the need for any such additional parking.
- 1.6 The redevelopment of a site with an existing authorised level of car parking much higher than that specified in the following standards may be proposed. In such cases, the Planning Authority may consider allowing a level of car parking for the redevelopment that is higher than the standards, on the condition that parking is significantly reduced from the previous level.
- 1.7 Where reference is made to staff numbers, this relates to the typical number of staff working at the same time.

2. Residential Uses

A) Residential Dwellings

- 2.1 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, which is the maximum level permitted by PPG3. Visitor parking should be marked appropriately.

2.2 New developments do not qualify for residents' parking permits within the existing on-street parking scheme and an informative would be attached to any planning approval.

Table 1: Residential Development

Dwelling Size	Inside CPZ	Outside CPZ
Up to 2 bedrooms	1 car parking space	1 car parking space
3 or more bedrooms	1 car parking space	2 car parking spaces

B) Other Residential developments

2.3 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.

2.4 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	Inside CPZ	Outside CPZ
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<p>Guest houses and hotels</p>	<p>1 space for every 4 bedrooms and 1 space per resident staff.</p> <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>	<p>2 spaces for every 3 bedrooms and 1 space per resident staff.</p> <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>
<p>Nursing homes</p>	<p>1 space for every 10 residents, 1 space for every 2 members of staff.</p> <p>Provision must be made for ambulance parking.</p>	<p>1 space for every 8 residents, 1 space for every 2 members of staff.</p> <p>Provision must be made for ambulance parking.</p>
<p>Retirement homes/ sheltered houses</p>	<p>1 space for every 6 units, 1 space for every 2 members of staff.</p> <p>Provision must be made for ambulance parking. A covered, enclosed area with electricity sockets needs to be provided for electric buggies.</p>	<p>1 space for every 4 units, 1 space for every 2 members of staff.</p> <p>Provision must be made for ambulance parking. A covered, enclosed area with electricity sockets needs to be provided for electric buggies.</p>

<p>Student residential accommodation where proctorial control or alternative control on car parking exists</p>	<p>1 space for every 10 bed spaces. A pickup and drop-off area could also be included if appropriate to the particular proposed development.</p> <p>1 space for every resident warden/staff.</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>	<p>1 space for every 10 bed spaces. A pickup and drop-off area could also be included if appropriate to the particular proposed development.</p> <p>1 space for every resident warden/staff.</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>
<p>Student residential accommodation where proctorial control does not exist or where control exists but the development will house conference delegates</p>	<p>1 space for every 5 bed spaces.</p> <p>1 space for every resident warden/staff.</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. Controls will be necessary to limit use of car parking outside conference times.</p>	<p>1 space for every 3 bed spaces.</p> <p>1 space for every resident warden/staff.</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. Controls will be necessary to limit use of car parking outside conference times.</p>

Residential schools, college or training centre	<p>1 space for every 3 non-resident staff plus 1 space per resident warden/staff</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>	<p>On merit</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>
Hospitals	On merit	On merit

3. Retail, Culture, Leisure and Sports Uses

3.1 Limited car parking will be allowed in the Controlled Parking Zone (CPZ) for these types of uses. Access will primarily rely on public transport, cycling and walking. Car journeys will be accommodated through public parking, including Park and Ride.

3.2 Outside the CPZ, Transport Assessments will play a key role in determining the optimal level of car parking, in particular for mixed use developments and retail parks where linked trips might lead to a level of parking below Cambridge City Council's standards.

3.3 A picking up and dropping off point for taxis and mini-buses will need to be provided for uses in Table 4.

Table 3: Retail, Culture, Leisure and Sport uses

Retail Use Inside	Inside CPZ	Outside CPZ
Food retail	Disabled car parking only.	1 space for every 50 m ² GFA ¹ up to 1,400 m ² and 1 per 18 m ² thereafter, including disabled car parking.
Non-food retail	Disabled car parking only.	1 space for every 50 m ² GFA, including disabled car parking.
Financial and professional services	1 space for every 100 m ² GFA to include customer parking, plus disabled car parking.	1 space for every 40 m ² GFA, including disabled car parking.
Food and drink takeaways	1 space for proprietor resident.	1 space for every 20 m ² drinking/dining area, including disabled car parking. 1 space for proprietor when resident.

¹ Gross Floor Area

Table 4: Assembly, Culture, Leisure and Sports uses

Use	Inside CPZ	Outside CPZ
Museums, exhibition venues	Disabled only	On merit
Sports & recreational facilities, swimming baths	1 space for every 3 staff plus disabled car parking	2 spaces for every 3 staff, plus 1 space for every 4 seats, including disabled car parking
Cinema	Disabled and 1 space for every 2 staff	1 space for every 5 seats, including disabled car parking
Stadia	Disabled car parking only	1 space for every 15 seats, including disabled car parking
Places of assembly including, theatre, auditoria and concert hall	Disabled car parking and 1 space for every 2 staff	1 space for every 4 seats, including disabled and staff car parking
Place of worship	1 space per 100 m ² floor area, plus disabled car parking	1 space for every 8 seats, including disabled car parking
Public halls/ community centres	1 space per 100 m ² floor area, plus disabled car parking	1 space per 20 m ² of public space, including disabled car parking

4. Office Use

- 3.1. Limited car parking will be allowed in the Controlled Parking Zone.
Access will primarily rely on public transport, cycling and walking.

TABLE 5: BUSINESS AND INDUSTRIAL USES

Use	Inside CPZ	Outside CPZ
Offices, general industry	1 space per 100 m ² GFA plus disabled car parking	1 space per 40 m ² GFA, including disabled car parking
Storage	1 space per 300 m ² GFA plus disabled car parking	1 space per 100 m ² GFA, including disabled car parking

4. Non-residential Institutions

Table 6: Non-Residentials Institutions

Use	Inside CPZ	Outside CPZ
Clinics and surgeries	1 space for every 2 professional members of staff plus 1 space per consulting room	1 space for every professional member of staff plus 2 spaces per consulting room
Non-residential schools	1 space for every 3 staff	2 spaces for every 3 staff
Non-residential higher and further education	1 space for every 4 staff	2 spaces for every 3 staff
Crèches	1 space for every 3 staff	2 spaces for every 3 staff

5. Provision for People with Disabilities

6.1. Generally, at least 5% of the total number of car parking spaces, as given by the standards for outside the CPZ, should be reserved for disabled people, rounded up to the nearest whole space. Where parking provision is below the standards for outside the CPZ (including

on sites within the CPZ) the required proportion of spaces reserved for disabled people will therefore be higher than 5%.

6.2. Higher ratios than the 5% given above may be required in some cases by the 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 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.

6.3. 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.

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

Appendix D: Cycle Parking Standards

1. Introduction

- 1.1 The standards in the tables below set out Cambridge City Council's minimum requirements in terms of cycle parking for new developments and changes in use.
- 1.2 In addition to the application of these standards, new developments will have to comply with the following principles:
- Cycle racks or stands should conform to the design and dimensions as set out at the end of these standards.
 - 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.
 - Cycle parking for employees should be in a convenient, secure location and, where practical, covered.
 - 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.
 - Reference to staff should be taken to mean the peak number of staff expected to be on-site at any one time.
 - All cycle parking should minimise conflicts between cycles and motor vehicles.
 - 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; and
- for the Historic Core Area of the City where land constraints may make application of the standards difficult for change of use or refurbishment.

Table 1: Residential Use

Type of Development	Number of Spaces
Residential dwellings	<ul style="list-style-type: none"> • 1 space per bedroom up to 3 bedroom dwellings • then 3 spaces for 4 bedroom dwellings, 4 spaces for 5 bedroom dwellings etc • some level of visitor cycle parking, in particular for large housing developments
Guest houses and hotels	1 space for every 2 members of staff and 2 spaces for every 10 bedrooms
Nursing homes	1 visitor space for every 10 residents and 1 space for every 2 members of staff
Retirement homes/sheltered houses	1 space for every 6 residents and 1 space for every 2 members of staff
Student residential accommodation	<ul style="list-style-type: none"> • 1 space per 2 bedspaces within Historic Core Area • 2 spaces per 3 bedspaces for the rest of the City. • 1 visitor space per 5 bedspaces
Residential schools, college or training centre	(as above)
Hospitals	On merit

Table 2: Retail, Culture, Leisure and Sports uses

Type of Development	Number of Spaces
Food retail	1 space per 25 m ² GFA ¹ up to 1,500 m ² thereafter 1 per 75 m ²
Non-food retail	1 space per 25 m ² GFA up to 1,500 m ² thereafter 1 per 75 m ²
Financial and professional services	1 space per 30 m ² GFA to include some visitor parking
Food and drinks	1 space for every 10 m ² of dining area
Museums, Exhibition venues	1 space for every 2 members of staff Visitors: on merit

Type of Development	Number of Spaces
Sports and recreational facilities and swimming baths	1 space for every 25 m ² net floor area or 1 space for every 10 m ² of pool area and 1 for every 15 seats provided for spectators
Places of assembly including cinema, theatre, stadia, auditoria and concert halls	1 space for every 3 seats
Place of worship, public halls and community centres	1 space per 15 m ² of public floor area

¹ Gross Floor Area

Table 3: Office uses

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

Table 4: Non-Residential Institutions

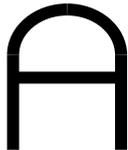
Type of Development	Number of Spaces
Clinics and surgeries	2 spaces per consulting room and 1 space for every 3 professional members of staff
Non-residential schools	Cycle spaces to be provided for 50% of children between 5 and 12 and 75% of children over 12 years
Non-residential higher and further education	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 OF RACK

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

Rounded A Stand:

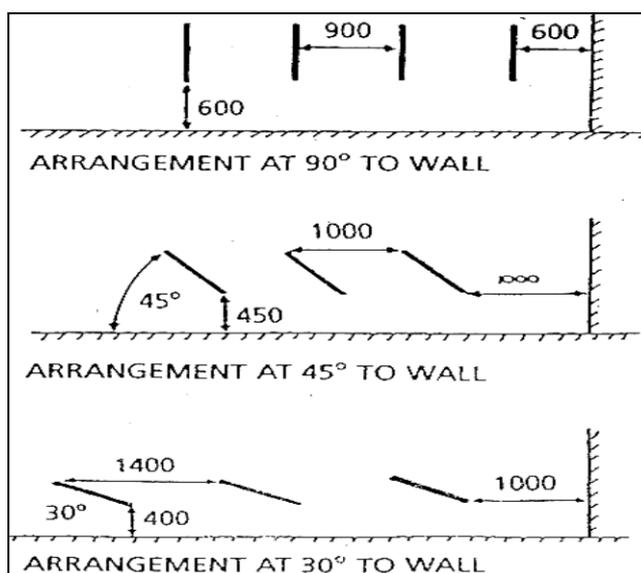


Sheffield Stand:



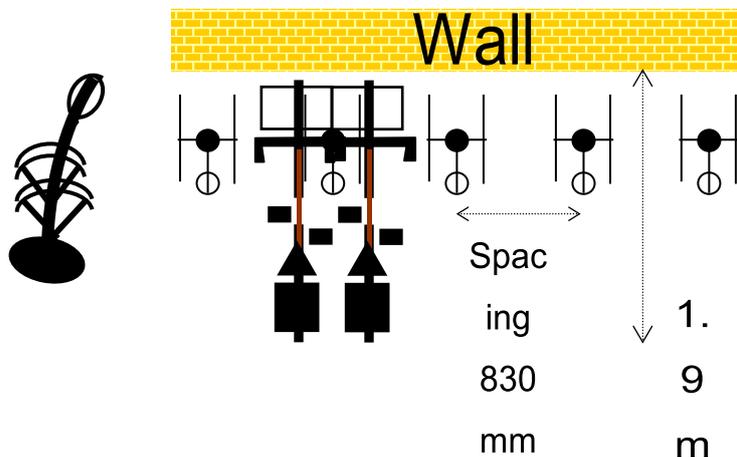
LAYOUT

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.



HIGH CAPACITY

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 E: Designations Schedule

Conservation Areas (Policy 4/11)

- 1 Central
- 2 West
- 3 Chesterton
- 4 Chesterton Water Lane
- 5 Trumpington
- 6 Conduit Head Road
- 7 Storey's Way
- 8 Newnham Croft
- 9 Southacre
- 10 Brooklands

SSSIs (Policy 4/5)

- 1 Cherry Hinton Pit
- 2 Travellers' Rest Pit

Local Nature Reserves (Policy 4/6)

- 1 Paradise
- 2 Barnwell East
- 3 Barnwell West
- 4 Limekiln Close and West Pit
- 5 Bramblefields

County Wildlife Sites (Policy 4/6)

Hedgerows east of M11
Coton path hedgerow
Barton Road pool
Skaters' Meadow group
Paradise LNR
Sheep's Green
Coe Fen
Trumpington dismantled railway
Cambridge Botanic Gardens
Worts' Causeway RSV and hedgerow
Lime Kiln Hill Reservoirs
Grassland adjacent to West pit
Lime Kiln Close LNR
The Spinney (at Hayster Open Space)
River Cam site which includes:

- Meadows and drains
- Reedbed opposite Paradise
- Mill Pool
- Queen's Road/King's College ditch
- Meadow opposite King's college
- Midsummer Common
- Elizabeth Way bridge pollard willows
- Logan's Way open ground
- Stourbridge Common

City Wildlife Sites (Policy 4/6)

Scrub east of M11 verge
Bird sanctuary, Conduit Head
Old Mill Plantation
Grantchester Road plantations
Eight Acre Wood and Seven Acre Wood
Bin Brook

Adams Road sanctuary
St Giles cemetery
Trumpington Road woodland
Newnham College conservation area (phase 1 survey only)
Little St Mary's churchyard
Trinity Meadow
Drain at Garret Hostel Lane
Hobson's Brook/Vicar's Brook (master site)
Long Road plantation
Triangle north of Long Road
Empty Common – scrub
Bentley Road paddocks
Emmanuel College gardens (phase 1 survey only)
Kings Hedges triangle/scrub
Red Cross Lane drain
Hedgerow west of Babraham Road
Mill Road cemetery
St Andrew's Chesterton
Netherhall Farm meadow
Cherry Hinton Brook
Territorial Army pit
Blue Circle, Norman cement (phase 1 survey only)
Coldham's Common
Coldham's Brook
Barnwell Road west – scrub
Barnwell Road LNR (Uphall Rd)
Barnwell pit
Barnwell Junction disused railway
Barnwell Junction pastures
Ditton Meadows
Milton Road hedge
Limekiln Road verge
Cherry Hinton Hall bird sanctuary
Cherry Hinton Hall brook
Love Lane pollards
Railway between pits (phase 1 survey only)
Blue Circle Norman cement pit east (phase 1 survey only)
Blue Circle chalk pit (phase 1 survey only)
Blue Circle old landfill (phase 1 survey only)
Blue Circle oldest landfill (phase 1 survey only)
Cherry Hinton churchyard
Coldham's Lane hedgerow
Teversham Drift hedgerow

District and Local Centres (Policy 6/7)

- 1 Adkins Corner
- 2 Akeman Street

- 3 Arbury Court
- 4 Arbury Road/Milton Road
- 5 Barnwell Road
- 6 Campkin Road
- 7 Cherry Hinton High Street
- 8 Cherry Hinton Road East
- 9 Cherry Hinton Road West
- 10 Chesterton High Street
- 11 Ditton Lane
- 12 Fairfax Road
- 13 Grantchester Street
- 14 Green End Road
- 15 Hills Road
- 16 Histon Road
- 17 Kings Hedges Road
- 18 Mitcham's Corner (District Centre)
- 19 Mill Road East (District Centre)
- 20 Mill Road West (District Centre)
- 21 Newnham Road
- 22 Norfolk Street
- 23 Trumpington
- 24 Victoria Road
- 25 Wulfstan Way

Protected Industrial Sites (Policy 7/3)

- 1 Kings Hedges Road - Kirkwood Road/Kilmaine Close
- 2 Ditton Walk (North) - Beadle Industrial Estate
- 3 Mercers Row Industrial Estate
- 4 Cherry Hinton Road - Clifton Court and Clifton Road
- 5 College Business Park, Coldham's Lane
- 6 Jedburgh Court, Jedburgh Close
- 7 Ronald Rolph Court, Wadloes Road
- 8 Barnwell Business Park and Barnwell Drive
- 9 Coldham's Lane Business Park, Coldham's Lane
- 10 Purbeck Road

Appendix F: Proposals Schedule

Site Number	Address	Area (ha)	Proposed Use	Policy	Comments
3.01	Fen Road	0.98	Off-river moorings	3/9	The nature and scale of development to be consistent with the designation as Green Belt.
5.01	Land off Fitzwilliam Road and Clarendon Road	3.04	Housing	5/1	
5.02	The Paddocks Trading Estate, Cherry Hinton Road	2.80	Housing	5/1	
5.03	Cromwell Road	2.44	Housing	5/1	
5.04	379 to 381 Milton Road	2.41	Housing	5/1	
5.05	Cambridge City Football Ground, Milton Road	1.71	Housing	5/1	See Mitcham's Corner Strategic Planning and Development Brief 2003. Public Open Space should be included on site. Development dependent upon relocation of football club
5.06	British Telecom, Long Road	1.67	Housing	5/1	
5.07	Willowcroft, Histon Road	1.47	Housing	5/1	
5.08	Territorial Army, Cherry Hinton Road	1.26	Housing	5/1	
5.09	Travis Perkins, Devonshire Road	1.23	Housing	5/1	

Site Number	Address	Area (ha)	Proposed Use	Policy	Comments
5.10	The Nuffield Hospital, Trumpington Road	1.19	Housing	5/1	
5.11	Caravan Park, Fen Road	0.95	Housing	5/1	
5.12	Parkside Police and Fire Stations, Parkside	0.95	Housing and community facilities	5/1, 5/12	
5.13	Milton Infant and Junior School, Milton Road	0.89	Housing and community facilities	5/1, 5/12	See Mitcham's Corner Strategic Planning and Development Brief 2003
5.14	Ridgeons, Cavendish Road	0.80	Housing	5/1	
5.15	Henry Giles House, Chesterton Road	0.77	Housing	5/1	See Mitcham's Corner Strategic Planning and Development Brief 2003
5.16	147 Hills Road	0.77	Housing	5/1	
5.17	295 Histon Road	0.71	Housing	5/1	
5.18	Sandy Lane	0.60	Housing	5/1	
5.19	135 Long Road	0.43	Housing	5/1	
5.20	Netherhall School Upper Site	0.44	School Expansion	5/12	
6.01	Bradwell's Court	0.36	Mixed uses including A1 retail, A2, A3 and with private or student residential above	6/5, 5/1, 7/7, 7/10	See Bradwell's Court Planning Brief
7.01	New Street/Newmarket Road	2.01	Employment, B1, Housing, Student hostels	5/1, 7/1, 7/2, 7/9	
7.02	Betjeman House, Hills Road	1.17	Mixed use B1(a), B1(b), A1 retail, A3 and housing	5/1, 7/1,7/2	

Site Number	Address	Area (ha)	Proposed Use	Policy	Comments
7.03	Coldham's Lane/Newmarket Road	0.95	Mixed uses including housing and employment B1(a) (not exceeding existing B1(a) floorspace), hotel, student hostel and A1 non-food retail (not exceeding 50% of the site area)	5/1, 7/1, 7/2, 7/10	
7.04	Mitcham's Corner Sites	0.71	Mixed uses including employment B1(a), local A1, A2, A3 and housing	5/1, 7/1, 7/2	See Mitcham's Corner Strategic Planning and Development Brief 2003
7.05	Coldham's Road	0.35	Employment. B1(c), B2	7/1, 7/2	
7.06	West Cambridge Site, South of Madingley Road	66.90	Higher Education. D1 University Faculty, B1(b), sui generis research institutes, staff and student housing, sports and shared facilities	5/1, 7/1, 7/2, 7/4, 7/6	In accordance with agreed Masterplan
7.07	Leckhampton House Grounds	2.94	Student hostel or affordable/key worker housing for the Colleges.	7/7	The capacity and approach to development will be constrained by the need to be sensitive to the landscape aspects, including the trees, the buildings at the northern end and the nature conservation interest and tree planting of the site; development brief needed; development to be sensitive to setting of Leckhampton House
7.08	New Museums Site, Downing Street/Pembroke Street	1.97	Redevelopment /refurbishment for predominantly University uses, with some mixed use to enhance the attractiveness of the public realm	7/5	Planning Brief to be prepared
7.09	Grange Farm off Wilberforce Road	1.21	Student hostel or affordable/key worker housing for the Colleges	7/7	Form of development must respect sensitive location; vehicle access from Wilberforce Road; should provide pedestrian and cycleway links between the Coton footpath and Rifle Range Road and along Rifle Range Road

Site Number	Address	Area (ha)	Proposed Use	Policy	Comments
7.10	Mill Lane/Old Press Site	0.82	Redevelopment /refurbishment for predominantly University uses, with some mixed use to enhance the attractiveness of the public realm	7/5	Planning Brief to be prepared
7.11	Brunswick Site	1.57	Mixed use housing development and community facilities. Could include a student hostel for Anglia Ruskin University on part of the site in lieu of affordable housing	7/9	
7.12	Former Magnet Warehouse, Mill Road	1.10	Mixed use housing development and community facilities. Could include a student hostel for Anglia Ruskin University on part of the site in lieu of affordable housing	7/9	
7.13	Sedley School Site	0.52	Student hostels for Anglia Ruskin University	7/9	
7.14	Bradmore Street Site	0.05	Student hostels for Anglia Ruskin University	7/9	
9.01	East Cambridge	114.89	Mixed uses (see policy 9/4)	5/1, 7/1,7/2, 9/1, 9/2, 9/3, 9/4	Details to be determined in Masterplan
9.02	Addenbrooke's	57.93	Mixed uses (see policy 9/5)	5/1, 5/5, 7/1,7/2, 7/4, 9/1, 9/2, 9/3, 9/5	Staff housing only. Details to be determined in Masterplan
9.03	Huntingdon Road/Histon Road	52.87	Mixed uses (see policy 9/8)	5/1, 9/1, 9/2, 9/3, 9/8	Details to be determined in Masterplan. The existing Christ's & Sidney Sussex Sports Ground should be retained unless adequate provision can be made elsewhere
9.04	Cambridge Northern Fringe	52.64	Mixed uses (see policy 9/6)	5/1, 7/1, 7/2, 9/1, 9/2, 9/3, 9/6	Details to be determined in Masterplan
9.05	East of Shelford Road	31.38	Mixed uses (see policy 9/5)	5/1, 9/1, 9/2, 9/3, 9/5	Details to be determined in Masterplan
9.06	Clay Farm, South of Long Road	29.31	Primarily residential with ancillary uses (see policy 9/5)	5/1, 9/1, 9/2, 9/3, 9/5	Details to be determined in Masterplan

Site Number	Address	Area (ha)	Proposed Use	Policy	Comments
9.07	Madingley Road/Huntingdon Road	67.86	Mixed uses (see policy 9/7)	5/1, 7/1, 7/2 7/4, 7/7, 9/1 9/2, 9/3, 9/7	To be released for development only when the University can show a clear need. Details to be determined in a Masterplan, including the boundaries of Green Belt and green corridor. A strong landscape and biodiversity framework should be adopted early in the development of the site drawing on existing character and features
9.08	Monsanto	15.5	Primarily residential with ancillary uses (see policy 9/5)	5/1, 9/1, 9/2, 9/3, 9/5	
9.09	Land South of Addenbrooke's	10.28	Clinical Development and research uses (safeguarded land for post 2016)	9/5	
9.10	Station Area	8.77	Mixed uses (see policy 9/9)	5/1, 7/1, 7/2, 9/1, 9/2, 9/9	Details to be determined in Masterplan
9.11	19 Acre Field and land at Gravel Hill Farm	11.85	Mixed uses (see policy 9/7). Site is part of First Phase of development of land between Madingley Road and Huntingdon Road	5/1,7/1,7/2 7/4, 7/7, 9/1 9/2, 9/3, 9/7	Details to be determined in Masterplan. Otherwise, the site is available for immediate development.
9.12	Bell School Site, Red Cross Lane	7.61	Housing	5/1, 9/1, 9/2, 9/3, 9/5	Details to be determined in Masterplan Site includes Bell Language School playing field. Public open space should be included on site and an appropriate contribution made to sports provision through commuted payments to compensate for the loss of this playing field

Site Number	Address	Area (ha)	Proposed Use	Policy	Comments
9.13	Glebe Farm	9.79	Primarily residential (see policy 9/5)	5/1, 9/1, 9/2, 9/3, 9/5	The southern boundary of the site should conform with the exact alignment of the Addenbrooke's access road.
9.14	Land between 64-66 Peverel Road	1.44	Housing	5/1	
9.15	Land between Hills Road and Station Road (Triangle Site)	1.51	Housing	5/1, 9/1, 9/2, 9/9	Details to be determined in Masterplan
9.16	Marshalls North Works	1.29	Housing	5/1	Part of large development north of Newmarket Road

Bibliography

Accessible Natural Greenspace in Towns and Cities	English Nature - C.Harrison, J. Burgess, A.Millward, G. Dawe; No 153 (1995)
Ancient Monuments and Archaeological Areas Act	Secretary of State for Culture, Media and Sport (1979)
Areas Transport Plans	See Corridor Area Transport Plans
BS 7913 - Guide to the Principles of the Conservation of Historic Buildings Building Regulations - Part M	Approved Document M: 'Access and Facilities for Disabled People' (1999)
Buildings of Local Interest	List prepared by the Cambridge City Council (Environment & Planning Department)
Cambridge Green Belt Study	Landscape Design Associates (2002)
Cambridge Green Belt towards 2016	Cambridge City Council (November 1998)
Cambridge Housing Needs Study	Cambridge City Council (2003)
Cambridge Landscape Character Assessment	Cambridge City Council (January 2003)
Cambridge Local Plan (1996)	Cambridge City Council (November 1996) Other references to Cambridge Local Plan refer to this Local Plan
Cambridge Shopfront Design Guide	Cambridge City Council (November 1997)
Cambridge Sub-region Key Worker Housing Research	Cambridge Sub-region Affordable Housing Group (August 2003)
Cambridge Walking and Cycling Strategy and Action Plan	Cambridge City Council (September 2002)
Cambridgeshire and Peterborough Waste Local Plan	Cambridgeshire County Council and Peterborough City Council (2003)
Cambridgeshire and Peterborough Structure Plan	Cambridgeshire County Council (2003)
Cambridgeshire Transport Plan 2001-2006	Cambridgeshire County Council (July 2000)

Cambridgeshire's Local Biodiversity Action Plan	Biodiversity Cambridgeshire; contact via Cambridgeshire County Council (1999)
Character of England: Landscape, Wildlife and Natural Features	Countryside Commission (now Countryside Agency) and English Nature (1996)
Circular 05/2005: Planning Obligations	Office of the Deputy Prime Minister (July 2005)
Citizens Panel Survey: The Development of Cambridge	Cambridge City Council (February 2001)
Community Strategy	Under preparation by Cambridge City Council (Local Strategic Partnership)
Conservation Area Appraisal	<p>The following Appraisals have been produced by the Cambridge City Council (and adopted as SPG):</p> <ul style="list-style-type: none"> • Trumpington (Aug. 98) • Brooklands Avenue Area (May 2002) • Southacre (Feb. 2000) • Mill Road and St Matthews Area (Oct. 99) • Newnham Croft (April 99) • The Kite (June 96) <p>Under preparation / to be prepared are:</p> <ul style="list-style-type: none"> • Chesterton • Conduit Head Road • Storey's Way • West Cambridge • Castle (part of the Central Conservation Area) • Newtown (part of the Central Conservation Area) • Riverside (part of the Central Conservation Area) • Historic Core (part of the Central Conservation Area)
Corridor Areas Transport Plans	<p>Cambridge City Council; adopted plans:</p> <ul style="list-style-type: none"> • Southern Corridor Area Transport Plan (2002) • Eastern Corridor ATP (2002) • Western Corridor ATP (2003) • Northern Corridor ATP (2003).
Countryside and Rights of Way Act 2000	HMSO (2000)
Criteria for Designation for County and City Wildlife Sites	Cambridge City Council (June 2000)
Design Quality Indicators	Construction Industry Council (2002)
DOE Circular 1/92: Planning Controls over Sites of Special Scientific Interest Environment Act 1995	HSMO (1992)
	HMSO (1995)
Gardens of Local Interest	List to be produced by Cambridge City Council (Environment & Planning Department)
Hillier Parker Study: Cambridgeshire and	Cambridge County Council, Peterborough City Council and Cambridge City Council (July 2001)

Peterborough Structure Plan Review Retail Study	
Historic Core Conservation Area Appraisal	See Conservation Area Appraisals
Historic Parks and Gardens	See Register of Historic Parks and Gardens
Implementing the Cambridge Sub-Regional Study	Roger Tym & Partners (October 2001)
Informed Conservation	English Heritage (2001)
Lifetime Home Standard	Joseph Rowntree Foundation (2000)
Local Biodiversity Action Plan	See Cambridgeshire's Local Biodiversity Action Plan
Local Plan Issues Report: Cambridge Local Plan Issues Report 2001	Cambridge City Council (June 2001)
Local Plan Monitoring Report: Cambridge Local Plan Monitoring Report	Cambridge City Council (1999)
Local Transport Plan	Cambridgeshire Transport Plan 2001-2006 Cambridgeshire County Council (under review)
Meeting Part M and Designing Lifetime Homes	Joseph Rowntree Foundation (1999)
National Biodiversity Action Plan (UK BAP)	Biodiversity: the UK Action Plan; HMSO (1994)
NHS Trust's 2020 Vision: Addenbrooke's – The 2020 Vision	Addenbrooke's NHS Trust; three documents: - 'The Future of the Addenbrooke's Hospital Site' (September 1999) - 'The Future of the Addenbrooke's Site' (Update June 2001) - '2020 Vision at Addenbrooke's' (2004)
Open Space and Recreation Strategy	Cambridge City Council (2004)
Parking Standards	Cambridge City Council (2004)
Planning (Listed Building & Conservation Areas) Act 1990	HMSO (1990)
Planning and Compulsory Purchase Act 2004	HMSO (2004)
Planning Obligation Strategy	Cambridge City Council (2004)
Planning Obligations: Delivering a Fundamental Change	Office of the Deputy Prime Minister (19 December 2001/ updated 13 May 2002)

Planning: Delivering a Fundamental Change (Green Paper)	Office of the Deputy Prime Minister (December 2001)
PPG 10 - Planning and Waste Management	Office of the Deputy Prime Minister (1999)
PPG 15 - Planning and the Historic Environment	DETR (1994); also update DETR Circular 14/97
PPG 17- Sport and Recreation	Office of the Deputy Prime Minister (1991)
Principles of the Conservation of Historic Buildings	See BS 7913
Public Art	Cambridge City Council (July 2002)
Regional Planning Guidance (RPG6) for East Anglia, covering the counties of Cambridgeshire (including Peterborough), Norfolk and Suffolk	Secretary of State for the Environment, Transport and the Regions (November 2000)
Register of Historic Parks and Gardens	English Heritage (1980, update planned for 2003)
Research into Key Worker & Affordable Housing in the Cambridge Area	University of Cambridge, Cambridge Housing, Planning Research (2002)
Retail Study	See Hillier Parker Study
Species and Habitats Directive (Council Directive 92/43/EEC)	European Community (1992)
Sports Provision in Cambridge Structure Plan	Cambridge City Council (2004) See Cambridgeshire and Peterborough Structure Plan
Structure Plan Review Retail Study	See Hillier Parker Study
Sustainability Appraisal of the Deposit Draft Local Plan	Levett-Therivel (June 2003)
Sustainable Development Guidelines	Cambridge City Council (2003)
Tourism Strategy: Cambridge Tourism Strategy 2001-2006	Cambridge City Council (June 2001)
Town and Country Planning (Development Plan) (England) Regulations	HSMO (1999)

Town and Country Planning (General Permitted Development) Order	HSMO (1995)
Town and Country Planning (Use Classes) Order	HSMO (1987)
Town and Country Planning Acts	HMSO (1990 and 1991)
Urban Archaeological Database	Cambridgeshire County Council and Cambridge City Council in collaboration with Cambridge University (under development)
Urban Capacity Study: Cambridge Urban Capacity Study 2002	Cambridge City Council (September 2002)
Wildlife and Countryside Act	HSMO (1981)

Glossary

NOTE:

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

Affordable housing	Housing provided for people who cannot afford to rent or buy housing locally on the open market to meet their housing needs. It includes affordable supported housing and can refer to dwellings offered at a reduced rent/price.
Affordable supported housing	For particular client groups requiring additional management support and who cannot afford to rent or buy housing on the open market.
Area Action Plan (AAP)	A 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.
Area Development Framework (ADF)	To be prepared by the Local Authority and Partners working with consultants setting out how the Local Plan policies will be achieved. It will provide firm guidelines on the layout and design philosophy, structure of open space, transport and access arrangements and developer contributions and may or may not be adopted as SPD.
Area Transport Plans (ATP)	Identifies the Transport schemes necessary as a result of developments that are likely to take place in an area. They are a way of spreading the costs of large transport schemes across all significant developments. Four Area Transport Plans have been prepared for the Southern, Eastern, Northern and Western Corridors. All the plans have been adopted by Cambridge City Council as Supplementary Planning Guidance; see bibliography.
Biodiversity	All aspects of biological diversity, especially including species richness, ecosystem complexity and genetic variation.
Biotechnology	The application of science and engineering to the direct or indirect use of living organisms, or parts or products of living organisms, in their natural or modified forms.
Brownfield land	Previously developed land (PDL) which is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated with fixed surface infrastructure. The definition covers the curtilage of development. Previously developed land can occur in both urban and rural settings.
Building of Local Interest	A non-statutory listing of buildings, which are important to the locality or the City's history and architectural development.
Building Regulations	Building Regulations ensure the health and safety of people in and around buildings by providing functional requirements for building design and construction. In addition, the Regulations promote energy efficiency in buildings and contribute to meeting the needs of disabled people. Builders and developers are required by law to obtain building control approval - an independent check that the Building Regulations have been complied with. There are two

	types of building control providers - the Local Authority and Approved Inspectors.
Cambridge Local Plan	The current Cambridge Local Plan (2006), which sets out policies and proposals for future development and land use to 2016; the Plan will be a material consideration when making planning applications.
Cambridge Phenomenon	Refers to the large number of high technology companies in and around Cambridge; first described by Segal Quince & Partners.
Cambridgeshire & Peterborough Waste Local Plan	Document addressing the land-use planning aspects of waste management; prepared by the Cambridgeshire County Council and Peterborough City Council as part of the Development Plan; see bibliography.
Carter Bridge	A pedestrian and cycle bridge linking Coleridge with the western side of the train station.
Chalklands	As defined by the Character Map of England.
Character Map of England	See Bibliography – Character of England
Cherry Hinton Pit	Chalk pits south of Limekiln Close and east and west of Limekiln Road; designated SSSI.
City	Cambridge as per administrative boundary of Cambridge City Council.
City Centre	Historic Core and Fitzroy/Burleigh Street shopping areas in Cambridge. These areas provide a range of facilities and services, which fulfill a function as a focus for both the community and for public transport; see also Proposals Map.
City Council	Cambridge City Council.
City wide	Within the area administered by the Cambridge City Council.
City Wildlife Site (CiWS)	Designated by Cambridge City Council and the Wildlife Trust.
Cluster	Concentrations of companies in related activities, recognizable suppliers, service providers and institutions, which are co-operating, competing and collaborating to build competitive advantage, often across traditional sector boundaries. Such concentrations often depend on access to specialist skills and infrastructure within a specific area.
Colleges	Colleges constituting part of Cambridge University. Each is an independent corporate body with its own governance, property and finance. There are 31 such Colleges. The Colleges appoint their staff and are responsible for selecting students, in accordance with University regulations. The teaching of undergraduates is shared between the Colleges and University departments. Degrees are awarded by the University. Academic staff in some cases hold dual appointments, one with the University and one with a College.
Community facilities	Facilities, which help meet the varied needs of the residents of Cambridge for health, educational and public services as well as social, cultural and religious activities. For the purposes of the Local Plan, community facilities are defined as uses falling within

	Class D1 "Non residential institutions" of the Use Class Order with the exception of university teaching accommodation. In addition, the following subcategories of Class C2 "Residential Institutions" are considered to be community facilities: hospitals, residential schools, colleges or training centres; see paragraphs 5.20-5.24.
Community Strategy	Currently being prepared the City's Local Strategic Partnership.
Comparison shopping	Goods that are purchased occasionally and for longer term use, such as electrical goods, clothing, household goods, books, jewellery, furniture etc which consumers will compare before making a choice (see also convenience goods or shopping).
Conservation Area	Areas identified by the City Council, which have 'special architectural or historic interest', which makes them worth protecting and improving.
Conservation Area Appraisals	Produced by the City Council covering various Conservation Areas within the City; see also Bibliography.
Contiguous	Touching along the side or boundary; in contact; physically adjacent; neighbouring.
Controlled Parking Zone (CPZ)	A controlled parking zone is an area in which all roads have waiting restrictions in some form. It is defined through Traffic Regulation Orders, and by entry/exit points to the zone, which are indicated by relevant road signs. For the purposes of the Car Parking Standards, a site will be deemed to be within the Controlled Parking Zone (CPZ) if its access point to the existing highway network lies within the controlled zone covering the central area of Cambridge City. Note that the CPZ is already in force and is not a proposal of the Local Plan. A separate map is available for illustrative purposes.
Convenience shopping	Goods that are purchased regularly and for immediate consumption, such as foods, drink, groceries, confectionary, tobacco, newspapers for which convenience is a prime consideration.
County	The area of the County of Cambridgeshire.
County Council	Cambridgeshire County Council.
County Wildlife Site (CWS)	Designated by Cambridge City Council and the Wildlife Trust.
Criteria for Designation of Wildlife Sites	Adopted by the City Council (June 2000) to assess new and existing wildlife sites, to be included in a Wildlife Strategy SPD to be prepared.
De minimis	The full expression is 'de minimis non curat lex'. This is a Latin phrase which means "the law does not care about very small matters". It can be used to describe a component part of a wider transaction, where it is in itself insignificant or immaterial to the transaction as a whole, and will have no legal relevance or bearing on the end result.
Definitive Map	The Map is a legal record of the public's rights of way. The maps are produced by the Local Authority (in Cambridge by the Cambridgeshire County Council). Note there may be additional rights over land, which have not yet been recorded on the map or

there may be rights, which are incorrectly recorded on the map.

Development Plan	The Development Plan for Cambridgeshire is not a single document but comprises of a number of documents as required by legislation. These are: the Cambridgeshire & Peterborough Structure Plan, the Cambridgeshire and Peterborough Waste Local Plan, the Cambridgeshire Local Transport Plan and the Cambridge Local Plan. The Development Plan is prepared in accordance with the Town and Country Planning (Development Plan) (England) Regulations 1999 and the Town and Country Planning (Transitional Arrangements) (England) Regulations 2004.
District Centre	Group of shops, separate from the town centre, usually containing at least one food supermarket or superstore, and non-retail services such as banks, building societies and restaurants; boundaries are defined on the Proposal Map.
Essential Public Infrastructure Providers	Providers of facilities which help meet the essential needs of the population of Cambridge and the Sub-region for health, educational and public services, including social, cultural and religious facilities.
Gardens of Local Interest	List to be produced by the Cambridgeshire Garden Trust.
Geology	The scientific study of the origin, history, and structure of the earth; the structure of a specific region of the earth's crust.
Gogs	Gog Magog Hills located south east of Cambridge.
Green Belt	A statutory designation made for the purposes of: checking the unrestricted sprawl of large built-up areas, preventing neighbouring towns from merging into each other, assisting in safeguarding the countryside from encroachment, preserving the setting and special character of historic towns and assisting in urban regeneration by encouraging the recycling of derelict and other urban land.
Green roof	Roof covered by a low and light weight vegetation and under a low maintenance regime; see also SuDS.
Greenspaces	Open spaces covered with grass and other vegetation. Includes commons, allotments, playing fields, cemeteries, churchyards, large gardens, parks, public open land and agricultural land.
Greenfield land	Land which has not previously been developed or which has returned to greenfield status over time.
Habitat	The place of a living organism or community characterized by its physical and/or biotic property.
High technology	Activities including production in fields which include biotechnology, chemicals, consultancy, research and development, computer components and hardware, computer software, electronic systems and products, information technology, instrumentation, new materials technology, telecommunications, other forms of new manufacturing process or fields of research and other development which may be regarded as high technology uses.
Highway Authority	Cambridgeshire County Council.
Historic Parks and Gardens	Listed on the Register of Historic Parks and Gardens; see bibliography.

Household Waste Recycling Centre (HWRC)	Run by private companies for Cambridgeshire County Council. The Centres are operated free of charge for members of the public but they do not take waste from businesses. Taking separated household waste to the sites will reduce the amount of waste going to landfill. Site operators will always recycle as much as possible.
Housing Association	Sometimes referred to as a Registered Social Landlord; a non profit making organisation which provides housing for people in need.
Incubator unit	Start up premises for a small firm.
Infrastructure	Basic structure of systems such as utilities (gas, electricity, water) drainage, flood defences, transportation, roads, healthcare, education and other community facilities.
Internal Drainage Board	At present the Cambridge City Council acts with the same powers as an internal drainage board or a former Land Drainage Authority
Joint Infrastructure Funding (JIF Funding)	The Joint Infrastructure Funding is a £750 million partnership between the Wellcome Trust, the Office of Science and Technology and the Higher Education Funding Council for England.
Joseph Rowntree Foundation	Group of housing experts who came together as the Joseph Rowntree Foundation Lifetime Homes Group; see also Lifetime Homes Standard.
Key worker housing	A subset of affordable housing targeted at specific groups of workers, including teachers, nurses and others, who are unable to meet their housing needs on the open market.
Leisure	Includes outdoor and indoor sports, recreation, entertainment and arts facilities.
Lifetime Homes Standard	In 1991 the Lifetime Homes concept was developed by a group of housing experts who came together as the Joseph Rowntree Foundation Lifetime Homes Group. Lifetime Homes have sixteen design features that ensure a new house or flat will meet the needs of most households. This does not mean that every family is surrounded by things that they do not need. The accent is on accessibility and design features that make the home flexible enough to meet whatever comes along in life: a teenager with a broken leg, a family member with serious illness, or parents carrying in heavy shopping and dealing with a pushchair.
Listed Building	A building or structures of special architectural or historic interest and included in a list, approved by the Secretary of State. The owner must get Listed Building Consent to carry out alterations, which would affect its character.
Local Biodiversity Action Plan (LBAP)	The Action Plan works on the basis of partnership to identify local priorities and to determine the contribution they can make to the delivery of the national Species and Habitat Action Plan targets. The Local Biodiversity Action Plans has been prepared by Biodiversity Cambridgeshire (contact via Cambridgeshire County Council) 1999.
Local Centre	Small grouping usually comprising a newsagent, a general grocery store, a sub-post office and occasionally a pharmacy, a hairdresser

	and other small shops of a local nature; boundaries are defined on the Proposal Map.
Local Habitat Action Plans (LHAB)	Part of the Cambridgeshire's Biodiversity Action Plans, published by Biodiversity Cambridgeshire (contact via Cambridgeshire County Council) 1999.
Local Nature Reserve (LNR)	Reserves with wildlife or geological features that are of special interests locally.
Local Plan	Abbreviation used to describe the current Redeposit Draft Cambridge Local Plan (2004).
Local Species Action Plan (LSAP)	Part of the Cambridgeshire's Biodiversity Action Plans, published by Biodiversity Cambridgeshire (contact via Cambridgeshire County Council) 1999.
Local Transport Plan (LTP)	Cambridgeshire Transport Plan 2001-2006 Cambridgeshire County Council; currently under review.
Low impact building materials	Materials, which have a low impact on the environment during their lifetime (including during their production, transport, installation and maintenance).
Masterplan	A masterplan describes how proposals for a site will be implemented. The level of detail required in a masterplan will vary according to the scale at which the masterplan is produced. Masterplans will normally be adopted as SPD.
Material consideration	Something, which should be taken into account when making planning decisions such as determining planning applications.
Mitigation	The purpose of mitigation is to avoid, reduce and where possible remedy or offset any significant negative (adverse) effects on the environment etc arising from the proposed development.
Mixed use development	Development comprising two or more uses as part of the same scheme. This could apply at a variety of scales from individual buildings, to a street, to a new neighbourhood or urban extension. Mixed use development can help create vitality and diversity and can help to reduce the need to travel, which is more sustainable.
National Biodiversity Action Plan	Biodiversity: the UK Action Plan; see bibliography.
Natural Environment	Areas which protect the setting and character of Cambridge and which often provide habitats and refuges for flora and fauna. It includes the flora and fauna contained within the open spaces.
Natural or semi-natural greenspace	Natural or semi-natural greenspace includes woodland, scrub, grassland such as commons and meadows, wetlands, open and running water, wastelands and derelict open land and rock areas (e.g. cliffs, quarries and pits) - all actively managed by humans in need to maintain native wildlife and sustain human beings. In other words these are managed environments including 'encapsulated countryside within the formally designated public open spaces' and elsewhere (ref. English Nature – Accessible natural greenspace in towns and cities).

Open space	Includes all open space of public value. There is a broad range of spaces that may be of public value - not just land but also areas of water such as rivers and lakes - and includes, parks and gardens; natural and semi-natural urban greenspaces; green corridors; outdoor sports facilities; amenity greenspace; teenagers and children's play areas; allotments and community gardens; cemeteries and churchyards; accessible countryside in urban fringe areas and civic spaces.
Open Space Standards	The amount of open space required in all developments either on site or through commuted payments.
Park and Ride (P & R)	A system where private motorists are encouraged to leave their car at an out of centre public car park and travel the rest of the way to their destination by public transport.
Parking Standards	Document setting out maximum permissible levels of car parking for various use-classes, along with minimum levels of cycle parking; see bibliography.
Permissive Right of Way	It is possible for landowners to allow access over their land without dedicating a right of way. These accesses are called permissive paths. Permissive paths are commonly found on land owned by a body, which allows public access, such as a local authority, a Railway Authority, or the National Trust.
Physiographical	Of or pertaining to physiography: From physiography or geomorphology or physical geography.
Planning Authority	In the City it is Cambridge City Council.
Planning Condition	Requirement attached to a planning permission. It may control how the development is carried out, or the way it is used in the future. It may require further information to be provided to the City Council before or during the construction.
Planning Obligation	A binding legal agreement requiring a developer or landowner to provide or contribute towards facilities, infrastructure or other measures, in order for planning permission to be granted. Planning Obligations are normally secured under Section 106 of the Town & Country Planning Act 1990.
Planning Obligation Strategy	An SPG produced by the Cambridge City Council, see Bibliography.
Planning Policy Guidance Note (PPG)	The guidance is issued on a range of planning issues by the (former) Department of the Environment, Transport and the Regions, Department of Transport, Local Government and the Regions and now the Office of the Deputy Prime Minister. PPGs must be taken into account when preparing the statutory Local Plan.
Previously Developed Land (PDL)	see brownfield land.
Primary Shopping Frontages (PSF)	Streets in the City Centre defined on the Proposals Map which are predominantly in retail use.
Proctorial control	Rules and Regulations covering the conduct of university students in Cambridge, such as restrictions on car ownership. The

	enforcement staff are called Proctors.
Proposals Map	Map, which is part of the Local Plan showing all designations and site allocations.
Proposals Schedule	List setting out all the sites allocated in the Local Plan, generally ordered by size within each chapter.
Protected Open Space	Open Space protected by Policy 4/2; see paragraph 4.7.
Public Art	Publicly sited works of art, which make an important contribution to the character and visual quality of the City and is accessible to the public. Details as per adopted Public Art SPG; see bibliography.
Public Right of Way	A public right of way is a route over which the public has a right to pass and re-pass. Public rights of way are more commonly known as either:- Footpath (for use on foot only), Bridleway (for use by horses, pedal cycle or on foot), Byway (for use by motor vehicles, horses, pedal cycle or on foot). Public footpaths are not to be confused with highway footways, which are pavements to the side of the road. Public right of ways are legally recorded on the Definitive Map. Wildlife and Countryside Act 1981 and Countryside and Rights of Way Act 2000.
Rapid Transit System (RTS)	Rail or motor bus transit service operating completely separate from any other modes of transportation (fully or partially) on an exclusive right of way.
Regional Planning Guidance (RPG)	RPG6 - for East Anglia, covers the counties of Cambridgeshire (including Peterborough), Norfolk and Suffolk and was published by the Secretary of State for the Environment, Transport and the Regions on 23 November 2000.
Registered Social Landlord (RSL)	An organisation registered by the Housing Corporation to provide affordable housing.
Research & Development (R & D)	The investigation, design and development of an idea, concept, material, component, instrument, machine, product or process, up to and including production for testing (not mass production), where the work routine requires daily discussion and action on the part of laboratory and design staff.
Research establishments	Research establishments/institutions include commercial research facilities and sui generis uses affiliated with one of the Universities, the Medical Research Council or Addenbrooke's Hospital, where there is a need for regular day-to-day contact or sharing of materials, staff and equipment.
Residents Parking Zones (RPZ)	Residents Parking Zones are established by the Highway Authority and cover an area of on street parking restricted to local residents only.
Retail warehouses	Large single-level stores specializing in the direct sale of household goods and bulky items to the public, catering mainly for car borne customers.
Ridge and furrow	Refers to the 'ridge and furrow' field systems.
Scheduled Ancient	Scheduled Ancient Monument – archaeological sites, buried

Monument	deposits or structures of national importance by virtue of their historic, architectural, traditional or archaeological interest. They are scheduled by the Secretary of State for Culture, Media and Sport under the Ancient Monuments and Archaeological Areas Act 1979.
Secondary shopping frontage	That part of a shopping centre outside the Primary Frontage usually on the fringe, where units are generally smaller and there is a higher proportion of non-retail uses.
Section 106	See Planning Obligations.
Sequential test	A test applied when selecting sites for development, as set out in PPG6 – Town Centres and Retail Development. This means that first preference should be for sites in the City Centre where suitable sites or buildings for conversion are available. This is followed by edge-of-centre sites, district and local centres and only then out-of-centre sites in locations that are accessible by a choice of means of transport.
Setting of the City	The interface between the urban edge and the countryside; see also Cambridge Landscape Character Assessment.
Shopping floorspace	The total area covered by sales in shopping developments.
Site of Special Scientific Interest (SSSI)	An area which, in the view of English Nature, is of particular interest because of its fauna, flora, or geological or physiographic features. Once designated, the owner of the site is required to notify the relevant authorities and to obtain special permission before undertaking operations that would alter its characteristics. Designated under Section 28 of the Wildlife and Countryside Act 1981.
South Cambridgeshire	South Cambridgeshire District Council.
Southern Fringe	As defined on the Proposals Map.
Station Area	Refer to Proposals Map.
Streetscape	The overall character, design quality, and particular physical elements which are formed by a combination of building facades, signage, paving, street furniture (seats, bins, cycle racks etc), lighting and tree and other plantings as well as other elements along a street. The quality of these elements and the degree to which they compliment each other determine the quality of the streetscape.
Structure Plan	The Cambridgeshire and Peterborough Structure Plan which sets out the broad requirements for new homes, industry, shops and supporting services and infrastructure; see also bibliography.
Sub-region	Cambridge area extending to and including surrounding ring of market towns.
Sui generis	Those uses not allocated to a particular Use Class in The Town and Country Planning (Use Classes) Order 1987.
Supplementary Planning Guidance (SPG) / Supplementary Planning	Do not form part of the Local Plan. 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

Document (SPD)	consideration in making planning decisions such as determining planning applications.
Supported housing	Housing for particular client groups requiring additional management support such as people with learning difficulties, young people at risk, the frail elderly, the blind, mentally ill or mentally handicapped people and women with dependents requiring refuge from harassment and violence, but not including student hostels.
Sustainable	Regarding economic development, energy sources etc: capable of being maintained at a steady level without exhausting natural resources or causing severe ecological damage (see also sustainable development).
Sustainable Development	Sustainable Development is a very broad term that encompasses many different aspects and issues from the global to local levels. Overall sustainable development described as: 'Development, which meet the needs of the present without compromising the ability for the future generations to meet their own needs' (after the 1987 Report of the World Commission on Environment and Development – the Brundtland Commission); detail as per proposed 'Sustainable Development Guidelines SPG.
Sustainable Drainage Systems (SuDS)	Development normally reduces the amount of water which can infiltrate into the ground and increases surface water run off due to the amount of hard surfacing used. Sustainable drainage systems control surface water run off by mimicking natural drainage process through the use of surface water storage areas, flow limiting devices and the use of infiltration areas or soakaways etc.
Swale	A natural depression or a shallow ditch to temporarily convey, store (i.e. take extra water volume in storm conditions) or filter runoff / 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 runoff quality by filtering suspended sediment and heavy metals within the surface drainage system.
Transport	The system transporting goods or people.
Transport Assessment (TA)	The Assessment [or Consideration] of the potential transport impacts of a proposed development, with an agreed plan to reduce or mitigate any adverse consequences and where appropriate establish how more sustainable modes of travel can be increased.
Travel Plan	Package of measures tailored to a particular site, aimed at promoting more sustainable travel choices (such as walking, cycling, public transport) and reducing car use. It may include initiatives such as car sharing schemes, provision of cycle facilities, improved bus services, and restricting or charging for car parking.
Traveller(s)	Refers to travelling people or folk or travelling communities such as Gypsies or other itinerant people.
Travellers's Rest Pit	A site south of Huntington Road (north of Conduit Head Road); a declared SSSI.
Triangle Site	An area between Station Road, Hills Road and the railway line.

University of Cambridge	The University of Cambridge is a common law corporation. It is a loose confederation of faculties, Colleges and other bodies. The University works with a relatively small central administration and with central governing and supervisory bodies consisting of and mainly elected by, the current academic personnel of the faculties and Colleges. There are over 100 departments, faculties and schools in which the academic and other staff of the University provide formal teaching (lectures, seminars and practical classes) and carry out research and scholarships. In relation to land and property the University is distinct from the 31 colleges.
Urban Archaeological Database (UAD)	This database is being established through a partnership between the County Council, City Council and English Heritage aided by Cambridge University. It currently covers the City Centre only.
Urban Capacity Study (UCS)	A systematic approach taken in assessing the development potential for sites and buildings, normally for residential development; see bibliography.
Urban design	Urban design concerns the relationship between different buildings; the relationship between buildings and streets, squares, parks, waterways and other spaces which make up the public domain; the nature and quality of the public domain itself; the relationship of one part of a village, town or city with other parts; and the patterns of movement and activity which are thereby established. In short urban design is the complex relationships between all the elements of built and unbuilt space.
Urban Extensions	Development areas on the edge of Cambridge on land proposed for release from the Green Belt – this includes brownfield and Greenfield land. Such development is proposed to the edge of the City at a sustainable location. Cambridge's urban extensions are - Northern Fringe (9.04), Southern Fringe (9.02, 9.05, 9.06, 9.09, 9.10, 9.13, 9.14), East Cambridge (9.01, 9.17 9.19), Huntingdon Road/ Histon Road (9.03) and Land between Madingley Road & Huntingdon Road (Phase 1: 9.12, 9.15, 9.16; Phase 2: 9.07 & Phase 3: 9.08).
Use Class Order	The Town and Country Planning (Use Classes) Order 1987 (as amended) established Use Classes, which is a system of categories referred to in the Local Plan:
Use Class A1	shops where the sale, display or service is to visiting members of the public (shops, hairdressers etc.)
Use Class A2	financial and professional services where the services are provided principally to visiting members of the public (banks, estate agents etc.)
Use Class A3	use for the sale of food or drink for consumption on the premises or of hot food for consumption off the premises (restaurants, cafes, bars etc.)
Use Class B1(a)	an office other than within class A2 (financial and professional services)
Use Class B1(b)	research and development of products or processes
Use Class B1(c)	any industrial process that can be carried out in any residential area without detriment to the amenity of that area

Use Class B2	general industrial uses
Use Class B8	use for storage or as a distribution centre
Use Class C2	residential institutions considered to be community facilities
Use Class D1	non-residential institutions (health centres, schools etc.).
Waste Local Plan	This document addresses the land-use planning aspects of waste management; prepared by the Cambridgeshire County Council and Peterborough City Council as part of the Development Plan.
Windfall site(s)	A site which becomes unexpectedly available for development (usually for housing) during the Plan period and which the Local Plan has not already defined as a potential development site.